

II. EXISTING MARINA FACILITIES

The San Francisco Marina facilities have existed in their present configuration since 1963. The docks and gangways are made of timber and have degraded over time. Other Marina facilities, such as utilities, have become obsolete. The present configuration of the West and East Harbors is shown in Figure 3. The following paragraphs describe the existing condition of the facilities, with a focus on current deficiencies and areas where improvements are needed. The overall condition of the Marina was determined to be poor in a study by Snug Harbor Consultant (1991).

Floating Docks

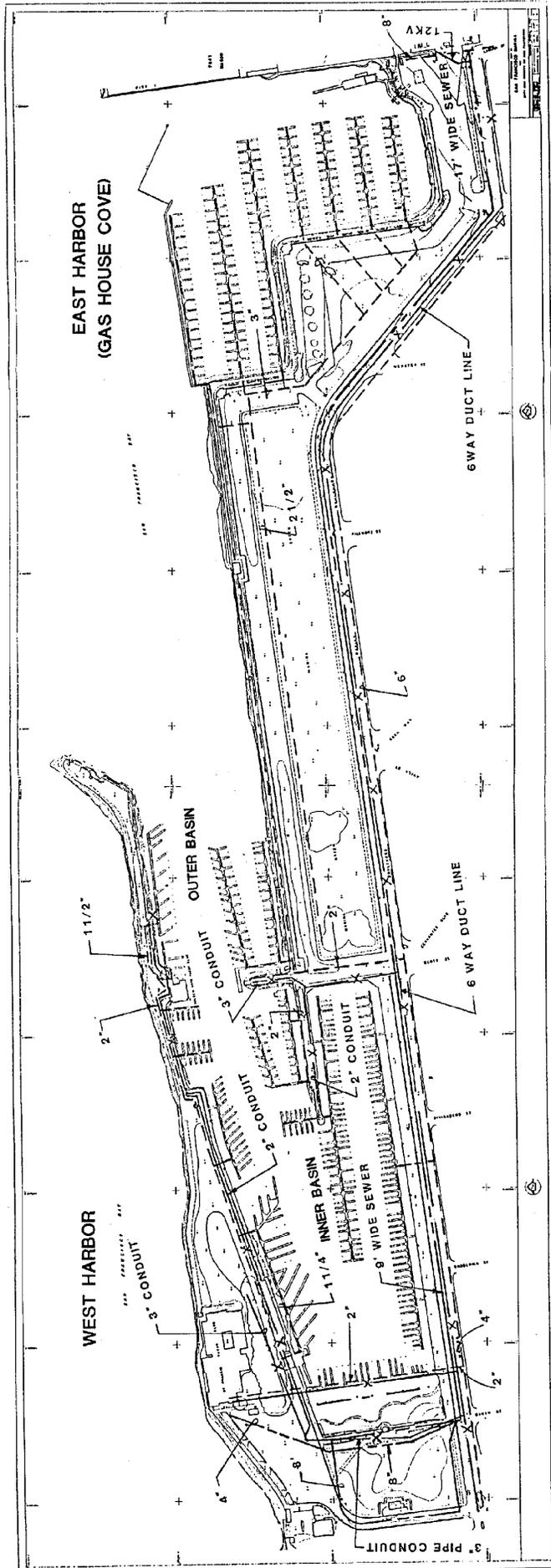
The condition of the existing floating docks varies depending on the dock's age and location within the Harbor. Although some floating docks have been replaced, the majority of the floating docks are over 30 years old. Typical damage to the floating docks consists of the weathering and decay of timber dock components, loss of flotation foam, and structural damage due to age and exposure to surge action. Docks in the outer basin of West Harbor have deteriorated significantly due to wave action, mostly during northeasterly wind storms. The more exposed docks in the East Harbor were also damaged during these wind storms. Significant damage occurs every few years, with the most recent event in February 1997.

Gangways and Security Gates

The existing gangways are made of wood and exhibit signs of aging and some structural fatigue. These gangways are over 30 years old and require a maintenance effort that has increased over time. The security gates are located on the gangways, making it difficult to open and close the gates at low tide when the gangways are at a steep angle.

Access Improvements

Access to the floating docks will be improved in the near future. The improvements will consist of one new gangway and ramp system in each Harbor. The improvements are intended to provide access to the floats that complies with the requirements of the Americans with Disabilities Act (ADA). These improvements will be completed prior to the renovation described in this report. In addition, the landside area of the Marina will be brought into compliance with the ADA.



- SEWER LINE
- - - WATER LINE
- X— ELECTRICAL

SOURCE: MARINA IMPROVEMENT PLANS, 1962

FIGURE 3: EXISTING CONDITIONS

Utility Systems

The general condition of the various utility systems is poor. The maintenance effort required is steadily increasing, as a result of the wear and tear over many years of service, and the difficulty of finding suitable replacement parts for the outdated systems. A major utility and safety problem on the floating docks is the lack of a fire protection system.

- **Water**

The location of freshwater hose bibbs at berths varies from dock to dock. On most of the older docks, hose bibbs are located below the deck and are covered by an access hatch. The present hose bibb accessibility makes it difficult to provide the continuous freshwater shore-tie that many boaters desire.

- **Electrical**

The electrical power capacity to each berth is substandard for the requirements of today's boats. The electrical receptacles are equipped with a screw-in plug, which is not standard in modern marinas.

- **Telephone**

Telephone service to berths has been provided in a piece-meal fashion, and was not part of the original floating dock installation. Telephone cables are attached to the side of the docks and gangways and are underwater at many locations.

Parking

Existing parking spaces are limited, and the popularity of the Marina overloads parking capacity during peak usage.

Permit spaces for Boater-Only use on weekends are often not available due to inappropriate use of these spaces by vehicles without permits. Parking for East Harbor tenants is affected by traffic flows to and from Fort Mason, overflow parking from Fort Mason activities, Safeway employee parking and Marin County commuter parking.

Shoreline Revetments

Shoreline slopes have degraded in the East Harbor and in portions of the West Harbor.

In the East Harbor, slopes along the landside perimeter of the basin are failing. The rock slope protection has sloughed down the banks. As a result, surge activity and waves during high tide erode the exposed upper portions of the shoreline slopes.

In the outer basin of the West Harbor, and immediately west of the Golden Gate Yacht Club, the harbor side of the breakwater peninsula's shoreline has been damaged. The existing revetment is made of rubble and has degraded from exposure to wave and surge action. Near the Harbormaster's office, the lower portion of the basin perimeter consists of rubble which has also sloughed.