

File No. 180331 Committee Item No. 2
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS
AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date April 30, 2018

Board of Supervisors Meeting Date _____

Cmte Board

- | | | |
|-------------------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

- | | | |
|-------------------------------------|--------------------------|----------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Fact Sheet</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Referral FYI 041118</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |

Completed by: Erica Major Date April 26, 2018
Completed by: Erica Major Date _____

1 [Affirming the Board of Supervisors Commitment to the Environmental Protection, Public
2 Recreation, and Youth Education in Clipper Cove]

3 **Resolution responding to the recent proposal to expand the private marina located in**
4 **Clipper Cove at Treasure Island; and reaffirming San Francisco’s commitment to public**
5 **recreation, public education, environmental protection, preservation of public open**
6 **space, and social equity.**

7
8 WHEREAS, Redevelopment of Clipper Cove raises critical issues of financial liability,
9 public access, social equity and environmental protection; and

10 WHEREAS, Clipper Cove at Treasure Island is the largest protected open-water cove
11 in the City and County of San Francisco and offers a geography of calm water and moderated
12 winds removed from strong tidal currents thus providing a uniquely safe environment for youth
13 learning to sail; and

14 WHEREAS, The waters of Clipper Cove are held in trust for the public benefit of the
15 people of California; and

16 WHEREAS, Clipper Cove is an important resource for public recreation, particularly
17 small boat recreation, and is home to the only community sailing center in San Francisco; and

18 WHEREAS, Clipper Cove is the site of youth public education programs, including a
19 STEM program that serves each year over 1,500 students from public elementary schools in
20 San Francisco, many of whom are from low-income communities and would otherwise have
21 no opportunity to experience the Bay in this manner: and further as public recreation and
22 public education on Clipper Cove have expanded dramatically in the 13 years since the
23 certification of the environmental impact analysis on land use for the proposed project; and

24 WHEREAS, Clipper Cove hosts beds of eelgrass, a critically important keystone
25 species in the San Francisco Bay and one of the rarest habitats in California (per National

1 Marine Fisheries Service's (NMFS) California Eelgrass Mitigation Policy (2014), section I(B));
2 and further as the National Marine Fisheries California Eelgrass Mitigation Policy calls for no
3 net loss of eelgrass habitat function in California; and

4 WHEREAS, A marina redevelopment proposal has been put forward that calls upon
5 the City of San Francisco to enter into a 66-year lease with a private marina development and
6 to provide \$6 million in rent credits to the development; and further as the aforesaid
7 redevelopment proposal would demolish the existing marina in Clipper Cove that is dedicated
8 almost exclusively to small craft; and further as the footprint of the marina would be expanded
9 several fold across the inner portion of the Cove where protection for small boat recreation is
10 most available; and further as the proposed marina would provide berthing sized solely for
11 large and very large craft (per Slip Mix chart, TIDA presentation, February 15, 2017, Treasure
12 Island Enterprises); and further as the proposed redevelopment would provide live-aboard
13 housing exclusively at luxury rates (per Treasure Island Marina Feasibility Report, California
14 Division of Boating and Waterways, page 10, April 5, 2017); and

15 WHEREAS, The State of California has published a feasibility study that has identified
16 significant potential shortfalls in the proposed financing for this project including potential over-
17 estimation of revenue and potential underestimation of expenses; (per Treasure Island Marina
18 Feasibility Report, California Division of Boating and Waterways, April 5, 2017); and as the
19 State of California notes that the redevelopment as proposed and the inclusion of a wave
20 attenuator in particular typically results in the deposition of silt (per Treasure Island Marina,
21 DBW staff presentation notes, California Division of Boating and Waterways Commission
22 Hearing, April 12, 2017, California Department of Boating and Waterways slide 8/page 8); and
23 further as the State of California had identified the necessity to budget significant annual
24 expenses to provide for maintenance dredging to address that siltation (per Treasure Island
25 Marina Feasibility Report, California Department of Boating and Waterways, page 12, April 5,

1 2017); and as unanticipated siltation in the wake of the redevelopment of the West basin of
2 San Francisco Marina and elsewhere in the San Francisco Bay Area has recently created
3 significant financial dredging liabilities (per Treasure Island Marina Feasibility Report,
4 California Division of Boating and Waterways, page 10, April 5, 2017, page 12; Treasure
5 Island Marina, DBW staff presentation notes, California Division of Boating and Waterways
6 Commission Hearing, April 12, 2017, California Department of Boating and Waterways slide
7 8/page 8); and as the proposed lease for the marina redevelopment does not provide for
8 maintenance dredging for areas in the Cove outside of the proposed marina and marina
9 entrance channel (that will also be threatened by increased sedimentation), thus creating a
10 potential threat to the Cove and new financial liability for the City of San Francisco; and

11 WHEREAS, The proposed redevelopment plan does not evaluate the likelihood or the
12 impact of such siltation and maintenance dredging; and further as the environmental impact
13 analysis for the proposed project did not evaluate the impact of the project's proposed wave
14 attenuator (per San Francisco Planning Department July 5, 2017 Memorandum, Table 1); and
15 further as professional biological expert opinion has identified both new sedimentation and
16 maintenance dredging stemming from wave attenuation as a potentially significant and
17 unmitigated threat to eelgrass beds in the Cove (per Treasure Island Marina Development
18 and Eelgrass Habitat Issues, October 10, 2017, Keith Merkel, Merkel and Associates); and

19 WHEREAS, The environmental impact analysis does not recognize the significant
20 increase in public use of Clipper Cove over the last decade since the certification of the
21 environmental impact report in 2005; and further as the environmental impact analysis
22 conducted in 2005 did not address the impact of the proposed project on views of the new
23 and iconic eastern span of the Bay Bridge; now, therefore, be it
24
25

1 RESOLVED, That the San Francisco Board of Supervisors affirms the principle that
2 marina redevelopment in Clipper Cove should not diminish the character or range of existing
3 public recreation and public education on Clipper Cove, including interim uses; and, be it

4 FURTHER RESOLVED, Marina redevelopment should not harm the existing
5 environmental resources of Clipper Cove, particularly the critically important eelgrass beds in
6 the Cove; and, be it

7 FURTHER RESOLVED, Marina redevelopment in Clipper Cove should not result in
8 diminished water depth in Clipper Cove, and should provide financing for all required
9 maintenance dredging to preserve water depth throughout the Cove; and, be it

10 FURTHER RESOLVED, Marina redevelopment should not reduce the current
11 availability of berthing in Clipper Cove sized for small craft; and, be it

12 FURTHER RESOLVED, Marina redevelopment should preserve existing views of
13 important visual resources, including views of the eastern span of the Bay Bridge from the
14 southern shore of Treasure Island as well as the beach on the western end of Clipper Cove;
15 and, be it

16 FURTHER RESOLVED, The Board of Supervisors calls for an analysis and
17 assessment of the impacts of proposed marina redevelopment on public access to the San
18 Francisco Bay and the impact on all current public use of Clipper Cove, including interim uses,
19 prior to any further action; and further the Board calls for assessment of the compatibility with
20 the policies of the current San Francisco Bay Plan; and, be it

21 FURTHER RESOLVED, the Board of Supervisors calls for an analysis and assessment
22 of the impact of the proposed marina redevelopment on eelgrass beds in Clipper Cove, prior
23 to any further action, including the impact of projected changes in sedimentation and the
24 impact of requisite maintenance dredging to maintain current water depth throughout the
25 Cove; and, be it

1 FURTHER RESOLVED, The Board of Supervisors calls for a financial analysis to
2 assess proposed financing, projected revenue, and projected expenses for the proposed
3 marina development to assess the risk of default at each stage of the proposed project and
4 the ensuing liability and losses for the city, including the net loss of public recreation and any
5 financial liabilities that may accrue to the city of San Francisco due to potential changes in
6 sedimentation in Clipper Cove, particularly sedimentation that would necessitate maintenance
7 dredging to preserve current public recreation and education in Clipper Cove.

8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

180331

From: Board of Supervisors, (BOS)
Sent: Wednesday, April 18, 2018 9:43 AM
To: BOS-Supervisors; Major, Erica (BOS)
Subject: FW: Clipper Cove Resolution
Attachments: SFBoS041718.pdf

From: Jack Gierhart [mailto:JackGierhart@USSAILING.ORG]
Sent: Tuesday, April 17, 2018 7:13 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Clipper Cove Resolution

This message was sent securely using Zix®

Dear San Francisco Board of Supervisors,

Please find attached a letter supporting the resolution addressing the Clipper Cove marina development proposal.

Thank you for your consideration.

Best regards,

Jack Gierhart
CEO
US Sailing
Tel: (401) 342-7924
Mobile: (617) 413-6187
Email: JackGierhart@USSAILING.ORG
Web: www.ussailing.org
1 Roger Williams University Way
Bristol, RI 02809



This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender and delete it from your system. Any views expressed in this message are those of the individual sender, except where the sender specifies and with authority, states them to be the views of US Sailing

This message was secured by [Zix®](#).

File No. 180331
Received via email
4/17/18



April 17, 2018

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
Email: Board.of.Supervisors@sfgov.org

1 Roger Williams
University Way
Bristol, RI 02809

P 401.342.7900
F 401.342.7940
info@ussailing.org
www.ussailing.org

Re: Support of Clipper Cove Resolution

Dear San Francisco Board of Supervisors:

I write on behalf of the United States Sailing Association in support of the resolution responding to the recent proposal to expand the private marina located in Clipper Cove at Treasure Island and reaffirming San Francisco's commitment to public recreation, public education, environmental protection, and preservation of public open space introduced by Supervisor Jane Kim introduced on April 3, 2018.

US Sailing is the National Governing Body (NGB) for the sport of sailing and supports a member base of over 46,000 sailors and boaters. We also provide services to over 2,500 local sailing and boating organizations by way of our education and safety programs. In fact, many of our members are tenants and proprietors of businesses on public lands, providing critical services to the boating public, and stewardship of our natural resources.

We remain concerned the scale of the marina as currently proposed is considerably greater than can be accommodated without significant negative impacts on public access and use of Clipper Cove, particularly through small boating such as youth and community sailing. The potential marina expansion would close off most of Clipper Cove to educational and recreational boating, leaving only a small portion of the cove for these uses. This closure would severely limit and diminish recreational and educational opportunities for the residents of San Francisco offered through the Treasure Island Sailing Center. Clipper Cove is one of San Francisco's most valuable open water resources. It is one of the only safe places for the community to engage in beginner/recreational small boating. One of our main concerns is preserving this access for beginning sailors and those in the sailing STEM program. This program provides access for thousands of youth to sailing opportunities, including a sailing STEM program, which serves over 1,500 elementary schoolers each year in San Francisco Unified



School District. It is necessary that the Sailing Center activities not be displaced by development, in order to retain protected and calm water for beginning sailors.

We believe that the San Francisco Board of Supervisors should act proactively to define what type of development at Clipper Cove is appropriate. The resolution proposed by Supervisor Kim outlines the principles for Clipper Cove development. It provides for sound planning regarding the commercial marina and calls for more study where needed to ensure that Clipper Cove, held in trust for the public, fulfills its destiny as a Mecca for introducing children and adults to boating on San Francisco Bay, as well as protects important environmental resources. We urge the San Francisco Board of Supervisors to adopt the resolution.

Sincerely,

A handwritten signature in black ink, appearing to read "Jack Gierhart". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jack Gierhart
CEO, US Sailing

CLIPPER COVE RESOLUTION TALKING POINTS

With the transfer of Treasure Island to the City of San Francisco we have begun to even more deeply appreciate all that the Island offers.

One location in particular where public activity has skyrocketed over the last 10 years is Clipper Cove. Lying next to the Bay Bridge, Clipper Cove is cradled between the arms of Treasure Island and Yerba Buena. Formally closed to the public during the Navy era, the Cove is now open and has recently been recognized as one of the most well protected and scenic small boat harbors on the West Coast.

The unique geography of the Cove offers flat water with moderate wind while providing shelter from the notorious tidal currents and winds of the Central Bay.

At 81 acres, 10 times the size of McCovey Cove, **Clipper Cove is the largest and most well-protected open-water cove in San Francisco.** Since opening to the public, Clipper Cove has found fans ranging from dragon boaters to Olympic racers.

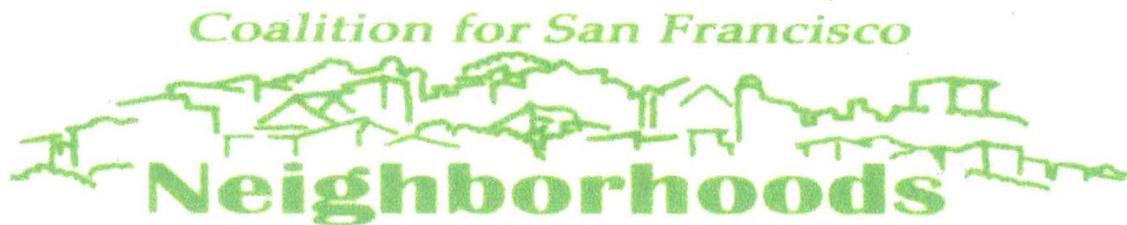
Clipper Cove is home to TISC – the Treasure Island Sailing Center - the only community sailing center in San Francisco. **The Sailing Center provides educational and recreational boating and sailing programs on Clipper Cove to over 4,000 youth and adults each year.**

A sailing and science STEM program hosted by TISC serves over 1,500 students each year from San Francisco public schools. For many of youth these classes are their first experience being on the water and their first close-up experience of the San Francisco Bay. **Over the last five years the program has brought onto the Bay over 5,000 4th and 5th graders from 41 public elementary schools across San Francisco.**

Clipper Cove is also a critically important ecological site, hosting beds of eelgrass, a critically important keystone species in the San Francisco Bay and one of the rarest habitats in California.

In sum, Clipper Cove is a San Francisco gem, serving the entire city and providing critically important bio-diversity.

Recently a long-dormant proposal has re-surfaced to develop Clipper Cove through the development of a large private marina. Given the irreplaceable value of Clipper Cove it is critically important that such development be guided by sound planning. After hearing from many stakeholders I have drafted a board resolution to help establish principles and criteria to encourage sound and efficient planning in the development of Clipper Cove. I ask for your support in helping to steward a resource that serves all of San Francisco.



www.csfm.net • PO Box 320098 • San Francisco CA 94132-0098 • Est 1972

February 20, 2018

Page 1 of 2

TO: Treasure Island Development Authority, San Francisco Planning Department, San Francisco Planning Commission, San Francisco Board of Supervisors

FROM: George Wooding, President, Coalition for San Francisco Neighborhoods (CSFN)

CSFN RESOLUTION SUPPORTING ALTERNATIVE OPTION FOR CLIPPER COVE

WHEREAS, Treasure Island's Clipper Cove is a unique harbor that is San Francisco's largest and most valuable protected open water cove;

WHEREAS, a new development proposed by Treasure Island Enterprises, to demolish the existing small boat marina in Clipper Cove and construct a new luxury marina dedicated exclusively for very large yachts running 40'-80' in length, would damage existing recreational, educational, and cultural activities in Clipper Cove and would pose a significant unidentified threat to the ecology of the Cove;

WHEREAS, presently Clipper Cove is the home to San Francisco's only community sailing center, the Treasure Island Sailing Center (TISC), which provides sailing for several thousand youth each year, including a sailing STEM program for over 1,500 San Francisco Unified School District (SFUSD) 4th graders, most of whom have their first experience on the Bay through this program;

WHEREAS, the proposed development would increase the footprint of the marina from 7% of the Cove to 32% of the Cove, displacing Sailing Center activities, entirely blocking some beginning sailors from the inner Cove where the water is most protected and reducing the area available for recreational boaters to anchor overnight in the calm waters found in Clipper Cove;

WHEREAS, found underwater in the southern portion of Clipper Cove is valuable native eelgrass which provides important habitat for wildlife in San Francisco Bay;

WHEREAS, according to the State of California, the wave attenuator wall proposed as part of the new luxury marina is likely to generate new siltation in the Cove requiring regular maintenance dredging, factors that could likely negatively impact the eelgrass without proper mitigation;

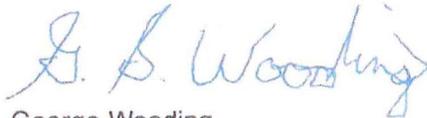
WHEREAS, in a feasibility study on the proposed project, the State of California noted that similar development at the San Francisco Marina by the Marina Green resulted in unanticipated siltation, the dredging of which currently runs to \$500,000 a year and recommended budgeting \$150,000 a year in maintenance dredging for the proposed Clipper Cove project, a recommendation the developers have declined to accept;

WHEREAS, the State's estimate of dredging costs documents that the project sponsor, Treasure Island Enterprises, has not studied nor identified the potential threat of changing siltation and has not identified mitigation measures to protect the eelgrass;

THEREFORE, BE IT RESOLVED, that the Coalition for San Francisco Neighborhoods (CSFN) opposes the proposed marina development and endorses the Treasure Island Sailing Center (TISC) minimum impact alternative option for Clipper Cove. Under the alternative option, the number of berths in the marina would double and the average berth would increase in length from 31ft. to a maximum of 42ft. This compromise would allow for a dramatic increase in the development of Clipper Cove but still have minimum impact on public access to Clipper Cove and minimum impact on the health of the Bay.

THEREFORE, BE IT FURTHER RESOLVED, that the City of San Francisco should evaluate how any proposed marina development would impact sedimentation in Clipper Cove before approving said proposal.

Sincerely,

A handwritten signature in blue ink that reads "G. B. Wooding". The signature is written in a cursive style with a large initial "G" and "B".

George Wooding
President CSFN

March 6, 2018



Honorable Jane Kim
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
[Jane.Kim@sfgov.org]

1 Roger Williams
University Way
Bristol, RI 02809

P 401.342.7900
F 401.342.7940
info@ussailing.org
www.ussailing.org

Dear Supervisor Kim:

I write on behalf of US Sailing to share our opposition to the recent proposal forwarded by the Treasure Island Development Authority (TIDA) to expand the existing marina in Clipper Cove.

As the National Governing Body for the sport of sailing, US Sailing's mission is to provide leadership for the sport of sailing in the United States.

The proposal adopted by TIDA on October 30, 2017, would dramatically reduce public access to Clipper Cove and significantly diminish the public recreation and education programs operated by the Treasure Island Sailing Center, particularly the Center's youth programs. Clipper Cove, widely recognized as one of the best small boating venues on the West Coast, would be significantly and permanently diminished.

The Treasure Island Sailing Center in Clipper Cove is one of 35 Community Sailing Centers in the United States accredited by US Sailing. These Community Sailing Centers have proven to be engines for community development across the United States and represent the fastest growing segment in the sport of sailing.

We believe diversity is essential to the sport of sailing and Community Sailing Centers are at the forefront of bringing diversity to the sport. For us, diversity refers to the differences of culture, ethnicity, race, gender, age, beliefs, religion, socioeconomic status, sexual orientation, family status, physical ability, appearance and ideas. We are committed to achieving greater diversity throughout the sport and fostering an environment that is more inclusive. TISC has helped an unbelievable number of underserved kids in San Francisco who otherwise would have no access to the bay or to sailing's unique ability to develop their self-reliance, independence, citizenship, problem solving skills and overall self-image.

To help us achieve our mission, we seek to identify organizations that provide the highest quality of education and support access to sailing for all. These are organizations that align with the standards set forth by US Sailing and offer safety, fun and learning through their programming. The Treasure Island Sailing Center in Clipper Cove meets these standards and more.

We strongly urge you to work toward marina development that preserves public access to Clipper Cove and supports the Treasure Island Sailing Center that brings so much to San Francisco.

Thank you for your attention here.

Sincerely,

A handwritten signature in black ink, appearing to read "Jack Gierhart", with a long horizontal line extending to the right.

Jack Gierhart
CEO, US Sailing





SFUSD SAN FRANCISCO
PUBLIC SCHOOLS

DIVISION OF CURRICULUM & INSTRUCTION, STEM – SCIENCE DEPARTMENT
750 25th Avenue, San Francisco, CA 94121
T 415.508-7378
F 415.750-8575
WWW.SFUSD.EDU

May 19, 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@bccdc.ca.gov

Dear Mr. Wasserman:

On behalf of the Science Department of the San Francisco Unified Public School District, I write to encourage the Bay Conservation and Development Commission to protect Clipper Cove at Treasure Island. This ask echoes the US Sailing Association and the Sierra Club in urging you to reject the recent marina expansion proposal forwarded by Treasure Island Enterprises.

Over the past three years over thirty-five SFUSD elementary schools have participated in the sailing STEM classes taught on Clipper Cove by the Treasure Island Sailing Center (TISC). The classes are full STEM (*science, technology, engineering, and mathematics*) curricula that meet 4th grade Next Generation Science Standards (NGSS). They include: Ecology of the Bay, Maritime History, and Power of the Wind. As part of the Science Enrichment Pathway, I have been able to fund dozens of students in the past semester to attend, all with glowing reviews of their experiences.

These classes are making a vital contribution to our work in the classroom, and more importantly they are making a significant contribution in the development of our students. For many of the students these classes are their first on-the-water experience of San Francisco Bay.

However, the Treasure Island Sailing Center has been explicit that the proposed marina expansion would significantly harm their programs and would significantly reduce public access (especially for beginning sailors), including a 25% reduction of the sailing area used by the STEM program. For full detail and documentation, see the April 17, 2017 note posted on the Sailing Center's website here: <https://tisailing.org/resources/news-and-press-releases>

Clipper Cove is an extremely valuable public resource. Due to unique geography it provides the extremely rare combination of good wind, flat water, and no currents. It is recognized as one of the best small boat venues on the west coast and is ideal for teaching youth sailing. About 10 times the size of McCovey Cove, Clipper cove is by far and away San Francisco's most important protected open water.

As proposed, the marina expansion would have a dramatic negative impact on public education and public recreation on the San Francisco Bay.

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, effectively blocking beginning sailors from the Cove. 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. [For documentation see at link above.]

The Treasure Island Sailing Center, through its many programs, gets thousands of people sailing out on the water every year. Most impressively, many low-income youth have a chance to learn how to sail, a chance that in all likelihood they would not have without the Center and Clipper Cove. The Sailing Center is a very special institution - no one is ever turned away. Full and partial scholarships are always available for it's summer and after-school programs. The US Sailing Association recently awarded the Treasure Island Sailing Center the Kilroy award given annually each year to a program that has made "*notable contributions in promoting public access sailing by identifying and actively including people who would normally have no access to sailing.*"

By teaching youth how to sail on Clipper Cove, the Treasure Island Sailing Center is fostering a generation of Bay Area residents who understand the value of the Bay and will work to protect this vital public resource. The San Francisco Bay Plan specifically recognizes the importance of recreation to conservation: "Participating in recreation activities on the Bay and along its shoreline can inspire an appreciation of the Bay and can motivate people to participate in the responsible management and protection of the Bay." (San Francisco Bay Plan, reprinted March 2012, at p. 58.)

The STEM classes offered on Clipper Cove through the Sailing Center are making an invaluable contribution to our students. These classes are also providing our students with an important introduction of the San Francisco Bay. Protecting the Cove is vital to maintaining the integrity of these classes.

We urge to protect Clipper Cove and reject the proposed marina expansion.

Sincerely,

Vanessa Carter

Vanessa Carter
Environmental Literacy Content Specialist

October 4, 2017

Hon. V. Fei Tsen - Chair
TIDA Board of Directors
One Avenue of the Palms, Suite 241
San Francisco, California 94130
Via Bob Beck <bob.beck@sfgov.org>

cc: San Francisco Supervisor Jane Kim

Dear Chair Tsen:

We write as San Francisco elementary school teachers to encourage the Treasure Island Development Authority to protect Clipper Cove at Treasure Island. And we join the US Sailing Association and the Sierra Club in urging you to reject the recent marina expansion proposal forwarded by Treasure Island Enterprises.

Over the past three years over thirty-five SFUSD elementary schools as well as several private elementary schools have participated in the sailing STEM classes taught on Clipper Cove by the Treasure Island Sailing Center (TISC). The classes are full STEM (science, technology, engineering, and mathematics) curricula that meet 4th grade Next Generation Science Standards (NGSS). They include: Ecology of the Bay, Maritime History, and Power of the Wind.

These classes are making a vital contribution to our work in the classroom, and more importantly they are making a significant contribution in the development of our students. For many of the students these classes are their first on-the-water experience of San Francisco Bay.

However, the Treasure Island Sailing Center has been explicit that the proposed marina expansion would significantly harm their programs and would significantly reduce public access (especially for beginning sailors), including a 25% reduction of the sailing area used by the STEM program. For full detail and documentation, see the April 17, 2017 note posted on the Sailing Center's website here: <https://tisailing.org/resources/news-and-press-releases>

Clipper Cove is an extremely valuable public resource. Due to unique geography it provides the extremely rare combination of good wind, flat water, and no currents. It is recognized as one of the best small boat venues on the west coast and is ideal for teaching youth sailing. About 10 times the size of McCovey Cove, Clipper cove is by far and away San Francisco's most important protected open water.

As proposed, the marina expansion would have a dramatic negative impact on public education and public recreation on the San Francisco Bay.

Under this proposal, the marina would expand from covering 7% of the Cove to covering 32% of the Cove, an expansion of 357%, 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, effectively blocking beginning sailors from the Cove. 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. [For documentation see at link above.]

The Treasure Island Sailing Center, through its many programs, gets thousands of people sailing out on the water every year. Most impressively, many low-income youth have a chance to learn how to sail, a chance that in all likelihood they would not have without the Center and Clipper Cove. The Sailing Center is a very special institution - no one is ever turned away. Full and partial scholarships are always available for it's summer and after-school programs. The US Sailing Association recently awarded the Treasure Island Sailing Center the Kilroy award given annually each year to a program that has made *"notable contributions in promoting public access sailing by identifying and actively including people who would normally have no access to sailing."*

By teaching youth how to sail on Clipper Cove, the Treasure Island Sailing Center is fostering a generation of Bay Area residents who understand the value of the Bay and will work to protect this vital public resource. The San Francisco Bay Plan specifically recognizes the importance of recreation to conservation: "Participating in recreation activities on the Bay and along its shoreline can inspire an appreciation of the Bay and can motivate people to participate in the responsible management and protection of the Bay." (San Francisco Bay Plan, reprinted March 2012, at p. 58.)

The STEM classes offered on Clipper Cove through the Sailing Center are making an invaluable contribution to our students. These classes are also providing our students with an important introduction of the San Francisco Bay. Protecting the Cove is vital to maintaining the integrity of these classes.

We urge you to protect Clipper Cove and reject the proposed marina expansion.

Sincerely,

Christine Armstrong
Alvarado Elementary

Amy Lee
Jefferson Elementary

Victoria Bautista
Jefferson Elementary

Christine Linder
Miraloma Elementary

Annie Roach
McKinley Elementary

William Warrant
Bessie Carmichael

Chris Weiss
Sunnyside Elementary

Liz Zarr
Glen Park Elementary

Jill Radwanski
Jefferson Elementary

Liana Kholer
Gordon J. Lau Elementary

Vivian Mak
Gordon J. Lau Elementary

Jennifer Partika
Argonne Elementary

Kim Towlsey
Argonne Elementary

William Nadel
Argonne Elementary

William Warrant
Bessie Carmichael

El Walden
Ulloa Elementary

Kathy Angus
Argonne Elementary

Marta Alvarez
Paul Revere Elementary

Mei Wong
Alice Fong Yu Elementary

Jessica Thompson
Daniel Webster Elementary

Patricia Juri
Argonne Elementary

Brenda Douville
Gordon J. Lau Elementary

Krisi Luo
Gordon J. Lau Elementary

Zoe Wadkins
Former Program Director and
STEM Coordinator, Treasure
Island Sailing Center



October 9, 2017

Board of Directors
Treasure Island Development Authority
One Avenue of Palms, Suite 241
San Francisco, CA 94130
Email: Bob.Beck@sfgov.org

Re: Clipper Cove Marina Expansion

Dear TIDA Board of Directors:

On October 2, 2016, San Francisco Baykeeper ("Baykeeper") sent a letter to Hunter Cutting with Save Clipper Cove noting our opposition to and concern with the proposed marina expansion project at Clipper Cove on Treasure Island ("Project"). (See attached as Exhibit A). Baykeeper was primarily concerned about the impacts to the present users from the proposed development and the outdated and inadequate environmental review of the Project. Although the Project has changed, we remain concerned about the same issues. Thus, we reiterate and incorporate those earlier comments herein, and are writing to express the following additional concerns.

First, Baykeeper remains concerned that the Project will have adverse impacts on the important youth programs that take place at Clipper Cove. These programs allow youth (and adults) to interact with the Bay, cementing a knowledgeable and caring relationship with the Bay going forward. The Treasure Island Sailing Club has noted that the space available for their programs after the proposed Project is the *minimum* needed for their programs. However, the Project will certainly impact the sailing programs. The Project will take 32% of the area currently used by the Sailing Club and other recreationalists, significantly reducing the area available. In addition, as planned, the Project will cause changes in Clipper Cove that may not allow many beginners to sail there. Finally, with the proposed Project there is no room for these programs to grow, while the need for safe places to access the Bay will certainly grow.

Second, we are concerned that the EIR for this Project is now 11 years old. No supplemental EIR has been prepared, yet the baseline conditions and the Project have changed significantly since the EIR was prepared. In our original letter, Baykeeper noted that the EIR fails to analyze water quality impacts from increasing motorized boat use. Moreover, the EIR does not consider the impacts of this Project on the eelgrass beds in Clipper Cove. The dredging necessary for this Project could likely have a negative impact on the eelgrass beds, but that impact was not evaluated in the EIR. Before approving this Project, the California Environmental Quality Act requires TIDA analyze and mitigate for these impacts.

Third, we are concerned about the economic viability of the Project. The economic model relies on renting the live-aboard slips for over \$3,000 per month, which is over three times the rental fee for any other marina in the Bay. It is unclear that this business model is sustainable, and Baykeeper is concerned about the environmental and recreational impacts to Clipper Cove if the Project is unsuccessful or if it is unable to go beyond Phase 1. For example, will there be additional

Baykeeper
Page 2
October 9, 2017

environmental impacts or additional impacts to current recreational users if the Project is unsuccessful or only implements Phase 1? It is important that these potential impacts be analyzed before approving the Project.

In conclusion, while considering this Project, we urge you to ensure that access for current and potential recreational users, as well as the water quality and natural plant communities, are protected. The current plan for the Project does not appear to do so. If you have any questions, please contact me at erica@baykeeper.org.

Yours truly,


Erica A. Maharg
Managing Attorney

CC: Supervisor Jane Kim, Jane.Kim@sfgov.org

EXHIBIT A

October 2, 2016

Hunter Cutting
Save Clipper Cove
Email: huntercutting@gmail.com

Dear Mr. Cutting:

Thank you for informing me about the proposed expansion of Clipper Cove Marina (“Project”) located on Treasure Island. After reviewing the proposed Project and the environmental impact report (“EIR”) prepared for the Project, Baykeeper shares your concerns about the marina expansion. As described in greater detail below, Baykeeper is concerned about the impact the Project will have on present recreational users of Clipper Cove and whether the EIR prepared for the Project adequately evaluates and mitigates for the environmental impacts of the Project as currently proposed.

Baykeeper is a non-profit organization that works to protect and enhance the water quality and natural resources of San Francisco Bay, its tributaries, and other waters in the Bay Area, for the benefit of its ecosystems and communities. Baykeeper has over 5,000 members and supporters, many of whom use San Francisco Bay on a regular basis for recreation, including sailing, kite surfing, swimming, and kayaking. Our mission is not only to ensure that the Bay is safe and healthy to recreate in the Bay, but also to work to protect and promote public access.

1. The Marina Expansion Will Negatively Impact Present Users’ Access to and Enjoyment of Clipper Cove.

Baykeeper is concerned that the marina expansion will deprive present and future users of Clipper Cove of a safe and accessible place to access the Bay. Clipper Cove has become a community asset where many people access the Bay for recreation. The Treasure Island Sailing Center, through its many programs, gets thousands of people sailing out on the water every year. Most impressively, many low-income youth have a chance to learn how to sail, a chance that in all likelihood they would not have without the Center and Clipper Cove.

By teaching kids how to sail, the Treasure Island Sailing Center is creating a future generation of people who understand the value of the Bay and will work to protect this vital public resource. The San Francisco Bay Plan specifically recognizes the importance of recreation to conservation: “Participating in recreation activities on the Bay and along its shoreline can inspire an appreciation of the Bay and can motivate people to participate in the responsible management and protection of the Bay.” (San Francisco Bay Plan, reprinted March 2012, at p. 58.)

The current layout of Clipper Cove, with a smaller marina in the northwest corner, provides enough area for the Treasure Island Sailing Center to conduct sailing lessons in a safe way. Moreover, it provides a large area for non-motorized watercraft, such as kayaks and stand-up

paddleboards. The current proposal for the Project, by greatly expanding the footprint of the marina, will significantly reduce the area available for sailing instruction and non-motorized watercraft. Further, the increased boat traffic due to the expanded marina will likely increase the potential for accidents between new sailors and marina users. Any agency approving the Project should closely look to ensure that sailors and non-motorized watercraft users will not be threatened by increased traffic through Clipper Cove.

Baykeeper understands that there is a lack of sufficient marina space in San Francisco Bay, and we generally support efforts to increase public access, including marinas, in the Bay. However, Clipper Cove already has a thriving community of recreational users. Any expansion or modification of Clipper Cove must ensure that the present users can continue to recreate there in a safe and fun way. It appears that, in order to do that, the Project as currently proposed should decrease its footprint, either by reducing the number of berths or decreasing the size of the berths.

2. The 2006 EIR Should Likely Be Revised to Consider Changes at Clipper Cove and the Proposed Project.

An EIR for the Project was prepared in 2006, about ten years ago. The age of the EIR calls into question whether the analysis in the document is still accurate. Conditions at the site likely have changed, such as increased recreation use or changes in biological resources. Moreover, the Project evaluated in the EIR appears to have been modified in the latest proposal. Although the number of slips at the marina has remained the same, the marina's footprint has significantly expanded. These changes could cause increased impacts, such as impacts to water quality and public safety as a result of increased conflicts between motorized and non-motorized watercraft.

Where a project for which an EIR has been prepared is later modified or the circumstances under which it is to be carried out change, a subsequent or supplemental EIR may be required. (*See* Pub. Res. Code § 21166; *Save Our Neighborhood v. Lishman* (2006) 140 Cal.App.4th 1288, 1295 (*Save Our Neighborhood*)). Public Resources Code section 21166 provides that a subsequent or supplemental EIR shall be required if substantial changes are proposed in the project, or occur with respect to the circumstances under which the project will be undertaken, which require major revisions to the EIR, or if new and previously unknown information becomes available. (Pub. Res. Code § 21166; *see also* 14 Cal. Code Regs. §§ 15162-15164.)

Any agency approving the Project should evaluate the changes in the Project and the changes at the site since the EIR was certified to determine whether a subsequent EIR should be prepared. Preparing a supplemental EIR will ensure public participation in the Project and will provide decisionmakers with the information needed to make an informed decision, meeting the purposes of CEQA. (*See Woodward Park Homeowners Assn., Inc. v. City of Fresno* (2007) 150 Cal. App. 4th 683, 691 [The basic purposes of CEQA are “to inform the public and decision makers of the consequences of environmental decisions before those decisions are made,” and “to protect and maintain California’s environmental quality.”].)

Baykeeper is particularly concerned about the potential water quality impacts of increasing motorized boat traffic at Clipper Cove. Motorized boats can pollute the water with oil and gas; in addition, detergents, sewage, metals, and other pollutants can discharge depending on how the boat

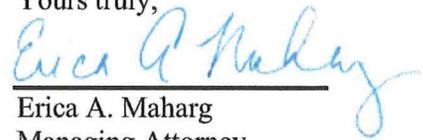
October 2, 2016

Page 3

is maintained. It does not appear that the 2006 EIR considered these impacts at all. (See EIR, Chapter 4.) The San Francisco Bay Plan prohibits any new marina or marina expansion “unless water quality and circulation will be adequately protected and, if possible, improved.” (San Francisco Bay Plan at 62.) The EIR does not provide sufficient analysis to make this finding, and any agency approving the Project must fill this information gap prior to approval.

In short, before finalizing approval of the Project, the responsible agencies should ensure that any proposal protects current users and the character of Clipper Cove marina as a community resource. Moreover, Baykeeper asks any agency to make sure that increased use will not impact the water quality of the area. If you have any questions, please contact me at erica@baykeeper.org.

Yours truly,



Erica A. Maharg
Managing Attorney

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

MEMORANDUM

TO: Deborah Raphael, Director, Department of the Environment
Phil Ginsburg, General Manager, Recreation and Parks Department
Robert P. Beck, Treasure Island Director, Treasure Island Development Authority

FROM: Erica Major, Assistant Clerk
Land Use and Transportation Committee

DATE: April 11, 2018

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Kim on April 3, 2018:

File No. 180331

Resolution responding to the recent proposal to expand the private marina located in Clipper Cove at Treasure Island; and reaffirming San Francisco's commitment to public recreation, public education, environmental protection, preservation of public open space, and social equity.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: Erica.Major@sfgov.org.

c: Peter Gallotta, Department of the Environment
Anthony Valdez, Department of the Environment
Sarah Madland, Recreation and Parks Department
Kate Austin, Treasure Island Development Authority
Nikki Ivey, Treasure Island Development Authority

Introduction Form

By a Member of the Board of Supervisors or the Mayor

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2018 APR - 3 PM 1:18
Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [] inquires"
- 5. City Attorney request.
- 6. Call File No. [] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. []
- 9. Reactivate File No. []
- 10. Question(s) submitted for Mayoral Appearance before the BOS on []

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative Form.

Sponsor(s):

Supervisor Kim, Peskin, Fewer

Subject:

[Affirming the Board of Supervisors commitment tot the environmental protection, public recreation, and youth education in Clipper Cove]

The text is listed below or attached:

Resolution responding to the recent proposal to expand the private marina located in Clipper Cove at Treasure Island and reaffirming San Francisco's commitment to public recreation, public education, environmental protection,

Signature of Sponsoring Supervisor: 

For Clerk's Use Only: