Outlook

Bill Clarke MIRP STATEMENTS

From wgc198 <wgc198@gmail.com>
Date Mon 10/26/2026 9:33 AM
To Yelton, Rowan@BCDC <rowan.yelton@bcdc.ca.gov>; Garren, Julie@BCDC <julie.garren@bcdc.ca.gov>; BCDC Public Comment <publiccomment@bcdc.ca.gov>

9 attachments (3 MB)

Bill Clarke Background as it Relates to Statements Before BCDC .pdf; BCDC Statement 4-6-2026 #2.pdf; Screenshot_20261012_161349_Photos.jpg; Screenshot_20261026_075324_Photos.jpg; Screenshot_20261026_083016_Adobe Acrobat~2.jpg; Screenshot_20261026_075241_Photos.jpg; Screenshot_20261026_081004_Photos.jpg; Screenshot_20261026_081110_Photos.jpg; Screenshot_20261026_081041_Photos.jpg;

You don't often get email from wgc198@gmail.com. Learn why this is important

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Hello Rowan,

Please find my backround statement as it relates to the MIRP and my first edited public comment with relevant photos. There will be two othere emails with my other public comments that have also be edited and contain additional information.

Hopefully, these materials can replace BCDC minutes of meetings where incomplete statements by me are incomplete or transcribed incorrectly.

Sincerely,
Bill Clarke

Bill Clarke Background:

I had my boat in West Harbor from mid October 2021 - September 2025. During that time I had the opportunity to observe RPD up close and how they operate. It became clear very early on that they conduct business by their own rules with little to no oversight.

My activism began when the original MIRP was announced in 2022 with RPD's plan to build a new marina a quarter mile out, from the seawall into the Bay, occupying the open water in front of the entire Marina Green. All I could think about was how could a Parks Department, in cahoots with the City Attorney, come up with a scheme to destroy such a beautiful natural asset. It seemed alarming and counter intuitive to me as to what a Parks Department should be doing. Our group organized, fought, rallied the public, and worked with Aaron Peskin and Asha Safai which inspired the creation of an ordinance protecting the open water in front of Marina Green in perpetuity foiling RPD's Marina expansion plans that eventually became the reduced scope of the current MIRP. However, watching RPD work Community Outreach Meetings, the Water Board, Board of Supervisors, BCDC, etc. and learning their tactics, it became clear RPD was acting with impunity in their management role of SF Marina. They viewed the Marina as their private fiefdom to optimize revenue by any means possible misrepresenting the Marina's financial health to gain additional funding from the General Fund, berth rate increases from boaters, dredging surcharges from boaters, and fabricated emergency relief.

Even with the sordid tactics I witnessed, it should be alarming to all BCDC Commissioners that RPD was willing to sacrifice our iconic waterfront with infill for financial gain from what could have been a much larger SF Marina interrupting the viewscape.

All of my statements contain insights as an insider, or what you might call a whistleblower, but there is no expectation that BCDC has the jurisdiction to act on what I report. The purpose has been to expose the Department with which you are dealing and to reveal the true intention behind certain MIRP proposals calling into question the worthiness of it being permitted. That being said, the MIRP comes to you from REC and PARK with all the gravitas that implies while we swipe at their weighty Project in our allotted three minutes. There is no way to match the disparity and have an impactful counter to what has been presented. RPD's MIRP lands with the BCDC in a vacuum insulated from debate. We can only hope that in our three minutes some doubt was able to take root and a course of action within the framework of BCDC jurisdiction to limit, alter, or correct the MIRP is possible.

All of my statements have been re-edited and expanded upon to flesh out certain points including portions that had to be cut due to time limit constraints. The statements included in this group of emails are the statements I would prefer to be the ones on record representing my point of view.

Thank you in advance for fielding the current form of my statements…

With gratitude,

Bill Clarke

Good Afternoon Design Review Commissioners,

My name is Bill Clarke and I am here today to express my concern for the design of the SF Marina Project. While some of the more common sense aspects of the Project have improved for the better, other, more consequential Project objectives remain stubbornly the same. It is my hope, at this critical late juncture, that your design oversight can be performed with a heightened need for crucial scrutiny.

The proposed Recreation Area in the southern half of East Harbor has devolved from being part of a holistic, cohesive design, in concert with the upland improvements, to become a cordoned off pond surrounded by uninviting rip rap. The welcoming sandy beach along the southern shore, acting as a transition and pleasing public access point, is gone, and with it, the allure of wanting to recreate there. In the current design, the Cove is isolated with a single public access gate leading down to paddlecraft and kayak embarking docks. It is common knowledge among paddlers that beach entry is preferable to dock boarding. This will be a turn off to prospective end users especially with Aquatic Park a preferable choice nearby.

Why would such an inviting and area defining amenity be removed from the MIRP's signature new public access offering? When asked by a design commissioner this very question, a MIRP designer had trouble articulating the downside, but essentially it came down to maintaining a beach at the innermost end of the shallow cove with tidal erosion a contributing factor. It would seem that with all the annual dredged sand the harbors generate, enough sand would be available to maintain a beach. The key here is to understand RPD's motive for undermining a vital component of their Recreation Area. A prime objective of the MIRP, along with avoiding any design element that might trigger an EIR, is to eliminate any design element that would add to maintenance overhead no matter the detriment such choices might cause to the integrity of SF Marina. This same motivation is driving the demise of the Fuel Dock. For RPD, less maintenance translates into more revenue to be harvested for Park objectives.

Another problem with deciding that less remediation and a Recreation Area are better options for the southern half of East Harbor is the inherent obsolescence of an area that will not be dredged/maintained adding to the RPD agenda that less maintenance is the primary goal for RPD’s bottom line. While RPD is selling a new public use to align with BCDC's Bay Plan, such a use comes at the expense of what is best for the boating community and SF Marina. Boating amenities have been reduced to the bare minimum or eliminated altogether to optimize revenue for RPD to use elsewhere. What kind of future does this portend for the southern half of East Harbor? With tidal silting decreasing the 4’ of usable depth annually, how long before sinking into harbor mud becomes a deal breaking drawback for the paddleboarding public? And how long before the area matches the blighted remnants of another RPD Recreation Area at the western end of West Harbor? The logical solution, as a hedge against RPD's poor maintenance record and propensity to abandon property they have caused to become blighted, is to require that RPD maintain a dredgeable depth for the southern half of East Harbor to prevent the area from becoming a future tax payer liability, as well as unusable for its intended recreational purpose.

Another major expenditure of MIRP settlement funds is for a new breakwater to solve the shoaling problem at the mouth of West Harbor. It was hoped that the Design Committee would revisit a former solution to the shoaling problem outlined in the 2007 BCDC EIR that by all accounts proved successful. BCDC approved the creation of a Sand Pit off the Wave Organ to capture migrating sands. Sand would collect in the hook of Last Chance Beach and/or the Sand Pit (see photo), both of which proved effective for catching sand attempting to round the Wave Organ before entering the mouth of West Harbor. To maintain effectiveness, both the beach and the pit would be dredged semi-regularly. At some point between 2015 -2017 the permit for the Sand Pit was allowed to expire and the shoaling returned. It is suspected that the permit was allowed to expire to save on Sand Pit dredging maintenance costs or to recreate a shoaling problem that only a new breakwater would remedy. The breakwater option has no maintenance costs associated with it except for the estimated “every 12 years” when harbor dredging is needed to resume, yet other modeling engineers predict RPD will get 2 years of dredging relief, not 12. RPD is again attempting to sell a Project preference with exaggerated studies and claims of success by experts touting a favorable outcome. Who is to check another Project design endorsed by RPD's engineers, Moffatt and Nichol, who failed to predict the shoaling problem affecting the 2010 West Harbor docks next to Golden Gate Yacht Club? Inundated by sand migration, they had to be removed at a loss for their cost and potential rental income, yet here we go again with docks planned for the same location.

And lastly, there are two other design choices of note from the 2010 West Harbor renovation that should inspire caution with RPD's design priorities for the MIRP. RPD specified 14’ wide berths as the standard width for all West Harbor berths that have proven to be unpopular to accommodate the wider boat designs of today. RPD also decided to enclose the dock styrofoam floatation on three sides in cement with the underwater bottom side receiving a protective coating. Not enclosing the bottom in cement has proven to be an undisclosed disaster for RPD. The coating has reached the end of its lifespan and is shedding chunks and beads of styrofoam into the waters of West Harbor causing a major environmental problem (see photos). Divers have corroborated the exposed styrofoam on the underside of the docks and there is a photo showing the underside of a removed section of docking next to Golden Gate Yacht Club verifying that 2010 uncovered styrofoam is still in use.

Representing RPD, the harbormaster denied such a problem exists and went on to insist all styrofoam in West Harbor had been replaced by plastic encased styrofoam when confronted with a complaint sent to the Water Board (see email photo). Unfortunately, the harbormaster's statement is patently untrue and styrofoam contamination to Bay waters should be considered and addressed within the parameters of the MIRP.

Good Afternoon Commissioners,

My name is Bill Clarke and I am here to express thoughts relating to the Marina Improvement and Remediation Project…

It appears we are in the final months of the permitting process for the MIRP as it relates to the BCDC. I have to say, as a former SF Marina tenant, it has been a frustrating experience to watch Rec & Park dodge and sail through the obstacles of the permitting process, especially the avoidance of a full scale EIR by applying for an addendum to their 2008 EIR to regulate their current MIRP. We were told at a Water Board hearing for the Project some time ago that the limits to their jurisdiction would be rectified by an EIR required for the Project down the road…well, so much for the likelihood of that safeguard.

It has been clear for some time that Rec & Park has no interest in operating a marina, but holds onto the facility with an iron fist to capture the income. Deferred maintenance is Rec & Park's preferred mode of marina management with 95 empty berths in West Harbor and 200 berths in East harbor lost to 35 years of inner harbor dredging neglect. A proposed Recreation Area for the southern half of East Harbor is being sold as providing a toxic chemical cap for buried contamination and a new public access opportunity for kayakers instead of what it is…a failed regular upkeep obligation that all marina operators must attend to and an inner harbor backwater with questionable water quality courtesy of the Laguna Outfall dumping sewer discharges directly into where the public is expected to recreate.

The 95 empty berths in West Harbor are simply being allowed to become dead inventory with a combined usage loss to the boating public of 295 slips. The closing of the Fuel Dock will add to a plight of loss with a convenient primary amenity no longer available in Gashouse Cove. There was hope that the design of the MIRP would correct deficiencies in temporary/touch and go use, day stays, and overnight docking to benefit the greater boating community and encourage visitor participation, but the MIRP comes up short with a bare minimum of spare docking. Those 15’ -30’ boaters left out of the berthing plan for East Harbor will find even a visit to their former home port a challenge. It also appears that little to no accommodation was given to docking availability for youth sailing programs or instruction to encourage the next generation of boating enthusiasts that combined with the above, amounts to a hollowing out of the boating community. RPD makes clear that the intended end user of the MIRP is wealthy boat owners with berthing fees that only the wealthy can afford, many of which will end up being from outside of San Francisco. What does this portend for the future of boating at SF Marina with such a narrow program of boat parking for the wealthy and those kayakers who are unimpressed by what Aquatic Park and Chrissy Beach have to offer?

It should be reasonably clear that RPD is a conflicted marina operator with ulterior motives guiding the design of the MIRP. Who believes that the new West Harbor breakwater will allow for 12 year intervals between dredging events saving RPD years of dredging cost?; that migrating sand shot off the new West Harbor breakwater will somehow not end up getting sucked into East Harbor affecting the lifespan of the Recreation Area?; that the Recreation Area

has 6’ of usable depth as stated by Monica Scott at the Design Committee review when it actually only has 4’?; that the Fuel Dock would actually cost the overblown 25 million estimate to keep in East Harbor, or is somehow inferior to Hyde St. as a refueling destination or vital emergency response location?; that kayakers will flock to the questionable water quality of a Recreation Area soon to have additional sewer discharges caused by the new Safeway units inundating the Marina sewer system?; that prospective Marina tenants will create waitlists for the most expensive new berths in the Bay Area when Rec & Park is unable to find tenants for West Harbor vacancies now?

Serious headwinds lie ahead for the outcome of the MIRP. The future sustainability of SF Marina is in jeopardy along with access and equity inclusion of a diverse cross-section of the boating community. I would suggest that the BCDC is in a similar predicament to the Water Board with limited ability to affect change to the MIRP. Might it be possible for BCDC to consider not voting on the MIRP November 5; or condition a vote on a new EIR; or consider conditions that improve the docking program for the future of the boating community…?

Good Afternoon Commissioners,

Bill Clarke here again to offer more perspective from inside SF Marina on the Marina Project.

In my statement to you on September 3, I attempted to describe how the boating community is served by Rec & Park as a Marina operator. When it comes to the creation of park and open space opportunities for underserved SF citizens, Rec & Park has an exemplary reputation for providing access. However, the benevolence Rec & Park bestows upon marginalized neighborhoods is nowhere to be found in their approach to Marina management, and subsequently, the MIRP. There is a boating underclass Rec & Park has left out of the Project Plan altogether with a blind eye towards the equity inclusion they flaunt for their parks. Instead, they offer more space for boat owners who can afford the highest rates in the Bay Area and a sprawling half harbor opportunity for kayakers in a marina where many in the boating community are left out. This doesn't amount to greater public access or an opportunity to grow boating, but, in reality, short changes the boating community.

What would increase boating public access is an expanded network of guest docking for weekend and overnight stays, more day use docking so that smaller boat owners excluded from the berthing plan are encouraged to visit, an attendant kiosk to manage visitors and accommodate impromptu arrivals, space for youth sailing instruction and programs, and the availability of touch and go docking area for temporary stays that is forbidden now, etc.

The costs to dredge east harbor for greater use are overblown since most of the contaminated harbor floor soils have already been removed. It is Rec & Park choosing not to spend Project funds to dredge the current 4’ closer to 8’. It is also Rec & Park choosing not to rehabilitate the Fuel Dock with exaggerated cost estimates to justify its removal. The Fuel Dock should be the centerpiece for a renewed visiting boater experience, state of the art emergency response, and a rejuvenated hub, that without it, would be an egregious diminishing of what gives SF Marina character and a sense of community. Simply put, it is self-serving RPD reduction of a vital Marina amenity and service that only an unserious operator with ulterior motives, would want to eliminate. RPD's ulterior motive for removing the Fuel Dock revolves around FEMA's declining to reimburse RPD for expenditures to repair the Fuel Dock from damage caused by 2022 winter storms. FEMA determined, from an inspection of the damage, that the Fuel Dock had reached the end of its lifespan disqualifying a reimbursement of the repairs. And how did the Fuel Dock reach the end of its lifespan?…from a lack of upkeep by RPD as landlord letting it deteriorate. RPD would rather harvest settlement funds for other RPD MIRP priorities, or Park priorities, than what would benefit the Marina most even if that would forfeit Fuel Dock rental income.

The omission of 15’ - 25’ boats from the Project Berthing Plan is no reason to exclude them from access. In fact, expanding the visiting program would allow them to participate in SF Marina as a base for the northern waterfront boating experience as well as area attractions. However, with only one harbor employee attending to weekend guests, a bare minimum of guest docking allocated in the MIRP, a complicated reservation process, no touch and go, and

for years now Rec & Park has made it clear that visitor use is not a priority. The Project design follows a similar lack of interest in visitor participation. This is a glaring omission from the MIRP.

The Marina Project has been under design review for months now, yet those of us who have been engaged with the Project for the past five years have not been privy to current changes. We had hoped for another round of public comment on design alterations before the final vote. There are too many ulterior design motivations, overblown cost estimates, questionable modeling studies that stretch credulity, and no EIR to safeguard the environmental impacts of the MIRP for public use.

We would like to think BCDC has more options than yes or no to approve the permit for the MIRP…

Good Afternoon Commissioners,

Looking through my collection of SF Marina photos recently, I discovered East Harbor images relevant to water quality, circulation, and site specific issues that haven't been fully vetted in relation to the Marina Improvement Project.

Bay debris flotillas enter East Harbor through the harbor mouth and the lengthy eastern boundary underneath Fort Mason, sucked into the harbor by tidal surge (see photo). These debris fields will have an adverse effect on the paddlecraft experience while navigating through the waters of southern East Harbor as they ebb and flow. For a Marina, such debris intrusions are not unusual, but for public recreation? Will RPD attend to such sea debris? It is doubtful, since RPD is not known for diligent marina maintenance. And to what extent will circulation clear out such debris? The tidal flushing dynamic at Gashouse Cove, with its current 4' depth, is an unknown that would benefit from an EIR.

The other photo shows the effect of low tide wave action and tidal surge activating harbor floor mud, sewer discharge sediment, and marina boat maintenance residue by releasing them into the water column creating a murky mix of contaminated water. The adverse effect of these daily tidal events on Recreation Area water quality have not been studied since the 2007 EIR. With decreased harbor depth since 2007 and the closure of the Pierce St. Outfall contributing new conditions at Gashouse, a current EIR should be mandatory.

Nearby, Aquatic Park doesn't have a sewer outfall contamination issue or marina boat maintenance residue concern, and instead of harbor mud, has sand for a seabed that is replenished annually. Along with baffles attached to pier pilings protecting the Cove from wave action, tidal surge, and sea debris, optimal conditions for public engagement with the water can be found at Aquatic Park and are a hallmark of its popularity. RPD's plan for the MIRP Recreation Area at Gashouse Cove pales in comparison to what the National Park Service provides at Aquatic Park.

Over at Gashouse Cove, the MIRP design includes a Breakwater to solve an age-old problem in East Harbor whereby severe wave action, tidal surge, and strong westerly winds rock the boats and ricochet back when those winds hit Fort Mason causing an unstable berthing problem. Much sturdier boats will receive breakwater protection in the MIRP while the RPD Design Team has left the southern Recreation Area vulnerable to adverse conditions exposing paddlecraft to regular and challenging weather events. The lack of baffles on Fort Mason pier pilings for any semblance of small craft protection, or some alternative protective solution, are absent from the MIRP. Why would a kayaker endure the turbulent waters and winds of Gashouse when a reliably calm cove exists at Aquatic Park? And swimming…what is a Recreation Area without swimming which is prohibited at SF Marina? Aquatic Park allows both swimming and paddlecraft use with much cleaner and safer water providing the public with a superior waterfront experience.

All of the above should call into question the seriousness and intention of Rec & Park as it relates to public recreation in Gashouse Cove. In reality, best uses should include, at a

minimum, dredging the southern half to a depth that will ensure it has a future after paddlecraft enthusiasts discover that there are far better options elsewhere. A dredgeable depth would also act as an insurance policy against RPD abandonment, future blight, or tax payer liability.

Good Afternoon Commissioners,

Bill Clarke here again, this time to relate additional undisclosed issues facing the Marina Improvement Project. One major factor affecting the origins of the MIRP was an independent study performed for the Board of Supervisors by the BLA to determine the fiscal viability of SF Marina after a BOS ordinance prevented the original design of the MIRP from moving forward. With figures supplied by RPD, the results of the BLA analysis were skewed in RPD's favor unwittingly providing cover for undisclosed occupancy issues adversely affecting SF Marina's financial health.

By illuminating one section of the BLA analysis, an opportunity was missed to disclose a major factor affecting the sustainability of SF Marina. The harbormaster supplied the BLA with a detailed accounting of SF Marina's berth inventory by boat length to compare it to that of other Bay Area Marinas (see photo). The figures supplied by the harbormaster included the annual revenue generated by each boat length. I realized that by doing the math, I could determine the potential annual revenue of SF Marina's inventory (see photo). The Harbormaster's berth count could have produced 4,214,000. for FY 23-24 in West Harbor, yet RPD projected only 2,600,000. indicating a variance of 1,614,000. If this discrepancy had been uncovered by the BLA, additional inquiry would have disclosed that West Harbor was short the revenue it should be producing and that empty berths were the cause. 75 empty berths to be exact. The MIRP would have had much different contours if RPD had been required to address its empty berth problem before MIRP design decisions were made, but no authority has questioned or scrutinized SF Marina's static revenue figures against RPD claims of robust demand for berths, occupancy estimates of 90 - 95%, and approved berth rate increases that should have resulted in improved annual income totals.

The RPD narrative of a thriving marina is simply false. The MIRP is forging ahead with a growing number of empty berths… up to 95 or more now in West Harbor (see photo of a 52 berth area where 28 are vacant). If RPD is unable to find tenants for 95 berths in 2026, then how will they be able to find tenants for the 200 new berths slated for East Harbor? If neglecting to dredge inner West Harbor since the early 1990s is preventing the tenancies of keeled sailboats, then the dredging of berth inventory needs to be addressed and resolved before the MIRP is finalized. If the design decision to optimize revenue in 2010 by choosing 14’ wide berths over a wider industry standard, yet are unpopular today due to wider boat designs, then berth reconfiguration needs to be part of the Project design plan.

It is RPD that has let deferred maintenance and upgrades languish for years, misrepresented berth demand to oversight authority, raised berth rates to cover up their declining tenancies and revenue blaming increased dredging costs, and misappropriated Marina revenue for other Park priorities…In a statement for a Chronicle article by Sam Whiting in 2024 regarding SF Marina berth rate increases, a spokesperson for RPD, Tamara Aparton, stated: “The Department will not be putting tax payer dollars into running a yacht harbor. Our priority is serving kids in equity priority communities…” This statement matches what we have come to expect from RPD…a department compromised by a conflict of interest whereby SF Marina is used as a means to

achieve RPD goals leaving the facility a shell of what it should be. Tamara further states: “This is basic math - the harbor costs more to run than it makes.” Not if RPD had reinvested in their inventory and allowed for more marina berths to be operational. In fact, General Fund subsidies would have been unnecessary if RPD had managed SF Marina properly. It is RPD's inherent conflict of interest that is killing SF Marina and disingenuously deflecting blame on anything but the elephant in the harbor…the empty berths. Solvency will remain out of reach until RPD gets serious as a MARINA operator.

As a result, the MIRP does not represent what is best for SF Marina, but what is best for RPD's agenda as a Park's department determined to milk as much revenue as possible from boaters while spending as little as possible on standard upkeep. So not only are tax payers paying for this malfeasance, we appear to be stuck with a compromised MIRP that suits RPD objectives, but lacks a focus on SF Marina improvements. Settlement funds should not be spent on upgrading Park grounds where RPD has let our iconic waterfront Bay Trail and planting beds become dilapidated and inexplicably left in such condition for years. Park improvements should come out of the Park Budget not settlement funds earmarked for remediating and rebuilding East Harbor.

This is why we have called on the BCDC to scrutinize this project and to somehow alter the RPD trajectory, within the confines of BCDC jurisdiction, to hopefully land on a Project that better serves the intention of the settlement and what is best for SF Marina.

4. **Minimize Dredging Volume.** In 1999, the Commission authorized the creation of a twenty-five foot deep, 10.6-acre sand trap to the northwest of the entrance channel of the West Basin. The originally authorized sand trap was not fully executed nor monitored, and therefore was abandoned in 2006. This authorization would allow the dredging of 25,000 cy of sand to create another pilot sand trap. The permittee has stated that dredging 25,000 cy to create a 1.88 acre sand trap is the minimum amount of dredging necessary to reduce shoaling in the marina entrance channel. If monitoring shows that the sand trap solves the shoaling problem without causing significant adverse impacts to adjacent subtidal habitat and beaches, the permit may be extended to increase the number of dredging episodes to maintain the sand trap. If a connection to the shoaling at the entrance channel is not found, the permittee would be authorized to maintain the entrance channel and West Basin only. The pilot phase is considered an experiment that may, depending on its effectiveness, reduce episodic dredging within the marina.

The permittee believes that the location and depth of the sand trap will limit sand entering the marina's entrance channel, and thereby reduce maintenance dredging at the entrance channel and the marina basin. To minimize the impact on sandy deepwater habitats, Special Condition ~~II.B and II.C~~ II-G minimize the dredging footprint, depth, and volume of authorized dredging to the smallest amount thought to be

LEGISLATIVE REVIEW
WEST HARBOR: 347 SLIPS
FY 2023-24 Slip Inventory & Revenue

# of Slips Available	Annual Rate Per Vessel	Annual Total Per Slip Length
(7) 25’	5964.	41,748.
(50) 30’	7257.	362,850.
(43) 35’	8467.	364,081.
(112) 40’	11,740.	1,314,880.
(52) 45’	13,208.	686,816.
(47) 50’	15,000.	705,000.
(23) 60’	18,000.	414,000.
(4) 70’	21,445.	85,780.
(4) 80’	24,508.	98,032.
(4) 90’	27,572.	110,288.
(1) 100’	30,636.	30,636.
347		4,214,265.

Exhibit 5: Slip Fee Schedule by Vessel Length, Harbor for FY 2023-24

West Harbor					
Slip Length	**Fee (per foot)**	**Dredging Surcharge**	**# of Slips Available**	**Monthly Rate (per vessel)**	**Annual Rate (per vessel)**
25	$17.03	$2.85	7	$497.00	$5,964.00
30	17.27	2.89	50	604.80	7,257.60
35	17.27	2.89	43	705.60	8,467.20
40	20.95	3.51	112	978.40	11,740.80
45	20.95	3.51	52	1,100.70	13,208.40
50	21.42	3.58	47	1,250.00	15,000.00
60	21.42	3.58	23	1,500.00	18,000.00
70	21.87	3.66	4	1,787.10	21,445.20
80	21.87	3.66	4	2,042.40	24,508.80
90	21.87	3.66	4	2,297.70	27,572.40
100	21.87	3.66	1	2,553.00	30,636.00
Total			347		
East Harbor					
Slip Length	**Fee (per foot)**	-	**# of Slips Available**	**Monthly Rate (per vessel)**	**Annual Rate (per vessel)**
20	$12.16	-	20	$243.20	$2,918.40
25	12.16	-	139	304.00	3,648.00
30	12.33	-	99	369.90	4,438.80
35	12.33	-	68	431.55	5,178.60
Total			326		

Sources: Marina Harbormaster and Park Fee Schedule

Notes: Monthly and annual rates for West Harbor slips include the dredging surcharge.

Rates shown are for single hull vessels. Multihull vessels incur a surcharge of 40 percent of the monthly fee.

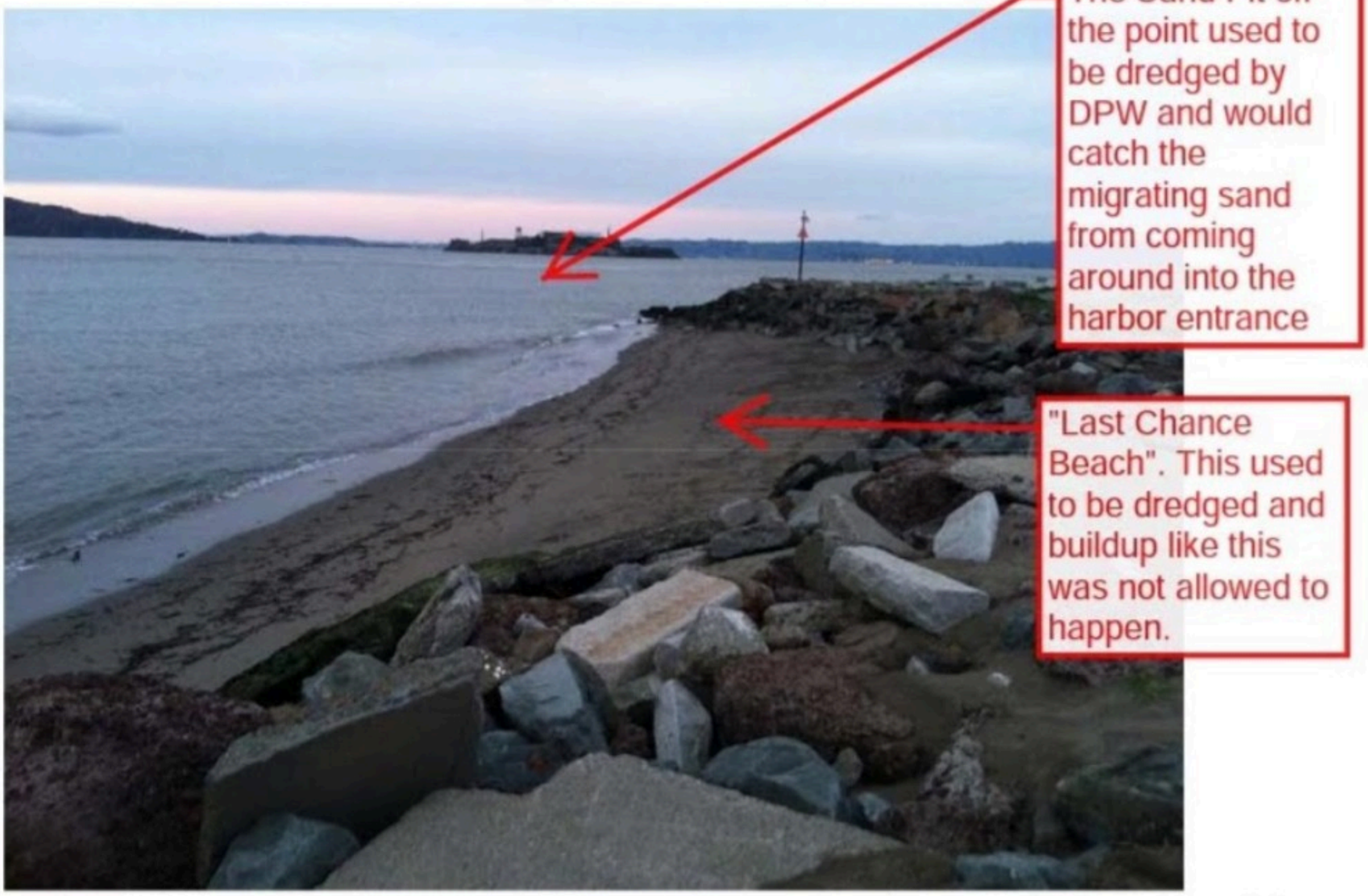
Slip counts shown are distributed between permanent berth tenants and yacht club allotments.

In addition to slip fees, captured harbor fee revenue also includes the following items:

- Guest Dockage: Covers per foot, per day fees for guest watercraft at the Marina Harbors.
- Deposits: Includes one-time deposits for berthing slips, electric adapters, and keys.
- Parking: Berth owners at the Marina Harbors are allotted two annual permitted parking passes with their slip at no additional charge. Additional annual parking passes, and the daily rates for permitted crew members or trailers are included in this fee revenue.
- Transfer fees: When boats and slips are sold and transferred between berth owners, RPD collects both an administrative fee and a per-foot transfer fee from the seller.
- Wait list fees: Covers the $103 annual fee from persons on the wait list to reserve a slip at the harbor.
- Services: Includes labor costs and fees for various services performed at the harbor.
- Other accessory fees include storage, kayak racks, key purchases, and late fees.

Dec 3, 2023 ›
4:16 PM

SF Marina entrance 2-25-17



Harbor entrance outside the “spit”. Sand migration is not trapped anymore by the curve and the pit



Harbor entrance inside the “spit”. Sand buildup threatens another section of Gate 25

Apr 19 ›

1:01 PM







Mar 14, 2024 ›

2:37 PM



Dec 8, 2024 ›

1:10 PM



Dec 8, 2024 ›

1:11 PM



From: Graham-Davis, Jazzy@Waterboards
To: Grindy, Scott (REC)
Subject: RE: SF Marina West Basic Time Extension
Date: Tuesday, December 12, 2023 4:03:58 PM
Attachments: image001.jpg
image002.png

Thanks Scott!

Much appreciated,
Jazzy

From: Grindy, Scott (REC) <scott.grindy@sfgov.org>
Sent: Tuesday, December 12, 2023 3:52 PM
To: Graham-Davis, Jazzy@Waterboards <Jazzy.Graham-Davis@Waterboards.ca.gov>
Cc: Scott, Monica (REC) <monica.scott@sfgov.org>; Rudnick, Kelli (REC) <kelli.rudnick@sfgov.org>; Grindy, Scott (REC) <scott.grindy@sfgov.org>
Subject: RE: SF Marina West Basic Time Extension

EXTERNAL:

Hi Jazzy,

the west harbor has plastic floatation, no Styrofoam.

Having said that the Jetty at the entrance of the west harbor during seasonal periods scoops up everything from refrigerators to logs and any styro pieces may be coming down stream from other locations, not just the east harbor.

My staff walk the docks of both harbors daily and have not reported seeing any Styrofoam debris.

Best Regards,

Scott Grindy
Harbor Master CMM, CPE

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