

MARINA YACHT HARBOR, WEST HARBOR RENOVATION
PROJECT WORKING GROUP MEETING
08/17/09

MEETING NOTES

Attendees:

Mary Hobson	Maggie Cleveland
Craig Lewis	John Henricks
Dave Demko	Chelsea Phlegar
Paul Manning	Gregory Chun
Bright Winn	Dick Robinson
Larry White	

1. Dock Layout Alternatives Follow-Up

Working Group members were shown three design alternatives (EIR, Option 1, Option 2), and were asked to provide comments for the W&K design team. There were a few general comments and concerns that emerged from the discussion. In general, the group expressed concern about retaining safe and adequate maneuvering space in the channel and getting in and out of slips. Additionally, there was concern about dredging depths in the slips, since boat designs are trending toward needing deeper depths. However, it was noted that it would be difficult to obtain permits for this.

The group also expressed concern regarding the general goal of the harbor design, i.e. is the design accommodating the rare large boat, or the average boat? It was noted that every vessel doesn't need to fit in every slip. It was also noted that the City doesn't have the budget for making the harbor all single slips. Double-loaded slips are more cost effective. However, in the past, individual boaters have converted double-loaded slips to single slips. This could be accounted for in the design.

EIR Discussion: One group member liked the EIR option the most, because it is favorable from a regulatory perspective and changes the marina the least. However, there was concern that the ramps are too long, and there is a lot of service for each gate. This is helpful from both a neighborhood and navigation standpoint. A suggestion was also made to keep the channel 90-100 feet in width to have more maneuvering space for entering and leaving the berth. Some group members liked the EIR option the most because it has a straight channel which is ideal for entering and exiting the harbor.

Option 1 Discussion: Some members thought Option 1 was good, but would result in a parking nightmare. One suggestion was that since maneuvering in the wind can be challenging, the corners and ends of the Ts should be limited to shorter vessels, then you can add more boats due to narrower slip widths.

Option 2 Discussion: Some members thought Option 2 is too congested, and anticipate problems with entering and exiting traffic, especially during races. However, others like this design because the zig-zag fairway indirectly acts as a speed bump that requires boaters to slow down. It was generally agreed that while Option 2 is a nice idea because of its utilization of parking locations, it is not very functional. The group was also in general agreement that the current fairway is too angled and should be re-designed with a gentler, more "S" like curve. There was also a suggestion that the north berths by the StFYC should be at a more perpendicular angle.

2. General Business.

No general business was discussed.

3. Meeting Wrap-up

- a. Action Items for W&K
 - i. Create combo of Option 1&2 with a gentler fairway path
 - ii. Add information showing walking distance from gates to farthest slips
 - iii. Add information showing the number of boats loaded from each gate (how many parking spaces vs. boats)
 - iv. Continue to provide the EIR design option
 - v. Share chart of shoaling options with John
 - vi. Share old design alternative from 2-3 weeks ago with Larry W.
- b. Next Meeting: Preferred Dock Layout
8/31/09, 2pm
Golden Gate Yacht Club