Outlook

San Francisco Board Sailing Association - 2026 State of Recreational Access to The San Francisco Bay

From ross libenson <ross.libenson@gmail.com>
Date Thu 10/29/2026 4:42 PM
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Dear Ms. Pan and Members of the Public,

Attached is the 2026 report on the State of Recreational Access to The San Francisco Bay, prepared by the San Francisco Boardsailing Association (SFBA). The SFBA represents approximately 5,000 board sailing enthusiasts, including windsurfers, kite sailors, wing foilers, wind foilers, and kite foilers.

The annual audit provides a detailed discussion of issues impacting twelve (12) recreational access sites across the Bay, from the South and East Bay to the North Bay and San Francisco. While these locations have long served as access points for wind sports, they are also frequently used by the broader community for activities such as fishing, kayaking, hiking, walking, and birding.

Please ensure the commissioners and staff are provided copies of the 2026 audit in their agenda packets.

Best regards,

Ross Libenson
San Francisco Boardsailing Association

SAN FRANCISCO BOARD SAILING ASSOCIATION

The State of Recreational Access to The San Francisco Bay:

2026

Annual Site Access Audit

October 2026 · sfba.org

Introduction

October 1, 2026 · Andrew Sullivan, President

During a recent community outreach meeting held by the city of Richmond in collaboration with The Watershed Project, the project lead, Naama Raz-Yaseef, presented a map showing the impact of sea level rise flooding that will affect Richmond's shoreline by 2050. This land is largely Bay fill and is home to much of the city's industry. The main steward of this land is Chevron, and the company is not yet cooperating with the city's efforts to understand soil toxicity, among other things. Richmond and The Watershed Project are managing arguably the most professional example of a shoreline planning effort in the region, and attendees at this community outreach meeting were celebrating the belief that they were ahead of the curve, building visionary plans to address the environmental challenge of our generation. But as Naama Raz-Yaseef clearly and precisely reviewed the detailed findings in her measured voice, the 2050 flood map, with its underlying story of community meetings, design revisions, environmental reviews, construction designs, funding acquisition and scope changes, was telling a haunting story: we may already be too late and the consequences are going to be enormous.

This report presents the San Francisco Boardsailing Association's annual audit of site access across the Bay. Each launch is rated in one of three categories:

- **Closed:** the public cannot legally or physically reach the water to launch.
- **Compromised:** the site is open, but access is already reduced by lost parking, restricted hours, erosion, riprap or failing facilities.
- **Threatened:** access is adequate today, but a pending decision, project or ongoing erosion is likely to reduce or end it. "Mid-term" marks threats expected beyond the next few years.

A site can be both compromised and threatened.

2026 has been a dynamic year, and the nature of the risk has shifted sharply since our 2025 audit. Last year's findings centered on erosion and operational neglect, conditions that degrade access gradually and can often be reversed. This year the threat is different: decisions now before regulators and local agencies will set access terms for decades. Two forces are driving most of that change, and they put some sites at risk of being lost outright.

Public land, put to private use. The largest threat in this report is the strong trend to use public land for private use and revenue. Berkeley is the most serious case. The city is seeking a BCDC permit to charge for parking on land filled for public recreation, and it has proposed converting a significant part of its recreational waterfront into a parking lot for a ferry terminal. BCDC will rule on the first step in this process, a permit to charge for parking, in the coming months. Treasure Island is next. San Francisco was allowed to build housing there in exchange for committing the shoreline to public use, yet it still plans a visitor toll and has approved parking meters on both islands. If either city succeeds, it wil provide every agency that holds shoreline land a template to monetize our parks.

Erosion, and how we respond to it. At 3rd Avenue, Crown Beach, Toll Plaza, Ocean Beach, Crissy Field and Candlestick, the beach itself is at stake, for different reasons:

- **3rd Avenue:** the upper launch has been washing away for more than a decade, and Foster City's new levee protects the city, not the sand in front of it.
- **Crown Beach:** there is "almost no beach left" near the concession, and emergency rock is being stockpiled for this winter's storms.
- **Toll Plaza:** already closed by the Port, and now inside a sea level rise plan built around protecting the Bay Bridge toll plaza, with no commitment yet to preserving the beach or improving access to it.
- **Ocean Beach:** losing sand while sand is mined from the Bay and sold.

- **Crissy Field:** the launch lot floods at 3 feet of sea level rise, and the plan to adapt it could change the layout that makes the launch work.
- **Candlestick:** recurring flooding and lost parking.

The usual response to erosion is rock and walls. They protect what sits behind the beach, but the beach is lost. Without designs and funding in place before the first floods, rock and walls will be the default. But these designs don't take a critical factor into account: as the Bay rises, it pushes shoreline groundwater up with it. The rising water reaches contaminated soils that have stayed dry for decades. Salt in the water loosens metals bound in those soils, and the groundwater carries the pollutants back into the Bay. Seawalls and levees don't necessarily address this. More than 1,500 contaminated sites around the Bay could be exposed with one meter of sea level rise, and many of these are located around our most popular launches.

The work itself can be a barrier. Resilient shoreline planning can cost access in three ways:

- **Construction closes launches.** Shoreline projects take years to build, and sites often close while they are built: South Ocean Beach is expected to close for about six months of every year during construction. Even projects that stay out of the water take parking for staging. With projects under way around the entire Bay, sailors could lose launches in several places at once, for years at a time.
- **The clock is shorter than it looks.** 2050 sounds far off. It isn't. Shoreline projects can take decades to plan, permit, fund and build, so the designs that will meet the first floods are being decided now. As we have seen with Foster City and Alameda, emergency response means riprap.
- **Everyone will need the same people at once.** Every city on the Bay, and coastal communities across the state, the country and the world, will be competing for funding, engineers, contractors and equipment. We have already what this might mean at 3rd Avenue, when access was compromised for an extended period because the crews and equipment needed to fix a large pole at the neighboring golf course were tied up rebuilding golf courses damaged in the Los Angeles fires. Think about how this competing demand for resources on a Bay-wide, regional, state and national level might affect our ability to implement complex and costly solutions.

Both forces play out against a larger need to rethink our shoreline. The same long-term planning that threatens access is also the opportunity: a new park at Golden Gate Fields, the SFBA's study at 3rd Avenue (part of a larger effort to create a resilient shoreline there) and Crissy Field Next can each be designed with water access built in, if recreation is in the record before the designs are drawn.

The roughly 5,000 boardsailors we represent depend primarily on four keystone launches: Alameda, 3rd Avenue, Berkeley, and Crissy. Three of those four face binding decisions within the next twelve months. Nearly every inch of our shoreline is currently under initial phases of long-term but critical shoreline planning. The volume and permanence of change arriving at once is without precedent in the Association's history, and it is the reason this year's audit warrants closer attention than most.

How you can help. Join or renew your SFBA membership at sfba.org. Your dues help support our work. Then get involved where you sail. Every site in this report has a plan, a hearing or a decision coming up, listed in the priorities and links at the end of each section. Comment, show up, and tell us what you see on the water. The agencies writing these plans need to hear from the people who use the shoreline, and they need to hear it before the designs are finalized. We urge you to get involved in the SFBA now.

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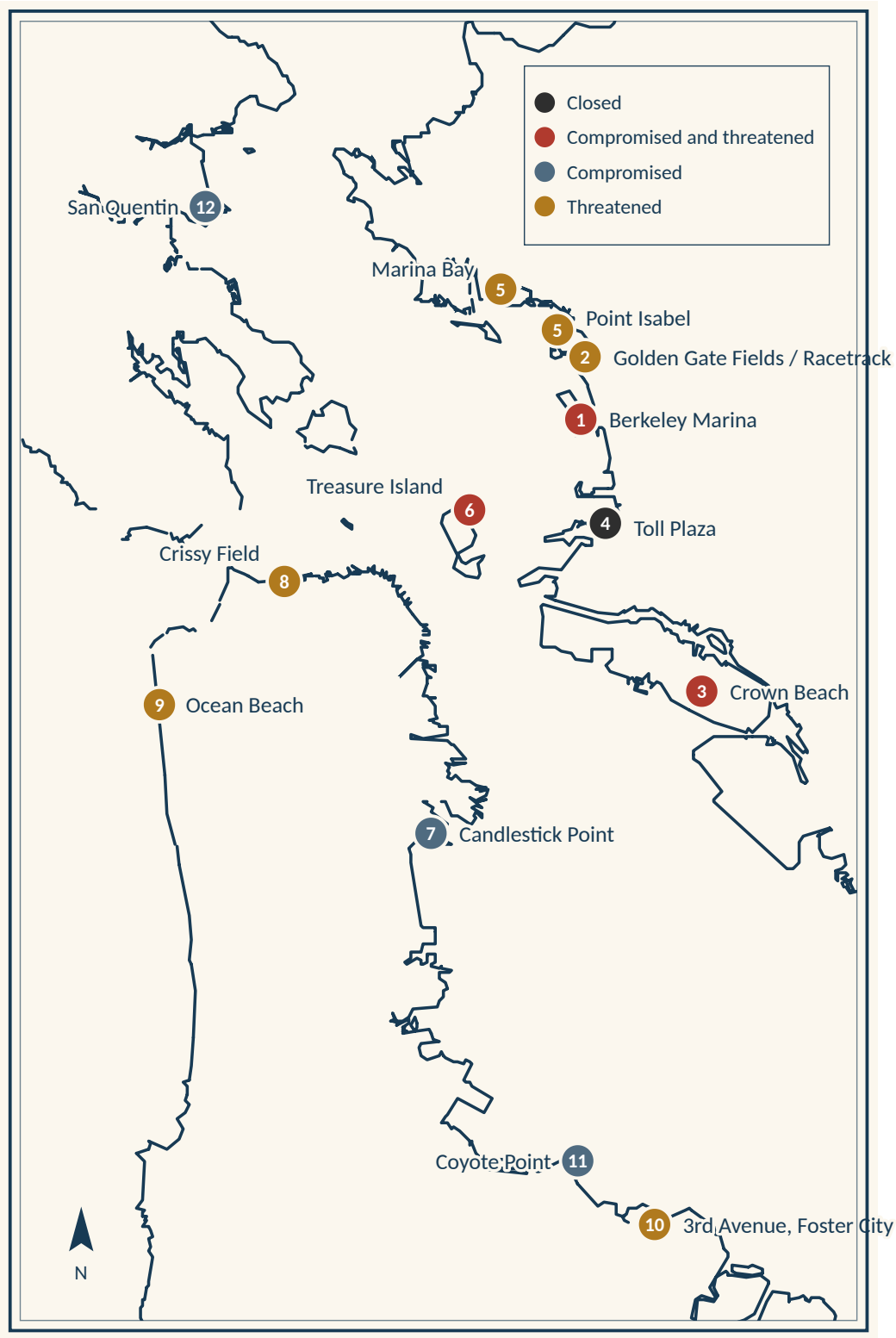
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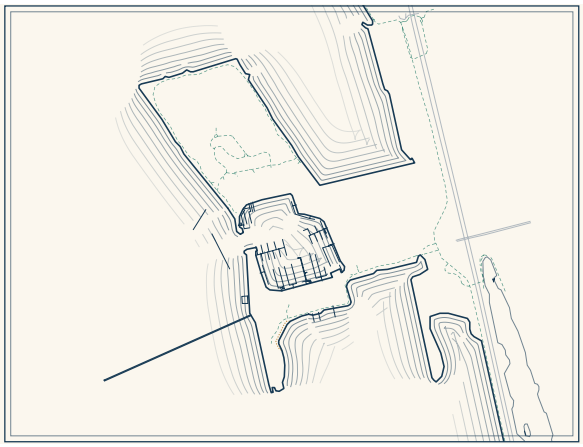
Site status overview

SITE	2026 STATUS	CHANGE SINCE THE 2025 AUDIT	NEXT DECISION
Berkeley Marina	Compromised, threatened	BCDC major permit for paid parking pending. Ferry terminal certified for fast-track court review	BCDC parking hearing, "in the coming months"
Golden Gate Fields / Racetrack	Threatened	Trust for Public Land (TPL) holds a $175M option on the racetrack; state committed $125M. Park planning 2027–29	EBRPD board vote on purchase agreement, Oct 20, 2026
Crown Beach, Alameda	Compromised, threatened	"Almost no beach left" near the concession. Emergency rock is being stockpiled for winter	EBRPD–Alameda winter storm plan
Toll Plaza / Radio Beach	Closed	BCDC enforcement case against the Port. Port calls public use trespassing	BCDC enforcement outcome
Richmond shoreline	Threatened	City sea level rise plan in community engagement. State report flags Richmond contaminated sites	Community workshop Oct 14, 2026
Treasure Island	Compromised, threatened	Toll still pending ("TBD"); SFMTA approved paid parking on both islands (Mar 2026). NE ramp gate now locked at sunset. Development largely on hold	Unit-increase approval and EIR addendum, end of 2026
3rd Avenue / Baywinds	Threatened	Upper beach still eroding. $450K ESA study under way; wave buoy deployed	Baseline memo; final report late spring 2027
Coyote Point	Compromised	Failing rock wall is shedding rocks onto the beach	San Mateo County Parks repair of the retaining wall
Candlestick	Compromised	Brisbane Baylands, upwind of the launch, nearing approval. EIR wind analysis finds small effect	Brisbane council vote, on or after Nov 9, 2026
San Quentin	Compromised	Prison remodel continues; no restored parking reported	Prison management engagement
Crissy Field	Threatened (mid-term)	Crissy Field Next design work funded in 2025: expanded marsh "adapted to 3 feet of sea level rise" and parking changes	Crissy Field Next design and environmental review
Ocean Beach	Threatened (mid-term)	Seawall construction delayed to late 2029. Central Bay sand mining leases renewed; Baykeeper suit. Sunset Dunes park on the Nov 3 ballot (Prop G would reopen the Upper Great Highway to cars on weekdays)	Prop G vote, Nov 3, 2026

Site map



Numbers follow the order of the site sections. Colors show each site's 2026 status.



Berkeley Marina

COMPROMISED · THREATENED

NEXT MILESTONE
BCDC parking hearing, “in the coming months”

Berkeley is the most serious threat in this report, both for the access it would take away and for the precedent it would set.

The city filled the Bay in the 1960s to build a regional park, and asked for state and federal recreation money to build it. It now wants to charge for parking in the lots that serve the South Basin launches, and to give part of its waterfront to a commuter ferry terminal. It points to a shortfall in the marina fund to justify both. If the BCDC allows Berkeley to put a price on access to land filled for public recreation, every East Bay shoreline park becomes a potential source of revenue. At stake is whether a city can take land on public terms, then rewrite those terms and sidestep the regulators who enforce them. The answer will decide not only who can afford to reach the shore but also what purpose our shoreline serves.

Where SFBA stands. SFBA does not oppose ferries or development at the waterfront. We oppose paying for them with access to one of the few places on the Bay where people can launch, swim, wade, fish, sail and simply enjoy our shoreline. Put the terminal inside the marina, not out in the Bay. Be honest about what it costs, who it serves and how riders get there: most of them drive, and every one who drives needs a parking space.

The two proposals.

- **Paid parking.** Berkeley's city parking programs lost $1.55M in FY2025 ($4.93M in revenue against $6.48M in costs). And without any supporting details, Berkeley claims that paid parking in the marina will generate $182,000 a year, which they claim is essential for maintaining boating facilities. But at the same time, the city is sliding more than $2 million in boating revenues out the side door *instead* of maintaining boating facilities. In their proposal, 273 spaces at South Cove and the South Basin would become paid parking at $6 a day or $500 a year. Four 10-minute loading zones would take out 4 more spaces. Furthermore, the city can change the program at any time, a trial can become permanent administratively, and monitoring would be staff observation only. BCDC has made paid parking a major permit. It is off the October 15 agenda and is "anticipated … in the coming months" (BCDC, September 30, 2026). Does this look like a city acting in the best interest of its park users?
- **The pier-ferry terminal.** A 1,080-foot pier and a 400-foot breakwater, with 275 spaces in existing waterfront lots converted to paid, full-day parking for ferry riders (200 on Seawall Drive, 75 at Skates/North). While the city puts the cost at $174M, we estimate over $200M, against about $300M available for all new ferry capital in the region. The Draft EIR comment period closed April 28. On

September 16 the Governor certified the project for SB 149 fast-tracked court review. A Final EIR, a council vote and a BCDC permit are still ahead, but the city has already moved to seek $25M from MTC for landside work.

The city's revised parking application says that without the projected parking revenue it cannot fix a broken hoist and a sinkhole by the failed seawall at South Cove. It concedes that fewer users can launch sailboats as a result.

How the marina fund was drained. The city claims that changes need to be made to address a chronic deficit at the Marina. Jim McGrath's review of city budgets since 2000, however, points to a deficit largely of the city's own making:

- **Since FY2001:** at least $18M in waterfront park maintenance and recreation programs has been charged to the marina fund instead of the parks tax, including more than $2M in FY2025 alone.
- **Parks taxes:** a 2014 increase has raised more than $20M, and a 2024 measure earmarked for the waterfront parks has raised about $3M. None of the 2014 money has gone to marina facilities.
- **2022–2026:** about $13M in Coastal Conservancy grants went to things other than asset repair, including ferry-terminal development.
- **Failures:** the pier closed in 2015. East Dock closed in February 2025 and was lost for about half the season. It was built, and later rebuilt, mostly with grants Berkeley accepted along with an agreement to maintain it.

The neglect has its own cost. About 200 berths sit vacant, losing roughly $300,000 a year, and there is no reserve for dredging. In September 2026 the city tied South Cove repairs to approval of paid parking.

What Berkeley promised, and what the law requires.

- **A park built with public money.** In its 1965 application to BCDC, Berkeley described the South Basin as a "131-acre Marine Park" and sought federal Land and Water Conservation Fund money for it. Recent Bay Trail, parking, restroom and dock improvements serving the lots now targeted for fees cost about $18.6M, much of it from state and regional grants.
- **Bay Plan Recreation Policy 3.** Recreational facilities should be "easily available from parking reserved for the public," and launch sites for non-motorized boats need "sufficient, convenient parking that accommodates expected use." The city's answer, free parking up to a third of a mile away, does not work for anyone carrying a sail, a kayak or a wing.
- **Recreation Policy 9.** Ferry parking "should not be usurped" from park and marina users.
- **Equity.** BCDC guidance says public access to the Bay should "in general" be free of charge. More than 10% of respondents to the city's own survey report household income of $25,000, and apart from one council hearing, the city has done none of the outreach BCDC's environmental justice policies call for.
- **Public trust.** The marina sits on tidelands granted in trust. The city must account for trust revenues to the State Lands Commission (Public Resources Code §6306), and the state Constitution says access to navigable waters "shall be always attainable for the people."

There is not enough parking for both. The city's consultants forecast about 915 ferry riders a day. At WETA's existing terminals, 48% of riders drive and park, and the city's own consultants put it at 55–60%. That is roughly 440 to 550 cars a day. The plan provides 265 paid, time-limited spaces and sends the rest

to Marina Boulevard and University Avenue. Meanwhile about 171,000 people a year visit the south waterfront, around 470 a day, many driving because they carry gear or kids. Both groups would compete for the same lots on the same days.

The city's count is built to come out low. It rests on five days of counts in 2024, taken on weekends, off-season or at 4 p.m., after the midday peak. Even so, the consultant counted 67 cars on Seawall Drive at peak, where the city now proposes 33 spaces. The baseline is also a low point: a pier closed since 2015, a failed dock and a silted basin. Racetrack, EBRPD's Albany Beach, shows what happens when shoreline access is improved: after EBRPD's 2020 rebuild, use jumped. BCDC has asked the city for real data on recreational demand. Anonymized mobility data can provide it, but the city refuses to use it, because those numbers tell a story the city doesn't want to tell.

Who gets pushed out. The south waterfront lots serve the activities that need gear and a nearby car: 76% of sailing and boating visits, 75% of playground visits and 70% of swimming visits in the city's own survey. They also serve more lower-income visitors: 20% of south-lot respondents earn under $75,000, against 8% in the north. In San Diego, paid parking at Balboa Park cut visits by 34%. The city's agreement with WETA promises ferry riders parking "within a reasonable distance." Recreational users deserve the same standard.

Who has authority over the waterfront. Berkeley argues that BCDC can only review the 53 of 273 spaces within 100 feet of the shoreline. BCDC's own ferry staff report says jurisdiction south of University Avenue "is difficult to confirm." Jim McGrath, a former BCDC commissioner, went back to the original documents:

- **BCDC permitted the fill itself.** Permit 1966.028.00 approved 4.6 acres of fill for "a marina restaurant, public beach, park area, automobile parking, and a relocated and expanded University of California sailing facility." It has never been amended.
- **The fill came after the McAteer-Petris Act.** When BCDC's jurisdiction began, the city had paid only for the containment dike, not the fill behind it. The South Basin was brought to its current elevation afterward, and Berkeley never obtained a vested-right exemption.
- **A designated priority recreation area.** The Bay Plan marks the waterfront as Waterfront Park/Beach Priority Use Area #48.

The city has also split the project into four pieces reviewed separately: the ferry terminal, paid parking, spaces set aside for a restaurant tenant, and a Waterfront Specific Plan that could triple commercial space. BCDC should set its jurisdiction from the permit record, not the city's map, and review the four pieces as one project.

What the city's analysis leaves out. BCDC's comments on the ferry Draft EIR asked for "additional details regarding existing demand for recreational facilities" and said the DEIR rejects the in-Marina location but "does not adequately explain why."

- **The most expensive way to move a commuter.** WETA spends about $28.80 per ride and collects $5.40 in fares, a subsidy of roughly $23 every trip (Paul Kamen, from WETA's FY2024–25 budget). The regional money covering that gap is expected to run out around 2030, and Berkeley pays for the landside facilities.
- **The in-marina alternative.** The terminal was originally planned inside the marina. McGrath estimates the location out in the Bay saves about four minutes, at a cost of $170–205M, leaving Berkeley with a bill of at least $40M. Alameda's Seaplane Lagoon terminal cost $23M, and Paul Kamen has sketched an

in-marina design at about $20M. The city has not produced a costed in-marina alternative.

Why it matters beyond Berkeley. Windsurfers, wingers, kayakers, swimmers, Cal Sailing Club, Cal Adventures, anglers and all sorts of shoreline visitors use these lots, and fees fall hardest on those who live beyond biking distance. Berkeley is one of four launches most of the Bay's boardsailors depend on, and the East Bay's other options are shrinking: Toll Plaza is gated, Crown Beach is squeezed by riprap, parking at Point Isabel will tighten during the park's 2027 cap project and, due to improvements there, and it's often difficult to park at Racetrack. By the city's own account this would be BCDC's first standalone permit for parking fees. Approving it would give every city and agency a template: divert the maintenance money, let the facilities fail, then charge the public to fix them. TIDA is already following the same pattern at Treasure Island. This is a disturbing trend to commercialize our shoreline parks.

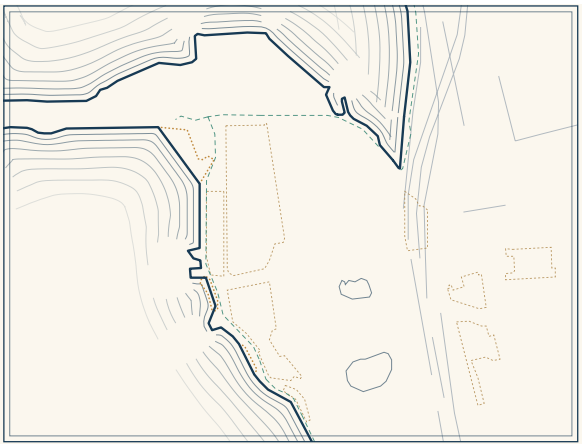
If Berkeley is permitted to meter recreational parking at the South Basin, it will disrupt the largest source of shoreline recreational parking in the East Bay and one of the largest in our region. We have a house-of-cards of local access, so shoreline decisions must be made with a strong eye for regional implications. In order to do this, we must have an accurate understanding of parking demand and plans that address it.

2026–27 priorities:

- Seek denial of the paid parking permit. If anything is approved, it should be a time-limited trial with a sunset date, independent monitoring and a use baseline reconstructed from mobility data, and it must not become permanent administratively.
- Ask BCDC to review the parking fees and the ferry parking plan as one project.
- Set the baseline with real data, using mobility data and the Racetrack comparison, to answer BCDC's request for data on recreational demand.
- Require the full §6306 trust accounting, and fund the East Dock and South Cove repairs before any fee.
- Hold off on ferry funding, including the $25M MTC request, until there is a Final EIR, a BCDC permit, a full cost estimate, a revised MOU and a costed in-marina alternative.
- No net loss of recreational parking, measured at peak recreational hours with an understanding of latent demand.

Next decisions: the BCDC paid-parking hearing (expected in the coming months); Berkeley's November 3 bond measure, which includes dock pile replacement; the ferry Final EIR and council vote; and MTC's decision on the $25M request.

Plans and documents: City of Berkeley, Pier-Ferry project · Waterfront Specific Plan update, Mar 2023 · BCDC Design Review Board staff report, Pier-Ferry · BCDC comments on the Draft EIR · Berkeley Waterfront Community Coalition (parking and TDM reports) · BCDC, San Francisco Bay Plan



Golden Gate Fields and Racetrack

THREATENED

NEXT MILESTONE

EBRPD board vote on purchase agreement, Oct 20, 2026

The largest shoreline land deal in a generation is under way next to one of the Bay's best kite launches. Golden Gate Fields closed to racing in June 2024. In February 2026 the Trust for Public Land (TPL) took an option to buy the 161-acre property for $175 million, including removal of the above-ground structures. Of the 161 acres, about 31 are open water along the shoreline. Roughly 40 acres are in Berkeley and the rest are in Albany. Here's a snapshot of the funding:

- **State:** $125 million from the Prop 4 climate bond, through AB 113, signed in September 2026. The site must be used principally for parks and open space.
- **EBRPD:** $20 million from Measure WW.
- **TPL:** about $30 million from private donors. EBRPD's general manager says the purchase must be complete by the end of 2026.

EBRPD will own and manage the park. It expects to take title in spring 2027, run a public planning process from 2027 to 2029, and build in phases after that as funding allows. The EBRPD board is scheduled to vote on the purchase agreement on October 20, 2026.

What the plans say so far. The EBRPD and TPL describe trails, habitat and an unbroken shoreline park from Richmond to Oakland. Neither mentions launches, rigging areas or parking. The only parking statement on record came from EBRPD's general manager at Albany's September 28 town hall about folding more parking into Racetrack in phases. At the same meeting, residents proposed paid parking to replace the revenue the racetrack paid Albany, about $1.1 million a year to the city and $700,000 to the school district.

The Recreational Ecosystem. Albany's own General Plan supports water access. Policy W-3.5 directs the city to "designate areas to provide water access for windsurfers, kayakers, and other non-motorized watercraft." Policy W-3.4 says parking should be "based on actual use patterns," but we've seen a decrease in boardsailor use due to limited parking. More public access to the shoreline does not guarantee access to the water, however, so this has to be in the planning record before the landscape is designed. The introduction of the Bay Trail from Gilman to Buchanan displaced scores of informally parked cars. Shoreline improvements have increased demand. The significant loss of recreational parking at Berkeley will have major impacts throughout all of these already stressed East Bay shoreline parks. With Berkeley moving to paid parking, Toll Plaza closed, Crown Beach losing sand, Point Isabel's parking squeezed during construction, Racetrack at capacity and Marina Bay short on space, EBRPD's plans for Golden Gate Fields should be sized for these regional dynamics in mind.

2026–27 priorities:

- Ask EBRPD to map launch and landing zones, rigging areas, loading zones and long-duration parking within a short carry of the water, and to keep launch corridors clear of fences, posts and plantings.
- Keep interim access to the Golden Gate Fields lots at Racetrack and Fleming Point through the transition, with parking of at least three hours.
- Measure current use at Racetrack, Point Isabel and Marina Bay with mobility data before planning starts in 2027.
- Oppose paid parking as a way to replace Albany's lost racetrack revenue.
- Secure an SFBA seat in EBRPD's 2027–29 planning process.

Plans and documents: EBRPD, Future Golden Gate Fields Park · Trust for Public Land, Golden Gate Fields · Albany 2035 General Plan, Waterfront Element · Draft Bay Area Boardsailing Plan, 2019 · Water Trail, Albany Beach site report



Crown Beach, Alameda

COMPROMISED · THREATENED

NEXT MILESTONE
EBRPD–Alameda winter storm plan

On September 27, 2026, Jane Cormier of Boardsports California reported to the SFBA that there was " almost no beach left" near the concession. EBRPD staff pushed the remaining sand into temporary ramps, which Jane called "a band aid for the bigger problem." The emergency riprap placed after the December 2024 storm saved the concession building but left "very limited water access." Crown Beach is an artificial beach with no natural supply of sand. It survives only when people put sand back. The site is not only critical for development and learning in the boardsports community, it is a regional destination for beachgoers with incredibly diverse interests in shoreline access. The lack of commitment to managing this resource is disrupting use and compromising safety. This pattern of triage management goes back decades:

- **1981–82:** An Army Corps study found the beach receding three to seven feet a year. By 1982 it was dangerously eroded. A barge pumped Bay sand back onto it, and groins were installed.
- **January 2006:** A major storm stripped the beach again.
- **2013:** The last major sand placement. EBRPD pumped 82,600 cubic yards of sand from a barge onto the beach, paid for with about $2.5 million from FEMA, State Boating and Waterways and Fish and Wildlife. A year earlier, the regional *Adapting to Rising Tides* assessment had warned that losing the beach would cut off boardsailing and other water access, and called it "a significant loss to the Alameda community and the entire Bay Area."

- **Since 2013:** Maintenance has meant moving the sand that remains from the ends of the beach back to the middle. No new sand has arrived.
- **July 2021:** Boardsports warned that the kite launch was nearly gone, with a drop of three to four feet to the water. That spring's sand redistribution had been smaller than usual.
- **January 2022:** A rock wall in front of the concession cut off windsports access. "We have literally lost our access," Boardsports wrote on January 27. Two days earlier it had sent EBRPD a plan. Short term: move the kite launch north of the concession, add two 15-foot ramps at each launch, plus signage, snow fencing and sand. Long term: a large sand placement, removing the rock wall, and four permanent ramps.
- **Since 2022:** Those requests have gone largely unmet.
- **December 2024:** After a winter storm, emergency riprap approved by BCDC was placed in front of the concession. It saved the building but left "very limited water access."
- **2025:** After winter storms, EBRPD trucked in boulders to stabilize the shoreline and the lagoon pump, and moved eroded sand back with earthmoving equipment. Alameda's $6.3 million application for 80,000 cubic yards of South Shore sand went unfunded.
- **September 2026:** There is "almost no beach left" near the concession. Staff pushed the remaining sand into temporary ramps, and rock is being stockpiled for this winter.

Each response has saved a structure or bought a season. None has replaced the sand from the 2013 project, and each round of emergency rock dumping leaves less beach to launch from.

This winter EBRPD and the City of Alameda are planning their storm-surge response, which once again includes stockpiling rock for emergency repairs. Unless access is designed in, more rock will mean less beach. Alameda's 2025 application for South Shore sand replenishment ($6.3M project, 80,000 cubic yards of sand) went unfunded. The city's broader Shoreline Adaptation Plan is due in 2027. EBRPD's McKay Avenue expansion has no implementation timeline. In short, without access-oriented interim solutions and a commitment to beach maintenance, this unique gem in our shoreline risks being erased in an el Nino storm surge this winter.

Another important note that shoreline plans for Alameda and other sites highlight is how solutions to one problem often cause another. Shoreline design proposals rely heavily on natural offshore features, such as eel grass, to mitigate tidal and wave energy. But as our sport migrates increasingly to foiling, these solutions also affect usability. Where and how such wave energy mitigation efforts are implemented around our limited access points may further compromise our access.

EBRPD leadership changes relevant to Alameda:

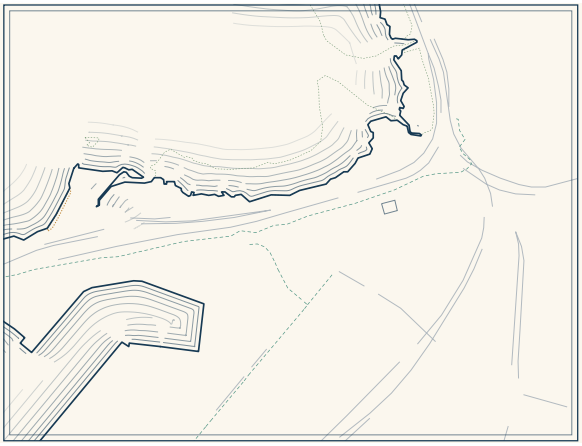
- Robert Deikman became Shoreline Unit Manager in August 2026.
- Amy Wooldridge, formerly Alameda's Assistant City Manager, became Deputy General Manager on August 31.
- Kirsten Holder, from GGNRA planning, became Assistant General Manager for Acquisition, Stewardship and Planning on September 8.

2026–27 priorities:

- Take part in the EBRPD–Alameda winter storm planning.
- Make any further emergency rock come with a defined access route.
- Advocate for permanent ramps and sand before the April wind season.

- Build the beginner beach into the South Shore and Shoreline Adaptation plans as an explicit design requirement.

Plans and documents: City of Alameda, South Shore Adaptation Project · BCDC, local sea level rise plans (SB 272)



Toll Plaza / Radio Beach

CLOSED

NEXT MILESTONE
BCDC enforcement outcome

The Port of Oakland's gate on the only access road remains in place, with no plan to reopen. Before it closed, the site regularly drew 30 or more boardsailors and 80 or more users at a time. This was an important early season site and a reliable launch in winter northerlies. It is also a missing link between Treasure Island and the East Bay and could be a great beach destination for the region.

In February 2026, BCDC's enforcement staff told the SFBA that BCDC has an enforcement case against the Port. The case concerns unpermitted fill (trash) within the 100-foot shoreline band at Toll Plaza. Staff are also "exploring a potential violation involving the lack of public access." According to BCDC, the Port claims the beach is designated for cell infrastructure and calls the public's use of it trespassing.

A correction to the 2025 audit. BCDC staff noted that the earlier fines were for the McAteer-Petris Act violation, meaning the trash. They were not for failing to remove the encampment. BCDC has no authority to remove people.

What the plans say about Toll Plaza. The beach, called Radio Beach in park and planning documents, has been in regional plans for more than a decade, and recreation was once part of them.

- **Gateway Park.** Gateway Park is the regional park planned for the foot of the new East Span. The partner agencies were the Bay Area Toll Authority, Caltrans, the Port, the East Bay Regional Park District and others. The 2013 scoping plans drew Radio Beach with a sandy beach, restoration planting, a levee trail, limited parking, and windsurfing as a listed use. A new trail was to run from Key Point under the bridge to the beach's north end. The later park plan calls Radio Beach a "restoration and preservation area," with interpretive trails, sandy beaches and "fencing to protect wildlife." The Draft EIR in January 2018 found significant, unavoidable impacts to biological resources. Only the part south of the bridge was built: the 22-acre Judge John Sutter Regional Shoreline opened in October 2020, with the Bridge Yard building and a 600-foot pier on the old bridge's piles. The Radio Beach section, the only part of the park north of I-80, was never built.

- **East Bay Crescent.** Emeryville, Berkeley, Albany, Caltrans, EBRPD, the Port and EBMUD are preparing a subregional sea level rise plan, led by the SF Estuary Partnership. Its community visioning work ran from May 2025 to July 2026 and describes Radio Beach as a "bayfront beach with limited access on the north side of the Bay Bridge approach." Two nature-based measures are under study to protect the bridge touchdown: a horizontal levee along the Crescent, and placing Port of Oakland dredged sediment offshore as a "feeder mound" that slowly supplies the marsh. An Ocean Protection Council grant awarded in April 2026 now funds the plan. Either measure could build a beach or bury one. Nothing in the record yet says which.
- **Caltrans Bay Bridge study.** Caltrans District 4 has begun a sea level rise adaptation study for the Bay Bridge and the roads and shoreline around its East Bay touchdown, including West Oakland and Emeryville. Public workshops began in October 2026, with focus groups and a shoreline site visit to follow. Caltrans says it wants to know how people reach the area. Toll Plaza sits at the bridge touchdown, so this study could decide whether the beach comes back as access or is armored for the bridge.
- **The marsh next door.** The Emeryville Crescent State Marine Reserve covers about 103 acres from the bridge approach to the foot of Powell Street. EBRPD manages it as part of Eastshore State Park.

Toll Plaza is an overlooked and undervalued recreational site, and sits beside a bike corridor that is being finished in pieces. It is not hard to imagine this site literally being left off the map:

- **The Bay Bridge Trail** runs more than four miles from Emeryville past the toll plaza to Yerba Buena Island.
- **The West Oakland Link** is an elevated bike and pedestrian path along the south side of West Grand Avenue, connecting Mandela Parkway to the bridge path over the rail yards and port truck routes. The $63 million interim phase is fully funded: construction starts in 2027 and it should open in 2029. The full project, more than $100 million, is targeted for 2031 but has no funding yet.
- **The Yerba Buena Island path** to Treasure Island is under construction, due in 2028.
- **The West Span path** to San Francisco is in early planning and unfunded, and could open in 2034 at the earliest.

Within a few years, someone could ride from West Oakland past Toll Plaza to Treasure Island, ending at the island's northeast corner, the launch the island's development agreement committed to improve. Toll Plaza and Treasure Island would become stops on one continuous route. Toll Plaza would be the only boardsports beach in Oakland reachable by bike and it would serve families in West Oakland, a neighborhood cut off from its own shoreline by freeways, rail yards and the Port. Running the Bay Trail along the Emeryville Crescent to Toll Plaza and then to the bridge is the best way to serve the general public and align with the Bay Trail mission.

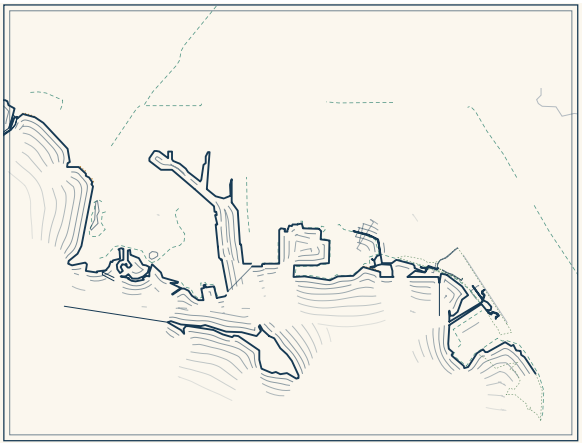
Balancing uses. The Crescent is valued by birders, and the park plan's wildlife fencing reflects that. Sailors need sand and a clear path to the water, not a marsh. A plan can keep both by re-enforcing a beach that sticks while protecting habitat with zoned or seasonal limits elsewhere. The SFBA would like to work out that plan with the birding community rather than against it.

2026–27 priorities:

- Support BCDC's public-access enforcement inquiry and press the Port to reopen the road.
- Ask BATA, EBRPD and the Port to finish the Radio Beach part of Gateway Park, with the water access shown in the 2013 plans.

- Ask that the West Oakland Link and Yerba Buena Island path plans include a bike connection to Toll Plaza, forming one route from West Oakland through Toll Plaza to Treasure Island's northeast corner.
- Make Toll Plaza an explicit access site in the East Bay Crescent plan. Insist that any horizontal levee or sediment placement keeps a sandy launch.
- Meet with Golden Gate Bird Alliance and EBRPD on a zoned access plan for the beach and marsh.
- Take part in the Caltrans Bay Bridge study's workshops, focus groups and site visit, and ask that Toll Plaza be treated as an access site and a link in the bridge's Bay Trail connections.

Plans and documents: SF Estuary Partnership, East Bay Crescent · Emeryville Crescent fact sheet · City of Emeryville, Sea Level Rise Adaptation Planning · Gateway Park plan areas · Gateway Park scoping exhibits, Nov 2013 · Gateway Park Draft EIR notice, Jan 2018 · MTC, West Oakland Link · MTC, Judge John Sutter Regional Shoreline · Knee Deep Times, nature-based solutions at the toll plaza, May 2026 · Caltrans, Bay Bridge sea level rise study



Richmond shoreline: Marina Bay & Point Isabel

THREATENED

NEXT MILESTONE
Community workshop Oct 14, 2026

Richmond is conducting arguably the best community outreach and shoreline-design work around the Bay. Its Sea Level Rise Adaptation and Resiliency Plan covers 32 miles of shoreline and addresses coastal flooding, groundwater rise and habitat loss. The Watershed Project is running the project with a grant from the Ocean Protection Council. In December 2025 BCDC formally recognized it as one of the first subregional plans under the Regional Shoreline Adaptation Plan. Richmond is ahead of the pack.

Two of the East Bay's busiest launches. Richmond hosts two launches the region depends on. At Point Isabel, more than 40 sailors a day launch on a good day, from a small gravel beach behind a rock jetty. In 2018–19 EBRPD rebuilt the launch with a Water Trail grant from the Coastal Conservancy: a 100-foot accessible ramp, new stairs and a 3,000-square-foot rigging area. It is an excellent example of building access through riprap. But erosion is already cutting in where the path meets the water, leaving a drop of two to three feet that is growing quickly. Every launch, however well built, needs a maintenance program. The park's 98 parking spaces are already frequently at capacity on weekdays, as they serve one of the busiest off-leash parks in the country. At Marina Bay, 20 or more windsurfers, wingers and kiters regularly launch from two small beaches, with parking for only 38 cars. Both sit on low, filled shoreline in a part of the Bay expected to flood early. And both sites are where sailors will go when other East Bay launches close, reach capacity or start charging. Every space lost at Berkeley, Racetrack, Toll Plaza or San Quentin adds demand at these two sites.

The problem here is not a lack of vision and planning, it's the timeline. Much of Richmond's shoreline is industrial land and fill over legacy contamination, and rising groundwater threatens it from below as well as from the Bay.

- **2025 national study.** A Nature Communications study identified more than 20 Richmond hazardous sites at risk of 1-in-100-year flooding by 2050, including the Chevron refinery and the Zeneca site.
- **2026 state report.** The Ocean Protection Council report (dated March 2026) estimates that more than 1,500 active contaminated sites around the Bay could be exposed to flooding from below with one meter of sea level rise. Three of its 21 pilot sites are in Richmond: Reaction Products, the Point Molate Naval Supply Center and Zeneca Richmond AG Products.
- **Zeneca site.** Cleanup is already losing ground. Vapor extraction removed 2 pounds of contaminants in 2024, and the temporary cap has outlived its design life.

As mentioned in the introduction, the largest shoreline landowner, Chevron, has not been a cooperative partner. Without the refinery's participation, the plan cannot deal with the most contaminated shoreline before it floods. If toxins leach into the Bay, water contact anywhere nearby becomes a health question, and that would close access more completely than any gate. The 2050 flooding implications in Richmond showcase the often overlooked side-affect of sea level rise: it also pushes water tables up into soils with high concentrations of toxins, which will leech into the Bay.

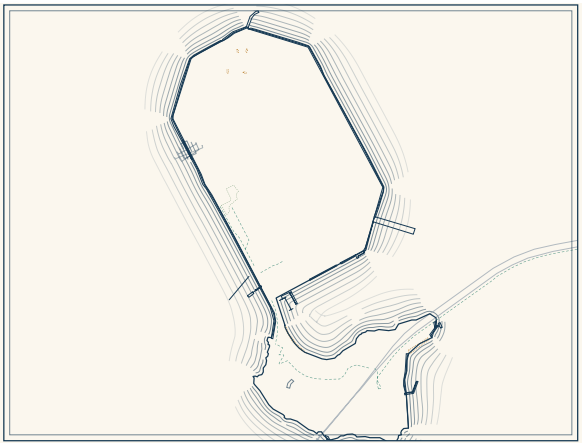
Adaptation can close a launch before the water does. Shoreline projects take years to build, and access shrinks or disapears while they are built. Point Isabel shows how this plays out, even where the launch itself is spared. EBRPD's North Point Isabel cap project, which stabilizes the old landfill cap and adds sea level rise resilience, may start in spring 2027 and take up to 24 months. The start date is not set. EBRPD is still waiting on a BCDC permit, National Park Service approval of matching grant funds, and documentation from USPS of EBRPD's agreement to operate the park. The work will close the park's northern section, north of the Hoffman Channel. New fencing will keep people and dogs off the northern shoreline mudflats. Local users expect the small Rydin Road lot to be used for staging, which will tighten parking for the whole park. And because the project's permits keep the work out of the Bay, it cannot add even simple access, such as the stairs to the water that local users have asked for. While the launch opposite Mudpuppy's is not affected this time, larger projects will not be so contained: staging areas take parking lots, fencing and habitat buffers move people away from the water, and riprap and levees can replace a beach for good. In Richmond, where much of the shoreline will need protection at about the same time, construction could take Marina Bay and other launches out of use for years, and the finished designs may leave no place to launch at all. As dozens of shoreline projects are built over the next three decades, their schedules and staging need to be planned so that each part of the Bay keeps at least one working launch with ample access, and each finished design needs a place to get in the water.

2026–27 priorities:

- Keep recreation and water quality at the center of Richmond's plan, with a firm schedule for the contaminated shoreline sites.
- Press for Chevron's full participation, through BCDC and the Regional Water Board if necessary.
- Continue to engage and support Richmond's gold-standard for shoreline design and outreach efforts. This is the blueprint the rest of the Bay should follow.
- Protect Point Isabel and Marina Bay as recreational access sites, with their launch, rigging and parking needs, before design begins.

- Ask EBRPD to keep parking available for the Point Isabel launch during the North Point Isabel Park cap project, and to repair the erosion where the launch path meets the water and set up a regular maintenance program for the launch.

Plans and documents: City of Richmond, Sea Level Rise Adaptation and Resiliency · BCDC, Richmond subregional plan notice · EBRPD, North Point Isabel Cap Resilience Project · OPC, sea level rise and contaminated sites, 2026 · Richmondside, Point Isabel partial closure, Oct 22, 2025 · Water Trail, Point Isabel site report, 2016 · Draft Bay Area Boardsailing Plan, 2019



Treasure Island

COMPROMISED · THREATENED

NEXT MILESTONE
Unit-increase approval and EIR addendum, end of 2026

Treasure Island has some of the best wind and swell in the Bay, and it is becoming a reliable reliable options as heat bubbles form over our mainland shoreline. Windsurfers have sailed it for 40 years, and winging has opened it to a new group of advanced riders. The access we have there was part of a deal the SFBA supported, but the city is chipping away at its responsibilities to deliver.

The deal terms. San Francisco could not build housing on Treasure Island without clearing the state's public trust claim to the filled land. The 2004 Treasure Island Public Trust Exchange Act and the title settlement the State Lands Commission approved in 2012 and revised in 2014 governed the trade:

- About 150 acres were freed from the trust for development.
- In exchange, about 285 acres of upland, and about 850 acres counting tidelands, were committed to the public trust for recreation, open space and waterfront uses.
- The Act states that "nothing in this act may be construed to authorize the development of housing on trust lands." The settlement requires a pedestrian and bicycle corridor around the shoreline and public road access to the eastern and western shores.

The northeast corner was part of the deal. For 40 years, the boat ramp at the island's northeast corner, at the end of Avenue I, has been where windsurfers, wingers and a few 'brave' kiters launch. The state didn't just free land for housing. It required the city to keep the north end accessible to recreation. The title settlement promises "vehicular access to and along the eastern and western shores to the proposed recreational resources and wetlands at the north end of the island," and requires "adequate access from the public streets to the Public Trust Lands." BCDC's 2016 permit requires about 54.5 acres of public access along the shoreline and lists the Northern Shoreline Park boat ramp among the improvements. The project's environmental review counted windsurfing as an existing use of the island, part of the

baseline the project was meant to protect. That review also promised that "visitors to the Islands… would not be charged a congestion pricing fee." The SFBA supported the handoff with the understanding that access at the northeast corner would be improved, not rationed.

What the city has done since.

- **The toll.** The county transportation authority still plans to charge island visitors up to $5 at peak hours, with residents exempt. In 2021 the SFBA brought the city's intentions to BCDC. BCDC told the city that a toll could affect the public access required by its permit and would need a permit amendment. The city paused the toll initiative. The authority's program page lists the start as "TBD," and its 2025–26 work is limited to updating the federal environmental clearance. A $20 million federal grant tied to the program was cancelled in May 2025. While stalled, the toll has not been dropped.
- **Paid parking.** In March 2026 the SFMTA board approved parking meters across both islands: $1 an hour to start, set by demand, from 9 a.m. to 10 p.m. every day. The agency's stated reason was the new open space "drawing more visitors." What the toll has not done, meters may do. Visitors to the shoreline will pay to park.
- **The NE ramp gate.** In March 2025 a security contractor began locking the gate to the NE ramp, the main boardsailing launch, at 5 p.m. The gate had been open for 20 years, and no one told users of the change. The SFBA wrote to TIDA and BCDC. BCDC staff found nothing in the permit allowing time limits and referred the matter to its compliance staff. TIDA now locks the gate at 'sunset'.
- **Trust accounting.** The State Lands Commission's records list TIDA's annual trust revenue statements for 2023 and 2024 as not submitted.

What the northeast corner needs. Sailors now park where they can. About a dozen cars fit along Northpoint by the vacant housing to the west, and about ten more fit next to occupied homes. Avenue I takes the overflow, shared with anglers. Late in the season, when Crissy is fogged in, 15 to 20 vehicles line Avenue I on weekdays and more on weekends. A large lot just east of Avenue I, built for the old school, was fenced off during the cleanup and never reopened. As new housing fills in, these informal arrangements will run into residents. The improvements the deal promised are modest:

- posted access hours that run to dusk, so the gate can't be locked again without notice;
- the fenced lot reopened for recreational parking;
- a rigging area;
- a maintained ramp.

None of these is built yet.

Where things stand. The project is largely on hold:

- **Housing.** Market-rate construction has stalled. The developer is asking to add 1,400 to 2,800 housing units because its financing depends on selling homes, not renting them. That change needs an environmental review addendum and Board of Supervisors approval, targeted for the end of 2026.
- **Parks.**
- The first six acres of the western shoreline park opened in September 2025.
- Clipper Cove Park, with beach access and a small parking lot, is expected this year.
- Rec & Park takes over park maintenance from TIDA starting this fiscal year.
- **Clipper Cove.** The marina rebuild and the paused sailing center are moving on their own track. Neither affects the northeast launch.

- **Leadership.** Longtime TIDA director Bob Beck retired in January 2026. Sheela Jivan took over in June.

Why it matters beyond Treasure Island. The Bay Plan is unusually specific about Treasure Island. When the Navy left, the island was to be redeveloped "for public use," with "continuous public access to the Bay" and "parking and water access for users of non-motorized small boats, including at north end of the Island" (Plan Map 4, p. 120). The plan's general policies say the same: sites improved for launching small boats need "sufficient, convenient parking that accommodates expected use" (Recreation Policy 3.e.(3), p. 72), because places to park "for more than short periods of time" are "needed to provide the public with full access to the Bay" (Recreation finding p, p. 69).

San Francisco is moving the other way. SFMTA approved paid parking on both islands in March 2026, while the northeast corner still lacks the launch improvements the development deal promised. Meters placed more than 100 feet from the water fall outside BCDC's permit jurisdiction, so a city can price people off the shoreline without BCDC review, unless BCDC treats the parking that makes public access usable as part of that access. Meters and tolls are forms of regressive taxation, of course, and the burden falls hardest on those with the least, against the Bay Plan's call for "more equitable and convenient public access" (Public Access finding h, p. 76).

Treasure Island and Berkeley follow the same pattern. Land was filled or freed for public use under state trust and BCDC guidelines. The city then backtracks on agreements and looks to monetize the people that land was meant to serve, through a toll, meters, parking fees and other forms of commercial development of our parks. If either city succeeds, it paves a way through BCDC authority for all to follow.

2026–27 priorities:

- Get the northeast corner improvements into the next phase of the development agreement: posted dawn-to-dusk access, the fenced lot east of Avenue I reopened for recreational parking, a rigging area and ramp maintenance. Get a written commitment from TIDA's new director, Sheela Jivan, before the unit-increase approval.
- Oppose any visitor toll, and ask BCDC to review metered parking at shoreline access points against the permit's public access requirements.
- Use the unit-increase approval and environmental addendum to lock in launch, rigging and parking improvements on the NE and NW shores.
- Ask the State Lands Commission to require TIDA's overdue trust revenue statements.
- Keep the coalition with the Treasure Island Organizing Committee and the Sailing Center active while the project is paused.

Plans and documents: Treasure Island Public Trust Exchange Act, 2004 · State Lands Commission title settlement, 2012 · SFCTA, Treasure Island Transportation Program · TIDA, unit increase item, Feb 2026 · SFMTA, Treasure Island project



Candlestick Point

COMPROMISED

NEXT MILESTONE
Brisbane council vote, on or after Nov 9, 2026

State Parks lists the park as open 7 a.m. to 7 p.m., which ends evening sessions. The access problems the 2025 audit described remain: lost street parking and recurring flooding. The SFBA continues to work with the Hunters Point community and State Parks.

A development upwind. Brisbane's Baylands plan would allow 1,800 to 2,200 homes and about 6.5 million square feet of commercial space on the former rail yard and landfill directly upwind of Candlestick Point. The Planning Commission recommended approval in August 2026, and the council's final vote comes on or after November 9. This development is outside of the BCDC's jurisdiction.

Windsurfers have warned since at least 2013 that tall buildings on the site could slow the wind at Candlestick and make it gustier. That year the Candlestick Preservation Association petitioned Brisbane, arguing that earlier studies did not measure the area sailors actually use. The 2026 Final EIR responds with a computer wind model by the consultant RWDI, which included Candlestick and measured wind at the height of a windsurfer's sail. It found the project would cut average wind speeds by 1 to 2 mph about 300 yards downwind, and make the wind near the shore gustier. It concluded that this would not substantially degrade the wind resource. That conclusion deserves a closer look before the council votes. At a launch known for its steady breeze, a change that results in less wind and more gusts definitely qualifies as a degradation of its wind.

Cleaning up the site first. Before anything is built, the Baylands has to be cleaned up, and that work is under way. At an October 5 meeting of the Brisbane Baylands Community Advisory Group, the Regional Water Board and the state Department of Toxic Substances Control laid out where it stands:

- **What is there.** The Brisbane Landfill, used from 1932 to 1967, sits unlined on Bay mud beside Brisbane Lagoon, which opens to the Bay a short distance south of Candlestick. The former rail yard holds pockets of Bunker C fuel oil, metals and PCBs, and solvents have migrated into its groundwater from the Schlage site in San Francisco.
- **The plan.** About 1.9 million cubic yards of stockpiled soil, in mounds 53 to 78 feet high on the landfill, has been tested and will be moved to the rail yard as a clean cap at least five feet thick. The landfill will then be closed under a new cap, with a cutoff wall on its east and south sides to keep leachate from moving off site. Closure is expected to take 12 to 15 years.
- **Water quality.** Leachate already seeps toward Brisbane Lagoon and is collected along the landfill's southern edge. Stormwater will drain to the Bay through Visitation Creek and restored wetlands. A 2022 Water Board order requires the landfill to plan for sea level and groundwater rise through 2100

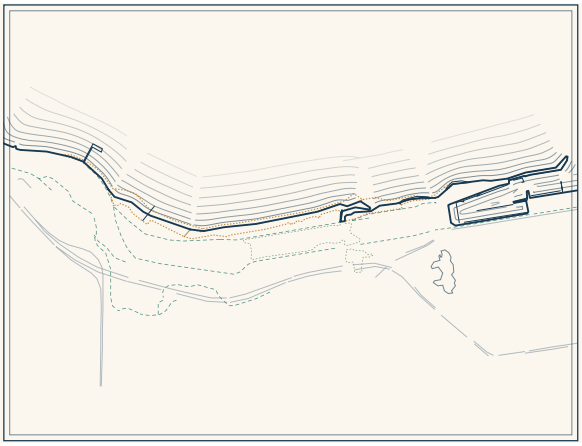
and to update that plan every five years; the next update is due in 2027. The landfill's original waste has never been sampled directly, and the check for radioactive material was a records review only.
- **Oversight.** The Water Board's case manager of 17 years retired this year, and the agency says it is short-staffed.

What it means for sailors. Whatever leaves the landfill or the cap ends up in the water we sail on. The SFBA will keep an eye on the cutoff wall, the stormwater design and the 2027 sea level rise update, and in making sure the untested legacy waste is characterized before rising groundwater reaches it.

2026–27 priorities:

- Seek extended hours or after-hours access for boardsailors.
- Include Candlestick in State Parks' shoreline resilience planning.
- Review the EIR wind analysis (Appendix O) and comment before the Brisbane council vote on or after November 9.
- Follow the Baylands cleanup: attend Brisbane's October 15 council hearing on phasing and remediation, comment on the stormwater and Visitation Creek design and the landfill's 2027 sea level and groundwater rise update.

Plans and documents: California State Parks, Candlestick Point SRA · City of San Francisco, 2025 Sea Level Rise Guidance · City of Brisbane, Baylands · Brisbane Baylands 2026 Final EIR · Final EIR Appendix O, Wind Analysis · Candlestick Preservation Association petition, 2013



Crissy Field

THREATENED (MID-TERM)

NEXT MILESTONE
Crissy Field Next design and environmental review

Crissy Field is the Bay's signature launch and one of the best-known boardsailing sites in the world. For many riders, sailing under the Golden Gate Bridge is a bucket-list goal. Over 200 sailors a day often launch and land at the beach under ideal conditions. In 2026 Crissy hosted the US Wingfoil Championship for the third year in a row.

The launch is tied to its specific layout. Sailors rig on the turf next to their cars at the west end of the East Beach lot, then carry their gear barefoot across the Promenade to the beach. The Boardsailing Plan explains why the west end matters: it is "upwind and west of the rocky riprap shoreline and provides a sandy and safe area for launching and landing even during a flood tide when sailors are being pushed toward the rocks to the east." To the west, the Crissy Field Wildlife Protection Area is closed to our users

under the park's rules, so East Beach is the only place along Crissy's shore where sailors can launch. The plan is direct about the corridor between car and water: "Limiting obstructions and interactions between sailors and other users between the parking area and the beach is critical to maintain safety." By NPS's 2016 count, the East Beach lot holds 400 vehicles: 178 paved spaces, 156 reinforced turf spaces and 66 event turf spaces. NPS also noted that "Boardsailors prefer to park on the west side of the lot as it provides them direct access to the best launching locations." Being able to see the water from the lot is a safety feature too. Riders on the beach spot sailors in trouble and call for help.

That layout has been defended before.

- **1993:** a draft Presidio plan would have "severely limit[ed] launch access at Crissy Field." Windsurfers organized and pushed back.
- **2001:** the restoration built the turf parking and rigging area that sailors use today.
- **2016:** NPS proposed to reconfigure the East Beach lot into 367 paved spaces and 33 turf spaces, removing most of the rigging turf. NPS received 130 comments, many from boardsailors, and SFBA wrote as a park partner since 1986. NPS dropped the reconfiguration: "No reconfiguration of the parking lot will occur as part of the proposed project. Future changes to this area will be addressed at a separate time through another planning process."

That separate planning process is now under way.

What is coming.

- **Sea level rise.** The Presidio tide gauge has recorded eight inches of rise over the past century. The city's 2025 guidance projects about 0.8 feet by 2050 and 3.1 feet by 2100 under its intermediate scenario. USGS rated the Crissy beach "very high" vulnerability in 2005. NPS's own 2016 analysis puts minor flooding of the East Beach lot at an 11-foot water level and significant flooding at 12 feet, which it equates to 3 feet of sea level rise above today's 100-year tide.
- **Rise-Up (2016).** A $135,000 Coastal Conservancy grant funded a study by the Parks Conservancy, NPS and the Presidio Trust of Crissy under 3-foot and 6-foot sea level rise. It used four strategies: protect, retreat (remove infrastructure and restore wetlands), adapt, and access (reroute paths). NPS says it is using the results "to help us relocate infrastructure, and to expand riparian and marsh areas to serve as a buffer for sea level rise."
- **Crissy Field Next.** NPS, the Parks Conservancy and the Presidio Trust started this redesign in 2018. The lead landscape architects describe future initiatives that include "an expanded tidal marsh adapted to 3 feet of sea level rise, and parking improvements," with environmental review and implementation to follow. There has been no public update since 2019, but a Haas Jr. Foundation grant paid for planning and design work in 2025. No plan has been adopted and no environmental document has been released.
- **The marsh and the beach are linked.** Sand moves east along Crissy at about 25,000 cubic yards a year, and the marsh inlet has closed and reopened repeatedly since 2001. A 2004 marsh expansion study found that about 32 acres would be needed to keep the marsh open to the tides. It also warned that "temporary and long-term changes to the morphology of East Beach are expected following wetland expansion." Expanding the marsh could reshape the beach sailors launch from.

The risk. Every adaptation tool on the table touches the corridor that makes the launch work. "Relocate infrastructure" can mean moving parking away from the west end. "Access" in the planning framework means rerouting paths, which can put new crossings between the turf and the water. A bigger marsh can

change the beach itself. None of the published planning material treats the launch layout as a design requirement. The new public messaging doesn't mention recreation either. A July 2026 Urban Land article marking Crissy's 25th anniversary says "resilience doesn't have to mean walls and barriers" and never mentions sailors.

The decisions will also be made by weakened institutions:

- **Jurisdiction.** Crissy is federal land. San Francisco's SB 272 shoreline plan does not control it, and BCDC's role is limited.
- **NPS staffing.** The Golden Gate National Recreation Area lost 10 staff in 2025.
- **Presidio Trust.** A February 2025 executive order directed the Trust to eliminate its non-statutory functions, and all six board members were removed in April 2026.
- **Funding.** Much of the design money is private.

Upkeep is already slipping. Volunteers are chasing the basics:

- **Webcam.** The East Beach webcam that riders use to check conditions is clouded with moisture. Responsibility for it bounced between NPS and the Parks Conservancy for years; it is now confirmed as the Conservancy's. The SFBA has asked for a regular maintenance schedule, including cleaning the lens and adding desiccant packs to cut moisture.
- **No threat to the rigging lawn.** In October 2026 NPS confirmed that no current or planned projects would affect the East Beach lawn where sailors rig. NPS and the Parks Conservancy are preparing a separate project for the airfield and surrounding area, with community engagement expected in the coming months; NPS says it will not affect East Beach.
- **Shower.** The new shower has one nozzle instead of four. NPS has since bought a full replacement and plans to install it soon, though no date is set.
- **Path work.** In September 2026, soil from a path-widening job on the field ended up on the beach and in the water. NPS called it a miscommunication and cleaned it up after SFBA reported it.
- **Rescue coordination.** SFBA runs a volunteer search-and-rescue call tree with the Coast Guard for Crissy and the surrounding waters.
- The SFBA checks in with NPS every two weeks on the shower, webcam and other site issues.

Why it matters beyond Crissy. If East Beach loses capacity, San Francisco has no clear substitute:

- Candlestick closes at 7 p.m.
- Treasure Island is closed at 'sunset'.
- Ocean Beach is for advanced riders only.
- Toll Plaza is closed.

Crissy is also a high-profile model for other developments. Parking next to rigging and a clear path to a sandy launch is exactly what the Golden Gate Fields and Ocean Beach sections ask planners to protect. If NPS keeps that layout while adapting Crissy to rising seas, it sets a precedent for others.

2026–27 priorities:

- Get the launch layout written into Crissy Field Next as a design requirement before concepts are set:
- west-end parking next to turf rigging;
- a short, unobstructed crossing to the sandy west end of East Beach;
- clear sight lines from the lot to the water;

- no net loss of rigging turf or peak-season parking.
- Ask NPS to model how marsh expansion would change East Beach before choosing a design, and to manage sand to keep the launch beach.
- Hold NPS to its 2016 commitment that changes to the East Beach lot go through public planning, with SFBA at the table as a park partner.
- Get a regular maintenance schedule for the webcam, see the new shower installed, settle who maintains the windsock, and formalize SFBA's safety role, including the search-and-rescue call tree and docents.
- Keep East Beach parking free.

Plans and documents: Parks Conservancy, Crissy Field Next · CMG, Crissy Field Next · NPS, Adapting to Climate Change at GGNRA · Crissy Field Marsh Expansion Study, 2004 · NPS, East Beach parking decision, 2016



Ocean Beach

THREATENED (MID-TERM)

NEXT MILESTONE
Prop G vote, Nov 3, 2026

Ocean Beach is a test-case to see how much the city can let a shoreline move. Managed retreat. What gets decided here about dunes, sand and access may set the template the Bay's other beaches are measured against.

What's under the beach. Ocean Beach is also the roof of San Francisco's westside sewer system. Under the Upper Great Highway, from Lincoln to Sloat, runs the Westside Transport Box, a 20 to 30 foot tall concrete tube that stores combined sewage and stormwater during heavy rain. South of Sloat, the Lake Merced Tunnel and the Westside Pump Station carry that flow to the Oceanside treatment plant by the zoo, and erosion at the south end now threatens the tunnel. The SFPUC puts the cost of moving that system inland at about $1.6 billion. So the city chose to protect it in place: a $175 million project built around a 3,200-foot wall buried 55 feet into the beach south of Sloat, covered by reshaped dunes and kept buried with regular sand management. In short, the plan for sea level rise at OB is driven by the protection of a critical piece of infrastructure that should have been built elsewhere. Protection of the Westside Transport Box may cost the city its iconic beach.

The trade-off. A buried wall protects the beach only while it stays buried. Each sand placement costs at least $1 million. In 2021 a $3.8 million placement was largely gone within months. Once storms expose the wall, waves reflect off it and scour the sand in front--just take a look at the eroding cliffs and

exposed sandbags and riprap at Sloat. Critics, including Surfrider, warn that the beach south of Sloat could narrow until it disappears at high tide, leaving the city paying for sand indefinitely to protect a wastewater plant at the expense of a public beach. The Coastal Commission approved the wall as the only practical way to avoid a sewer failure. Ocean Beach now has both approaches side by side: dunes to the north, armor to the south.

Where to launch. SFBA recommends launching from the north end of Ocean Beach, at the parking lots near Kelly's Cove. SFBA does not recommend Sloat. The beach there narrows or disappears at high tide, riprap and old military concrete line the shore, and the wind turns gusty where the cliffs begin. Few kiters launch there, so no one is around to help a rider in trouble. SFBA's interest in South Ocean Beach is in how the plans there shape the whole beach, its sand and the main launch at Kelly's Cove.

The plans in play:

- **Ocean Beach Master Plan (SPUR, 2012).** In 2018 the city wrote managed retreat into its Local Coastal Program. Policy 12.1 adopts managed retreat between Sloat and Skyline, rerouting the Great Highway Extension behind the zoo via Sloat and moving beach parking and restrooms out of harm's way. The plan has not been updated since 2012.
- **SFPUC adaptation project.** The Coastal Commission approved a 25-year permit in November 2024 for 3,200-foot buried wall protecting the Lake Merced Tunnel and wastewater plant, removal of rubble and old revetments, a reshaped bluff, a multi-use trail, beach stairs, restrooms and continued sand replenishment. . Major construction now starts in late 2029 and runs about four years, and South Ocean Beach will likely close about six months of each year during that time. The 35-space lot at Sloat will be removed and replaced with about 60 spaces near Skyline.
- **SFEI dune management (December 2023).** Funded by the Coastal Conservancy, the plan recommends rebuilding native dunes from Point Lobos to Sloat, where the SFPUC project takes over, removal of iceplant and marram grass, planting beach wildrye, stop grading the backshore at the north end, and placing sand cleared from the Great Highway on the beach, where waves can move it, instead of piling it behind the beach.
- **On the ground.** Rec & Park, NPS, SFEI, Surfrider and others began replanting dunes near Judah in February 2025 with a $1 million Coastal Conservancy grant. Surfrider reports more than 1,200 native plants installed and more than 200 volunteers.
- **Sunset Dunes.** Voters closed the Upper Great Highway with Prop K in 2024, and it is now Sunset Dunes park. A court upheld the closure in January 2026 and an appeal is pending. Prop G, on the November 3 ballot, would close the park on weekdays to reopen the Upper Great Highway to cars. An SFEI report (October 2024) found that closing the Great Highway to cars has "the greatest and most immediate ecological benefits."

Why it matters beyond Ocean Beach. Three things decided here will carry over to other sites.

Resilience vs armor. Ocean Beach is the region's clearest commitment to letting beach and dunes do the work a seawall would otherwise do, with hard structures only where critical infrastructure needs them. That is the approach SFBA wants at Crown Beach, where emergency rock is replacing sand, and in every subregional plan under SB 272.

Sand is a regional supply, and most of it is being sold. USGS researchers found that the mouth of the Bay lost more than 90 million cubic meters of sediment between 1956 and 2005, and that erosion from Ocean Beach to Point San Pedro has sped up by about 50% since the 1980s. They tie the loss to a

shrinking supply of sediment from the Bay. In February 2026 the State Lands Commission renewed Central Bay sand mining leases for ten years, with a lower cap of 1.395 million cubic yards a year. Its environmental review found mining is not significantly reducing sand reaching the coast. Baykeeper sued in March. Meanwhile:

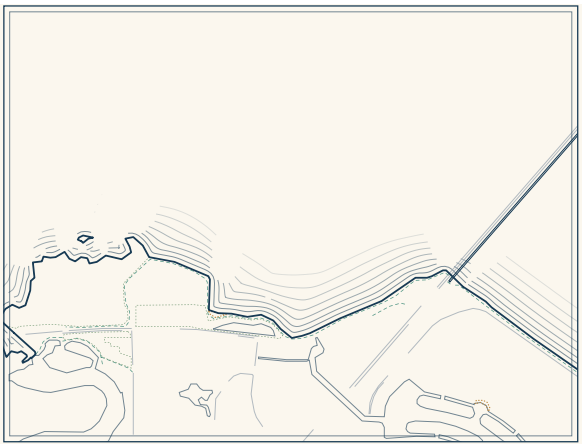
- The Army Corps places about 350,000 cubic yards of shipping-channel sand a year offshore of Ocean Beach. An earlier USGS study found the effect of that placement on the beach "largely negligible."
- Alameda's application to put 80,000 cubic yards of sand on its South Shore went unfunded.
- Coastal engineer Bob Battalio, a co-author of the SFEI dune report, notes at an August 26 public forum that coarse sand from Bay shoals stays on a beach better than fine windblown sand.

Where the Bay's sand goes, to construction or to our local beaches, decides how much beach our region keeps.

2026–27 priorities:

- Support the dune-first approach and SFEI's beach sand placement, and ask that both extend along the whole beach.
- Ask the city and NPS to designate gear-friendly access points with parking a short carry away, including the north parking lots near Kelly's Cove, where kiters launch.
- Ask that the South Ocean Beach project protect sand and access along the whole beach, including the north-end launches at Kelly's Cove.
- Ask State Lands, BCDC and the Army Corps to treat recreational beaches, including Ocean Beach and Crown Beach, as a priority use for suitable Bay and channel sand, and to put dredged sand on beaches where it will stay.
- Ask SPUR and the city to update the 2012 Master Plan with water recreation access as an explicit objective.

Plans and documents: SPUR, Ocean Beach Master Plan · SFPUC, Ocean Beach Climate Change Adaptation Project · SFEI, Growing Resilience (dune management), 2023 · SFEI, Future Opportunities for the Great Highway, 2024 · Coastal Commission, Western Shoreline Area Plan amendment, 2018



3rd Avenue / Baywinds Park, Foster City

THREATENED

NEXT MILESTONE
Baseline memo; final report late spring 2027

3rd Avenue is the Peninsula's main launch and one of the four sites most of the Bay's boardsailors depend on. It is also the one place where the SFBA is not just defending access but where we're coordinating work between funders and coastal engineers to do and fund the science to design a resilent shoreline.

The erosion is long-term and getting worse. The upper beach launch at the north end of Baywinds Park has been washing away for more than a decade.

- In 2012 the SFBA asked the National Fish and Wildlife Foundation for $500,000 in Cosco Busan oil spill settlement funds, with a matching $500,000, to restore and nourish the beach with shell hash. The application documented erosion that had already taken much of the upwind launch. It was not funded.
- In 2017 the Bay Area Water Trail described the beach as "rapidly eroding" and warned that "if nothing is done, the beach may be gone in the next several years."
- SFEI's 2020 study of eroding Bay shorelines found that beaches need a steady supply of coarse sediment, and that falling sediment supply leaves them less able to keep up with rising seas. How much wave energy reaches 3rd Avenue, and from which direction, is one of the questions the current study is designed to answer.

The levee protects the city, not the beach. Foster City finished its $90 million levee project in February 2024. The new wall is about six feet higher on average and is designed for the 100-year flood with 3 feet of sea level rise. It holds the line behind the beach but does nothing to keep sand in front of it.

What the SFBA has done. The SFBA has carried this project for years with little public help.

- **2019–20:** ESA prepared a proposal for a 3rd Avenue habitat, beach and water access restoration project. The SFBA set up fiscal sponsorship through Community Initiatives, a 501(c)(3), so private donors could fund it.
- **2021–24:** The project stalled. In November 2024 the City Manager gave the project permission to study the city-owned shoreline.
- **2025:** Private philanthropy funded a comprehensive study by ESA. The SFBA added $20,000 for independent technical oversight by coastal engineer Bob Battalio. SFBA board member Ben Botkin serves as Project Director.
- **2026:** The SFBA posted the $5,000 performance bond Foster City required for the encroachment permit, and fieldwork began.

Why we are measuring wave and tidal energy. A shoreline that protects the launch has to be designed for the forces that are destroying it. The options on the table are nature-based:

- a nourished beach of coarse sand, gravel or shell that holds against waves;
- offshore oyster reefs or eelgrass beds that take energy out of the waves before they reach the beach;
- a reshaped shoreline that moves with the tides instead of a hard edge that reflects wave energy.

Each of these depends on numbers no one has for this site: how big the waves are and where they come from, how much energy reaches the shore at each stage of the tide, what the bottom is made of, and how much sand moves and where. Elsewhere in the Bay, the oyster and eelgrass pilot off San Rafael cut wave energy by about 30%, and Marin's Aramburu Island beach of gravel, sand and shell has held a shoreline that had retreated more than 130 feet in 45 years. Those results came from projects designed for their own sites.

The study collects that data:

- **Spotter buoy:** a SOFAR Spotter buoy measuring waves, wind and weather for a full year;
- **Sediment:** samples of the shoreline and nearshore sediment;
- **Geotechnical:** a review of the ground beneath the shoreline;
- **Surveys:** vessel-mounted bathymetry and drone lidar of the shoreline profile.

ESA will turn the data into a baseline-conditions memo and then a final report with conceptual design options, expected in late spring 2027. Local coastal scientists have told the project team it is the first effort of its kind in the Bay to address shoreline erosion and sea level rise ahead of time with a living-shoreline design.

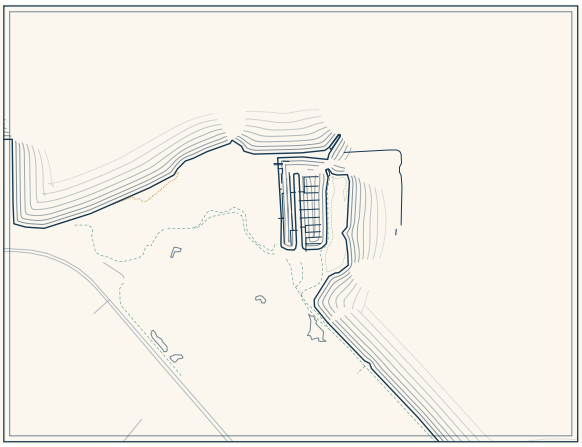
Why it matters beyond Foster City. If the upper beach goes, the Peninsula has nowhere else to put those sailors. Coyote Point, the nearest alternative, is smaller and has its own issues.

The site has the potential to become a model for planning and implementing nature-based solutions to address shoreline erosion impacts to access. Support from local jurisdictions and regulators, and significant additional funding, will be required for successful implementation.

2026–27 priorities:

- Complete the study and share the baseline data with Foster City, San Mateo, OneShoreline and BCDC.
- Ask Foster City to start its SB 272 shoreline plan, jointly with San Mateo if possible, and to name the Baywinds shoreline as a priority project in it.
- Ask the Regional Water Board and BCDC where the sea level rise adaptation plans required by the levee permits stand.
- Line up a public agency sponsor before the final report, so the design can move straight into Measure AA, OPC and Coastal Conservancy funding rounds.
- Build a habitat component (oyster reef, eelgrass or dune) into the design so it qualifies for Measure AA.

Plans and documents: Foster City Levee Improvements Project · BCDC, local sea level rise plans (SB 272) · Water Trail, Baywinds Park · SFEI, New Life for Eroding Shorelines



Coyote Point

COMPROMISED

NEXT MILESTONE
San Mateo County Parks repair of the retaining wall

While Boardsports reports no pressing access issue at the Coyote Point launch, it does report a safety problem. The western promenade rock retaining wall built in 2013–14 keeps flushing small rocks onto the beach and into the water, and the foot of the wall is failing. That is the responsibility of San Mateo County Parks.

2026–27 priorities:

- Ask San Mateo County Parks to repair the failing retaining wall.



San Quentin / Windsurfer Beach

COMPROMISED

NEXT MILESTONE
Prison management engagement

In March 2025 the prison began enforcing parking restrictions at the West Gate area that boardsailors used for decades. The remodel continues. The east-side launch has fewer than 10 spaces and a two-hour limit.

A Bay Trail project along the launch. Marin County Public Works is designing the East Sir Francis Drake Bay Trail Gap Closure, a 0.6-mile bike and pedestrian connection between Andersen Drive at I-580 and Remillard Park in Larkspur, the stretch of road that runs past Windsurfer Beach. It would be either a multi-use path or a sidewalk with protected bike lanes. Planning and design began in May 2025 with a $700,000 federal earmark, the county held a public workshop on January 29, 2026, and near-term "quick build" improvements are being designed. Final design and construction are not yet funded. Sailors currently park along the shoulder and reach the beach by rough steps cut into the bank.

2026–27 priorities:

- Establish whether the public has a right of access to the shoreline here.
- Resume contact with prison management as construction winds down.
- Work with Marin County Public Works on the East Sir Francis Drake gap closure so the design keeps shoulder parking for the launch and builds safe access down to the beach.

Plans and documents: Marin County, East Sir Francis Drake Blvd Bikeway Gap Closure · Marin County, workshop notice, Jan 2026 · Marin County Bicycle Coalition, project page and map

A quick overview of our legal framework for access

The public's right to reach the Bay rests on several overlapping layers of law. Agencies tend to cite the narrowest one.

- **California Constitution, Article X.**
- Section 4 bars any individual, partnership or corporation holding frontage on navigable waters from excluding the public's right of way to that water when it is needed for a public purpose. It directs that the provision be construed so that access "shall be always attainable for the people."
- Section 3 withholds tidelands within two miles of a city from sale to private parties.
- **The public trust.** Much of the Bay shoreline, including Berkeley's waterfront and Treasure Island, is tideland held in trust for the public. Cities that hold granted tidelands must file an annual statement of trust revenues and expenditures with the State Lands Commission (Public Resources Code §6306). Berkeley's filings give only generalized totals, without the detail that would show how much marina money is going to park maintenance and recreation programs. The Commission has not required more.
- **The McAteer-Petris Act and BCDC jurisdiction.** BCDC's permit authority covers the Bay itself and a 100-foot shoreline band. Under 14 CCR §10131, the Bay Plan maps "do not establish the extent of the Commission's jurisdiction": the statute and regulations control. Where fill history is uncertain, as BCDC's own staff say it is at Berkeley, jurisdiction is a question of fact.
- **San Francisco Bay Plan policies.**
- Public access policy calls for "maximum feasible access to and along the waterfront" in every new shoreline development.
- Recreation Policy 3 calls for recreational facilities to be "easily available from parking reserved for the public." It also calls for "sufficient, convenient parking" at launch sites for non-motorized small boats.
- Recreation Policy 9 allows ferry terminals in waterfront parks only where they do not interfere with recreation. It adds that park and marina parking "should not be usurped by ferry patrons."
- Bay Plan Map 4 directs Berkeley to "preserve marina, beach, small boat launch, windsurfing access, fishing pier."
- BCDC's environmental justice policies call for engagement with, and mitigation for, affected communities.
- **The San Francisco Bay Area Water Trail Act.** It declares that non-motorized water recreation, sailboarding included, is "of great benefit to the public welfare."

- **The Regional Shoreline Adaptation Plan.** BCDC adopted it on December 5, 2024. Under SB 272, every shoreline city and county must adopt a subregional adaptation plan consistent with it by January 1, 2034. These plans will define the shape of the shoreline, and of access to it, for decades. They are the most important venue for recreation over the next eight years.

2026–27 priorities

1. **Berkeley.** Discourage the BCDC from permitting paid-parking at this park. Insist that the ferry project be judged on real use data, a costed in-marina alternative and a full fiscal accounting.
2. **Crown Beach.** Get access designed into this winter's storm response. Secure permanent ramps and sand before April.
3. **Measure use.** Build a replicable method for measuring recreational demand from anonymized mobility data, starting with Berkeley and Racetrack. Offer it to BCDC and to every subregional plan.
4. **Write recreation into the subregional plans.** Propose access performance standards for Richmond, the East Bay Crescent, Alameda and Foster City: usable beach width, a usable tidal window, launch and landing space, and parking prioritized for recreation.
5. **Beaches over armor.** Where protection is needed, favor sand nourishment and living shorelines. Insist that any armoring include designed access through it. Push for a regional sand budget that puts suitable Bay and channel sand on recreational beaches.
6. **New parkland.** Encourage planners to design with regional, not site-specific, goals.
7. **Fund the work.** Continue to fund and support site-improvement commitment. Find a public sponsor for 3rd Avenue. Continue to build the coalition of swimmers, paddlers, anglers and families with whom we share our beaches.

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