

The San Francisco Boardsailing Association is excited to provide you with important updates on your favorite boardsailing sites, and safety reminders for Winter-Season Kiting.

SFBA eNews 2014 Season Wrap-up!



Protecting and Enhancing Boardsailing Access
and Promoting Boardsailing Safety Since 1985

Greetings!

Included in this SFBA eNews Release:

- SFBA Negotiates \$300,000 for Bay Area Boardsailing Access Improvements
- Coyote Point: SFBA Drives Phase I Transformation to completion
- Crissy Field: SFBA Engaged in Interim Maintenance Plans for 2015 Season
- Treasure Island: SFBA Presses for Continued and Long-term Access
- East Bay: SFBA Updates on Berkeley, Albany Beach and the Water Trail
- 3rd Avenue: Foster City Rehab Plan
- 3rd Avenue: Upper Kite Launch Erosion
- Candlestick Point: SFBA Focus on Brisbane Development Plans
- Sherman Island: SFBA Support Integral to Protecting RVWA-SIK Access
- Safety Focus: SFBA's Continued Collaboration with USCG Sector SF
- Winter Season Kiting Guide

- SFBA Preparations for the 2015 Season
- Funds Needed to Protect Your Passion: Contribute at www.sfba.org

SFBA Negotiates \$300,000 for Bay Area Boardsailing Access Improvements

In May of 2010, SFBA Board Members Bill Robberson and Jim McGrath, representatives of Boardsports School, LLC, and concerned local boardsailors participated in their first of many meetings with the Project Sponsor (developers) of a proposed project 300 Airport Blvd, directly across from and to the West (upwind) of Coyote Point Park.

In June of 2012, after two years of wind studies and related impact analysis, California Environmental Quality Act (CEQA) Draft Environmental Impact Report (DEIR) comments and reviews, boardsailor meetings with the Project Sponsors and hearings with the City of Burlingame Planning Commission and City Council, SFBA and Boardsports, LLC (collectively known as the "Sailing Groups") continued to take the studied and experienced position that "the Project" will have certain adverse effects (decreased wind speeds and increased turbulence) on boardsailing activities in the Bay adjacent to the project - mainly at the South end of the Coyote Point Park launch and teaching area.

The Project Sponsor and the Sailing Groups met many times to address our concerns, and given the circumstances (likely City of Burlingame approval) and the apparent integrity of the Project Sponsor, the Sailing Groups decided it would be in the best interest of the boardsailing community to attempt to resolve and settle all claims in exchange for mutually agreeable resources to mitigate the potential wind impacts as best we can.

During good-faith discussions, SFBA and the Project Sponsor agreed to a sum of \$300,000 to address the Sailing Groups concerns, and together co-drafted an Agreement such that the \$300,000 would be placed in escrow. Per the Agreement, the escrow funds shall be utilized as determined by the Sailing Groups in the exercise of their reasonable discretion for the planning, design, construction and maintenance of projects to enable and improve windsurfing and kiteboarding launch and teaching conditions and structures at: a) Coyote Point Recreation Area ("CPRA"); b) Fisherman's Park; c) launch locations west and east of the CPRA such that windsurfing and kiteboarding can be better launched and viewed from the shoreline; and with funds remaining, d) develop and/or enhance new or existing locations for the introductory instruction of windsurfing and kiteboarding. Upon demand by the Sailing Groups, the Escrow Holder shall distribute the amount requested to the Sailing Groups.

On October 1st, 2014, a check for \$300,000 was deposited into an escrow account managed by the San Francisco Boardsailing Association (SFBA) and Boardsports School, LLC. The Sailing Groups have committed some of the funds for SFBA-driven modifications to the design and construction of the new access ramps and promenade upwind of the potential wind impacts, and removal of the former swim-area pilings to enable boardsailing upwind of the same potentially

impacted area. See the following Coyote Point Park article to learn more about it's SFBA-driven transformation.

For more information, contact billrobberson@sfba.org

Coyote Point: SFBA Drives Phase I Transformation from Design to Construction completion

Upon signature of the 'Agreement' between the Sailing Groups and the Project Sponsor in 2012 (see Access Improvements article above), SFBA immediately began building relationships with San Mateo County Parks (SMCP) officials. Working closely with Boardsports School, LLC and SMCP, SFBA proposed changes to the as-yet unfunded Phase I Promenade re-construction plans to move access ramps to the North, outside and upwind of the potentially impacted wind area. When SMCP officials requested Sailing Group funding to begin construction, SFBA conditioned funding upon both ramp redesign and construction, and SFBA removal of the swim-area pilings - long a physical hazard to windsurfers and kiteboarders alike and a significant impediment to clean wind once a development 'Project' is constructed to the West. Both SMCP and the Sailing Groups agreed to the terms, and construction began in the summer of 2013.

The summer 2013 construction project went miserably bad. From shoreline armor placement to access ramp construction, the sub-contractor was truly inept, and the SMCP official in charge was ineffective in correcting the not-so-funny contractor comedy of errors. SFBA efforts to bring this train-wreck to a halt also fell on deaf ears, the inadequate construction was not accepted by the design engineers and everything ground to a halt in the fall of 2013.

During the winter months SFBA worked closely with the design engineers to effect options for correcting the construction errors, and at about this time the SMCP official in charge of the project suddenly retired and a new project manager was assigned. This change brought new life to the issues, and SFBA facilitated on-site design meetings between all the major players, including the new SMCP Parks Superintendent, Mr. Scott Lombardi. Scott injected new life and integrity into the project, forced a switch in sub-contractors and the necessary changes in design, and as of early October, we now have three new well-built, ascetically pleasing and functionally improved access ramps at Coyote Point Park.



Photo of one of Coyote Point's three new access ramps; note the off-shore pilings are removed and no longer in the way of reaching the Bay!

Swim-Area Piling Removal: As the 2013 ramp construction debacle proceeded, SFBA worked closely with the Bay Conservation and Development Commission (BCDC) for permission to remove the swim-area pilings. SFBA also recruited the US Army Corps of Engineers (USACOE) to pull the 12 pilings; however, once the permissions were granted and two removal attempts later, the USACOE and SFBA concluded that the pilings would need to be removed another way.

Once the 2014 ramp re-design and construction were underway, SFBA proposed and Boardsports School agreed that the Sailing Groups would pay for most if not all of the piling removal contract, which SFBA negotiated with a local underwater operations company. SFBA also received BCDC approval for the new piling removal process (cutting below the mud-line VS pulling), and arranged for the US Army Corps of Engineers to remove and dispose of the individual pilings once they were cut by the divers. The piling removal process went very well once the divers found their groove, and by the afternoon of August 22nd, the waters off Coyote Point were finally piling-free!

For more information about Coyote Point, contact billrobberson@sfba.org



Photo of the former Coyote Point swim-area pilings (aboard the US Army Corps of Engineers vessel John M. Dillard) enroute to disposal.

Crissy Field: SFBA Engaged in Interim Maintenance Plans for 2015 Season

For those who might be unaware, SFBA initially formed in 1985 to somehow ensure that as the Presidio Army Base became a National Park, that Crissy Field East Beach be fully accessible to windsurfers (kiting did not exist then!), including parking, rigging, restrooms, etc. The facilities, seven acres of parking for 500 cars, grass rigging areas and many other amenities and landscaping features at Crissy Field East Beach are the intentional product of early SFBA efforts to protect and enhance boardsailing access.

As of this writing, for almost thirty years SFBA has been working very closely with the National Park Service at the Golden Gate National Recreation Area (GGNRA) and its non-profit partner the Golden Gate National Parks Conservancy (GGNPC) on all things related to Crissy Field. The GGNPC has provided over \$250 million in support to GGNRA since 1981. When something at Crissy needs repair or maintenance or a new project idea occurs, SFBA turns to one of or both the NPS and GGNPC to facilitate, coordinate and collaborate depending upon the issue(s) at hand.

For most Crissy regulars, the demise or shrinking of available grass parking and rigging areas the last few years has been continuous and frustrating. Early this year SFBA proposed to GGNRA and GGNPC that we provide volunteer man/woman power to replace missing topsoil and replant much of the grass. Included in this was a pilot project to demonstrate the viability and

sustainability of turf-blocks in the higher volume traffic areas of the grass. This project idea was met with great enthusiasm, and it was almost ready to launch when the reality of the current drought struck and everything was put on hold.



Satellite Photo of Crissy Field East Beach

Interim Maintenance Projects: Every day has new possibilities, and today SFBA is working with both parties on a series of small projects that can be completed over the next handful of months. The GGNRA facilities supervisor has the manpower, and GGNPA has the funding, and within the next few weeks both parties will be discussing their priorities with SFBA, and hopefully we can realize some new grass for the 2015 season. Fingers crossed.

And FYI, the new 'articulating' windsock pole was installed at the end of the northern shower wall to make it easier for maintenance crews to reach the wind-sock every time it needs repair or replacement. Also, GGNRA will be working with SFBA this spring to approve our 'yet to be formally proposed messages' to be installed on portable signage, providing beach protocol and safety information for boardsailors.

Longer Term Projects: Anyone remember the 34th America's Cup? How about the need to repair damage to Crissy as a result of the AC34 increased traffic and crowds. The Crissy Refresh Project drew its name from the need to refresh the area after AC34. Approximately a year or so ago, Crissy outreach events were held to gather ideas and concerns from the public regarding refresh needs. As of this writing, the Crissy Refresh Idea Workbook is being completed, and should be provided to GGNRA and GGNPC staff and management by early December. This internal planning document workbook will be used to establish an approach and strategy for Crissy Refresh, and those concepts should be shared with the public after the first of the year (2015). Again, SFBA will be working closely with all parties to address our interests and concerns.

To provide comments and for more information, contact billrobberson@sfba.org

Treasure Island: SFBA Presses for Continued and Long-term Access

Access to the boat ramp was unimpeded for the 2014 sailing season with many excellent days of sailing enjoyed by many. SFBA would like to speak for all the users in expressing gratitude to the Navy and TIDA for working with the sailing community to allow windsurfing at TI.

As of end of September, the Navy is on track to demolish many of the currently abandoned buildings adjacent to the launch and reopen the launch in time for sailing next season. The demolition work was started over the summer when chain link fencing was placed around the structures and residents in an adjacent building were relocated. The Navy then began removing appliances and making preparations for demolition to take place through the end of the winter. According to the Navy project manager, Keith Forman, the buildings will be removed by the start of next sailing season and access to boat ramp will be maintained, most likely from the same parking area as is currently used. The "old parking area" will remain off-limits to windsurfers, as the Navy continues to use it for staging of contaminated soil. So the upshot is that the functional but rather ratty looking windbreak of empty apartment blocks will be converted to an open grassy area. This might have the added benefit of helping curb recent car break-ins by making the parking lot more visible to those at the launch and on the shoreline trail.

SFBA has spent thousands of dollars on TI access/launch feasibility study and design consultation, and we need everyone's fiscal and personal support to achieve our collective vision of a Boardsailing Center at the NE corner of TI! Thank you to everyone who has contributed this year..... we have to all work together to protect and improve our water access!!

For more information, contact Tom.Gandesbery@scc.ca.gov

East Bay: SFBA Updates on Berkeley, Albany Beach and the Water Trail

BERKELEY

The City of Berkeley has completed a conceptual design effort involving local windsurfers that would pave the dirt parking lots in the South Basin, extend the Bay trail to Shorebird Park, and provide a new bathroom. Funds are available from the Coastal Conservancy (\$1,000,000), through the Cosco Busan mitigation fund (\$600,000), and through the City's marina fund (\$400,000). The City is obtaining permits, and hopes to start construction in May. Wildlife agencies will limit construction to the May-November period, coinciding with peak windsurfing season, but SFBA will work to make sure some areas remain open throughout construction.

In other good news for Berkeley windsurfers, plans for a ferry terminal in the area now used by windsurfers appear to be dead.

ALBANY BEACH

Kiters long ago discovered that Albany Beach was a suitable place to launch kites. Tucked in the corner of the Albany Bulb, the beach had trapped enough sand to establish a nice beach for laying out lines. There was plenty of parking if you were willing to pay at the racetrack, and the State Park Plan had designated it as a place to launch watercraft. So the East Bay Regional Park District

(EBRPD) developed a plan to enhance the beach by importing some additional sand, covering some of the rocks in the old landfill, and to complete the landfill. SFBA participated in the plan, and supported the effort in our comments on the EIR. Unfortunately, a new group was formed- Sustainability, Parks, Recycling and Wildlife Legal Fund, or SPRAWLDEF. They challenged the EIR, arguing that windsurfing and kiteboarding would damage the eel grass beds. The court found this aspect of the lawsuit without merit, but did direct the EBRPD to perform additional analysis of the impacts of beach enhancement on use by dogs and potential disruption of wildlife. So enhancement of the beach, which would improve access, remains on hold for the time being.

WATER TRAIL

Nine years after the Legislature passed a law directing the Coastal Conservancy to develop a Water Trail, the process drags on at a glacial pace. Only eight sites have been officially designated so far <http://sfbaywatertrail.org/map/>, and no existing windsurfing sites are included.

For more information about East Bay Access, contact macmcgrath@comcast.net

3rd Avenue: Foster City Rehab Plan

We have a clarification from the Foster City Parks and Recreation about Third Ave South work.

The planned work is:

- Development of plans and specifications and construction of retaining walls, concrete flat-work surrounding restroom, ADA ramp to the restroom and rinse-station in order to place the permanent restroom and rinse-station in the preferred location.
- Additional site grading as a result of elevating the restroom to meet utilities requirements.
- Additional stormwater infiltration and drainage requirements and subsurface support systems for the soils conditions at East Third Avenue based on soils percolation tests.
- Environmental work, including:
 - Bay Conservation and Development (BCDC) permit application
 - Process and preparation of biological assessment by Huffman-Broadway Group to receive a negative declaration through California Environmental Quality Act (CEQA)
 - Storm Water Prevention Plan (SWPP) application requirements
- Site improvements consist of:
 - Site and pedway signage
 - Site furniture
 - Parking lot seal and striping
 - Ped-way striping
 - Drinking fountain
 - Dog bag dispenser installation
 - Bulletin board
 - Landscaping

Funding:

- The Project funding totals \$861,000 and includes two grants: \$60,000 awarded by National Fish and Wildlife Foundation (NFWF) and \$175,602 awarded by the Smart Family Foundation.

Schedule :

- Park should be ready to open in November.
- Bathroom goes in October 15 and turf will go down the week of October 20.

3rd Avenue Erosion

As 3rd Ave boardsailors are more than aware, we have been seeing erosion in the Third Avenue Upper launch for several years now. It has been getting progressively worse as these series of photos (courtesy Jack Hodges) illustrate:

<http://arbor-studios.com/xfer/3rdAveErosionFromGoogleEarthSmaller.png>

Some factors that may have been contributing to the erosion are:

1. Sea-level rise
2. Subsiding/sinking of the ground
3. Tidal surge
4. Movement of some parts of the outer breakwater

We are researching what can be done both by volunteers from the kiting community and the authorities. If you are interested in helping and would like more information about this specific topic, please contact peteltomer@gmail.com

Candlestick Point: SFBA Focus on Brisbane Baylands Development Plans

SFBA has worked closely with local Candlestick boardsailors in addressing potential impacts to "The Stick" due to the City of Brisbane Baylands proposed development directly upwind. Back in 2011 SFBA provided comments to the Revised Notice of Preparation for the Brisbane Baylands Specific Plan - Draft Environmental Impact Report and the need to fully address potential Impacts to the Recreational Use of Windsurfing. More recently SFBA and local sailors met with the City of Brisbane and its wind-study consultants to address potential impacts of the development alternatives, and provided substantial formal comments to the draft EIR. To-date, we await the City's response to comments. For more information, contact macmcgrath@comcast.net

Sherman Island: SFBA Support Integral to Protecting RVWA-SIK Access

SFBA has been working with our colleagues in the Rio Vista Windsurfing Association and Sherman Island Kite Boarding Organization (RVWA-SIK)) to try to preserve access at Sherman Island. The Department of Water Resources issued an environmental study for installing a fish release project at Little Baja and Manzo Rancho. All three organizations and many members commented on the document, pointing out that it had not addressed impacts on windsurfing and kiteboarding access. On September 17, we met with managers and lawyers in the Department to discuss the project and methods to address our concerns. We are optimistic that this matter can be resolved through negotiations. The Department has indicated that they will respond to our concerns with a proposal that would maintain access at the access and the sign, and allow improved access ramps after reconstruction of the levee and road on the way to the County Park.

Safety Focus: SFBA's Continued Collaboration with USCG Sector SF

SFBA maintains a close relationship with the US Coast Guard, and in the interest of safety coordination and collaboration we usually meet formally a couple of times a year. Our most recent meeting was held on Wednesday, October 8th at their Sector San Francisco Command Center on Yerba Buena Island, and action items include:

1. A new MSIB (Marine Safety Information Bulletin) will be issued in 2015, with focus on Rule 9 and their new policy that rescued boardsailors will not be returned to the beach, and instead returned to a safe harbor... such as the St. Francis YC dock or Station Golden Gate at Fort Baker as examples.
2. SFBA will provide safety outreach as frequently as practicable (skippers meetings, swap meets, etc.) and will invite a USCG representative to participate as often as possible.
3. There is renewed focus on providing basic 'Mariner Skills' to new boardsailors, and SFBA will be working with 101 Surf Sports on development of modified curriculum

Click here for Maui Kiteboarding rules and guidelines:

https://www.youtube.com/watch?v=L1FMp7I91b8&feature=youtu.be&list=UU_7d6LyWX6E3jFcqm6feLjw

Winter Season Kiting Guide

The season is pretty much over now, especially for beginners. It's more or less March thru October. The experts might get in a few more sessions over the fall and winter, but wind conditions tend to be trickier and less reliable. All frontal and clearing storm wind for the next five months. The end of the season really just means the wind becomes more unpredictable. The wind we do get tends to be pre-frontal storm generated wind from the South and post storm "clearing" North West winds. We also occasionally get wind that blows from the E or NE wind. These winds tend to be gusty and intense at most bay spots.

- A good rule of thumb to follow for safe sailing is the "100 degree rule." This means the air temperature plus the water temperature should be greater than or equal to 100 degrees F to be sailed comfortably.
- One of the biggest things you have to watch out for in cold water sailing is hypothermia. Hypothermia is a general cooling of the entire body. The inner core of the body is chilled so the body cannot generate heat to stay warm. In cold conditions, your body will concentrate keeping your torso warm and put less on emphasis getting blood to your extremities. Water conducts heat away from our bodies 25 times faster than air.
- If you are chasing winter winds to sail and are unfamiliar with that location ask the locals and do not sail alone.
- For more information about kite safety on and off the water, contact Jeff Finn at 1956madworld@gmail.com

SFBA Preparations for the 2015 Season

The SFBA Board of Directors will be meeting in January 2015 to develop its operations plan for the upcoming season. Boardsailor participation is encouraged and more information will be forthcoming.

For more information now, contact billrobberson@sfba.org

Funds Needed to Protect Your Passion

Help your SFBA volunteers help you protect and enhance access, and promote safety at your favorite site.

Contribute now at <http://sfba.org/index.php/membership/donate>

For more information or to volunteer, contact billrobberson@sfba.org or president@sfba.org or info@sfba.org

