



TREASURE ISLAND SAILING CENTER

Launching Point for New Horizons

October 29, 2017

Dear Madame Chair Tsen and Directors of the Treasure Island Development Authority:

Please find attached my letter written on October 24th and submitted to TIDA on Friday, October 27th, 2017 regarding the impact of the proposed marina on the scope and safety of TISC programs on Clipper Cove. Given that TIDA staff has already posted publication communication for review at Monday's meeting, I wanted to ensure that you have this information prior the meeting.

In addition, I have reviewed the October 26, 2017, letter from Jay Wallace, a representative of Treasure Island Enterprises, posted by TIDA staff as part of the public communication for review on Monday. On behalf of the TISC Board and staff, I find it necessary to correct and clarify several of the statements in that letter.

First, Mr. Wallace's statement that the marina takes up 13.4% of Clipper Cove is based upon a definition of the Cove that includes a large area outside of the Cove as well as smaller areas not appropriate or safe for sailing programs as they are effectively part of the footprint of the marina. When defining the Cove as the area within waters protected by the Cove, but outside of the footprint of the proposed marina, the footprint of the proposed marina is measured as 32% of the Cove. The definition of the Cove employed by Mr. Wallace totals 6,060,370 sq. ft (Figure 1) and includes various areas that cannot be used, as these areas are outside of the protected waters of the Cove or they are within the effective footprint of the proposed marina. Specifically, the calculation includes:

- a large area of water east of the mouth of Clipper Cove that extends 1,232 ft. all the way out to the eastern-most point of Pier 1, past even the most eastern part of Yerba Buena Island.
- the area of wind shadow created by the proposed marina and large yachts that will be tied up on the wave attenuator dock.
- the inaccessible area wedged between the causeway and the proposed marina (and area that will also have a wind shadow)

Including inaccessible and unprotected water in the definition of Clipper Cove reflects a perspective unable or unwilling to understand how the proposed marina expansion will restrict and reduce the programs of the Treasure Island Sailing Center. The actual impact of the proposed marina on Clipper Cove should include only the area that is protected and usable within the Cove, up to the mouth of the Cove which is the only safe and suitable space for beginners to learn sail (see Beginner Boundary Line, Figure 2). Thus, as we have stated in

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multiple statements in the past, the relevant figure is the ratio of the marina footprint on the usable, protected area of the Cove is 32% (Figure 2). I should note that even this 32% figure under-reports the footprint and impact of the proposed marina since our definition of the protected waters of the Cove includes the restricted areas over the Cove's eelgrass beds that are not available for public use. Our definition of the Cove also includes the marina entrance channel that would often be heavily trafficked and should more properly be considered part of the marina footprint. Would those areas be properly accounted for in calculating the footprint of the marina, the proposed marina footprint would measure greater than 32% of the Cove.

As we noted in our April statement shared with TIDA: *"the majority of our sailors are beginners and rely on the protection of the current-free waters inside the Cove."* Thus, the October 26th, 2017 statement by Jay Wallace regarding our SFUSD STEM program (Set, Sail, Learn) fails to note that the proposed marina expansion will reduce and restrict many of our youth programs, including the STEM program, serving nearly 2,000 kids each year. Beginner programs such as Set Sail Learn would lose one-third of the space in which it operates. For more detail regarding the reductions and restrictions this marina expansion would impose on the programs of the Treasure Island Sailing Center, please see our April 17, 2017, statement shared earlier with TIDA and published here: <https://tisailing.org/resources/news-and-press-releases>. Also, please see our letter to TIDA dated October 24, 2017, attached here.

The Wallace statement in the October 26th, 2017 letter also includes excerpts of TISC communications regarding how *"happy"* or *"pleased"* we are about the proposed marina expansion. To clarify these excerpts, I will quote further from our statement of April, 17, 2017.

"TISC is not pleased about losing 25% of the protected cove to the marina expansion." The current plan would remove *"the threat of a much larger marina expansion that would effectively take over almost the entire Cove and eliminate many of TISC's programs"*. We support the current marina proposal because it allows our organization to continue to exist, and it *ensures that at least a good part of the Cove would be preserved for public use*.

The "larger marina expansion" refers to the 2015 TIE plan presented and promoted by TIDA staff to the TIDA Board of Directors in April 2015 for over 18 months, a plan that would have taken over 57% of the cove. Of the various alternatives to the 2015 plan discussed with TIE, the current marina proposal is the largest and has the maximal negative impact. Given our consistent clarification of this in writing since November 2016, creating the illusion that we are pleased with this marina proposal is either disingenuous or negligent and it needs to stop.

Being a small non-profit organization that has depended on very active volunteer Board Members with no political experience to navigate this agreement has been one of the more trying challenges our organization has faced. I will continue to publicly support and not fight the current marina proposal per our agreement made on November 5, 2016, but will do so ensuring that San Francisco leaders understand the impacts that such a proposal will have on the community programs at TISC. Ultimately, it is up to San Francisco leaders to decide what is best for the community and it is important that you and other leaders are informed in making that decision.

Thank you for your time.

Best Regards,



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Figure 1: TIE Marina Proposal as a percent of cove based on a letter from Mr. Jay Wallace of Treasure Island Enterprise including inaccessible or unprotected waters as part of the Cove.

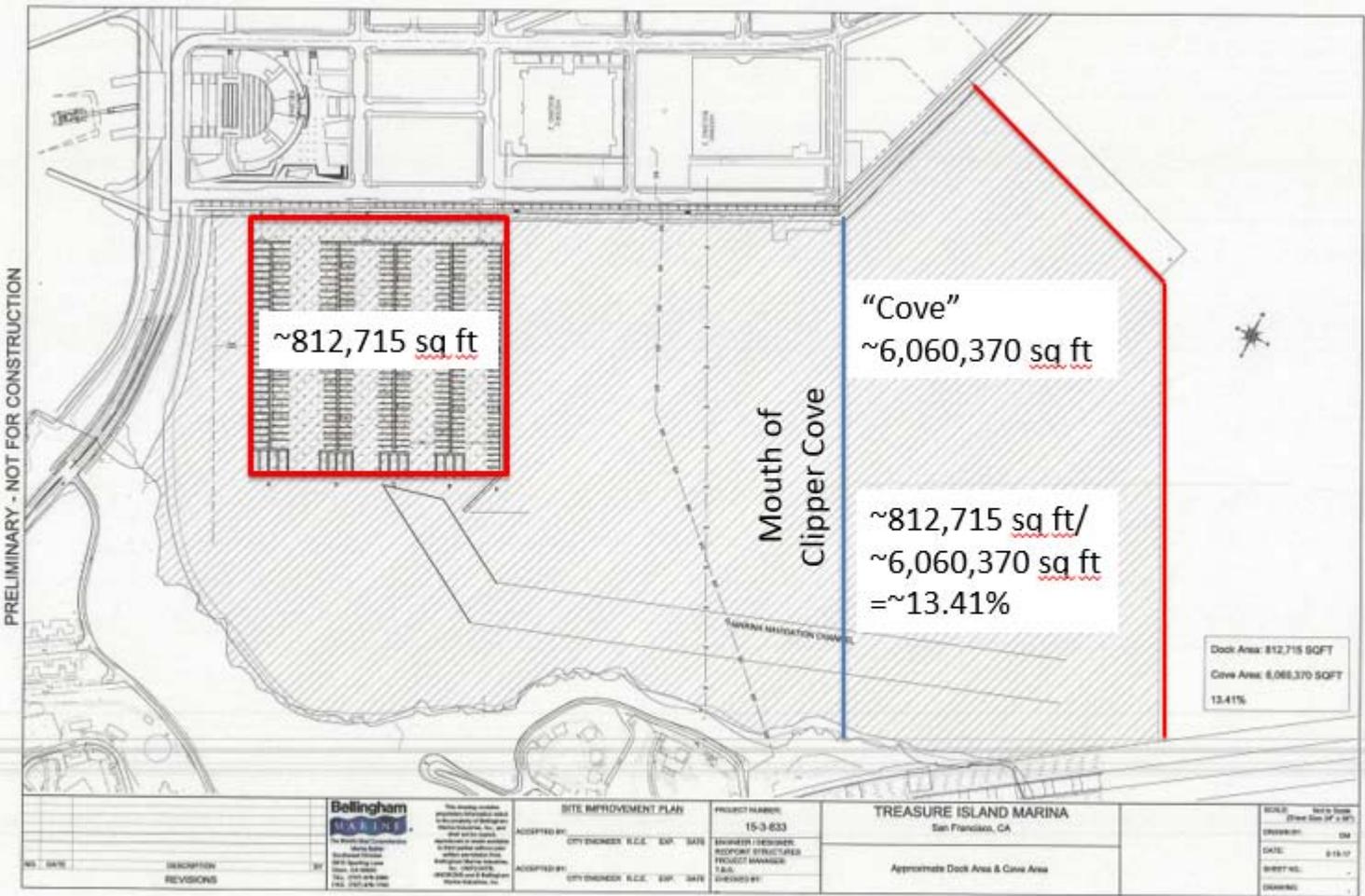


Exhibit 1

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Figure 2. TIE Marina Proposal as a percent of cove based on protected waters.

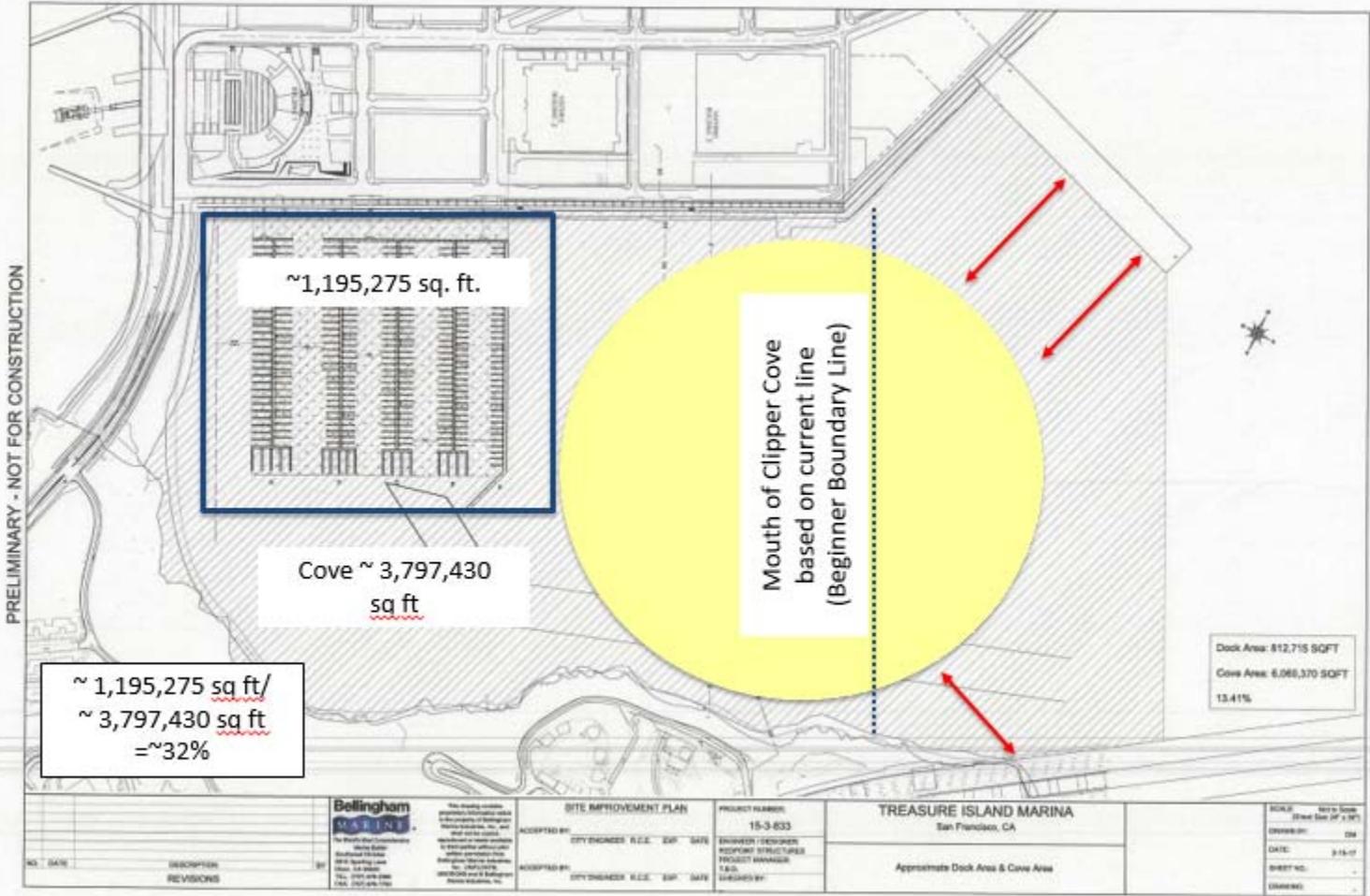


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