

GRANT PROPOSAL FOR:

Treasure Island Marina

APPLICATION for TIER II INFRASTRUCTURE GRANT PROGRAM

TREASURE ISLAND MARINA

SAN FRANCISCO, CALIFORNIA

Submitted by: Tim Leathers, Treasure Island Marina

1 Clipper Cove Way, San Francisco, California 94130

Tel: (415) 981-2416 Fax: (415) 981-2516

Email: tleathers@almar.com

Signed by: _____

Need

The San Francisco Bay is a Mecca for thousands of sailors and yachtsmen and has over 100 marinas and yacht clubs catering to vessels 26 feet and longer. The problem is that few guest slips exist in the Bay Area Region and those slips that are available are mostly small, leaving today's larger vessels without a place to go. Treasure Island Marina will offer a most unique destination not offered anywhere else on the West Coast of North America and will make available to any sea going transient vessel a safe place to stay as they travel up and down the California coast. The public will benefit from the economic impact derived from the spending these transient boaters will make. On average and depending on size of the vessel they will spend \$200 to several thousand dollars each per day. Unfortunately the San Francisco Bay has been in decline of facilities to accommodate these boaters so they are forced to stop at other locations along the way to spend their money on repairs, supplies and entertainment along the California coast. The ideal location of this proposed facility, which is designed to handle up to 75 transient vessels, will dramatically increase the limited current facilities existing in the Bay today. This central location within San Francisco Bay will improve the number of transient slips readily available. It will give those on board these visiting vessels a chance to disembark and explore the shops and natural habitat and surroundings of the Island. Some will use this central location of the bay to jump on local transportation to visit the many metropolitan, cultural, historical, scenic or natural destinations. (Exhibit A)

Objective

Treasure Island Marina will create the most unique destination on the West Coast for transient vessels of 26 feet and longer. The transient dock will be 750 feet long and 18 feet wide. The dock will have state of the art environmental facilities such as vacuum sewage disposal along with handicap access to the landside restroom, shower and laundry areas. In addition the dock will have water, power, fire suppression and ample mooring gear to accommodate small and large vessels. This facility is the first phase of a state-of-the-art, world-class, 400 vessel marina with unmatched shore-side facilities to

become the Bay Area's center jewel in the crown known as San Francisco Bay. The opportunity for transient vessels to come in and utilize this facility in such a central and unique location in San Francisco Bay will make this destination much in demand and will have high occupancy usage.

Expected Results and Benefits

The new transient facility at Treasure Island will more than quadruple existing transient space in our area. Right now the existing marina can only accommodate 8 or so small transient vessels. The new dock will offer tie-ups for small and larger vessels as well. As a result, many more boaters will have access to visit San Francisco for not only day trips but more extended stays of up to 10 days or less. The public will benefit from the access to this new facility and by the increase in revenue from the dollars spent to keep these vessels repaired and the crews entertained as they ready themselves for their continued journey up and down the California coast and parts beyond.

The redevelopment of the island calls for a new ferry terminal which will make the whole bay area available to visit by water. In addition, all other normal methods of transportation such as light rail, trains, taxis and car rentals will be available from this unique location or wherever the ferry takes you. From there San Francisco is the ideal jumping off point for the many attractions offered in the region including the Napa Valley to the north and Carmel and Monterey to the south.

Approach

The marina site is located between Yerba Buena Island to the south and the former Naval Station Treasure Island to the north at the original navy marina. This area is referred to as Clipper Cove. The cove got its name in commemoration of the Flying Clipper ships that were a part of the Pan-American seaplane base located on Treasure Island. A number of historic structures remain on Treasure Island, largely frozen in time since they were

constructed in 1936.

(Exhibit B) is a site plan for the new Treasure Island Marina, showing the 400 wet slips, and the transient dock. This new dock will be constructed of concrete and engineered to last at least seventy-five years by Bellingham Marine. There will be handicap access from the dock to shore using an aluminum gangway. The gangway will be engineered to last over thirty years. Electricity, water, a separate fire suppression system, sewage pump-out station and nearby shore-side shower and restroom facilities are also planned.

The transient dock will be 13,500 square feet. It is designed for a 2.5 foot to 3 foot wave environment and allows for the tidal currents to move freely through the cove which will freshen the water and not create silt accumulation. (Exhibit E)

Steel piles 16 inches diameter with ½ inch wall 60 feet long will be used to anchor the dock. They will be cold tar epoxy coated for 30 feet of bottom for each pile. One pile will be placed every 20 feet for a total of 38 piles.

This grant proposal includes a complete electrical system from an electrical point of connection (EPOC) throughout the dock system. This electrical system will be routed internally through the float modules utilizing the cast-in PVC raceways and accessed through code-approved junction boxes. There will be eight Admiral SS power centers (one every 100 feet). The Admiral Power Center will allow for flexibility in providing electrical service to many different sizes of transient vessels with varying power requirements. Pricing includes solar lights mounted on each pile (2 each per Pile) totaling 76 lights.

The development of Solar Power Marina Power Centers is fast maturing into methods economical for commercial use. We will follow this development and install Solar Power Centers if they have become economically available when we construct the transient dock. This would support the Climate Positive Development Program that the new Clinton Climate Initiative has in the creation of the first climate positive development in the world on Treasure Island.

A sanitary pump-out system to be installed will be a shore-mounted KECO PER900, REM

peristaltic pump system. Also included is a 30 foot hose, potty wand, timer, hour meter, low-voltage controls and a fiberglass enclosure for the pump.

A potable water system will be supplied, including two hose bibs at every power pedestal location with backflow protection. The freshwater system includes designing, furnishing and installing a complete Marine Piping System from the Potable Water Point of Connection (PWPOC) to the required locations on the dock.

A fire suppression system, as required by local code and per NFPA 303, will be supplied from the Fire Water Point of Connection (FWPOC) to the dock. An underwater HDPE "4" inch piping system with stainless steel riser into standpipes and fire hose cabinets with 100 foot hose and 10 pound ABC fire extinguishers (Class III System) will be installed. This system is preferred due to its longevity and use of non-corrosive materials.

This safe transient facility will be available on a year around basis. (Exhibit C) The design of the dock will provide protection from the southeast winter storms as well as provide moorage for transient boaters.

A floating dock was selected over a fixed breakwater for several reasons:

- The fetch length at the site limits waves to a size of 2.5 to 3 feet and a period of about 3 seconds.
- A dock provides minimal aesthetic impact since it floats on the water and has a freeboard of less than two feet.
- A dock has minimal environmental impact, other than a minor amount of shading. Water flow remains virtually unobstructed, allowing for basin flushing without effecting siltation and other problems which can occur when flow is interrupted.
- Docks are multi-functional providing additional uses such as public access, fuel docks and transient moorage.

The transient dock will compliment the land developers' extensive public access and walkway along the entire north end of the marina complex. 235,000 square feet of proposed retail space will be developed adjacent to the marina. There will be a variety of marine-oriented shops situated on a long board walk overlooking the cove. (Exhibit D) The retail area will include a marine store, restaurants, yacht club, harbormasters office, access to the sailing school and aquatic and rowing center, parking, and provide immediate access to the ferry system and other methods of transportation.

Location

Treasure Island/Yerba Buena Island is one of four large islands in San Francisco Bay. (Exhibit A) Yerba Buena Island is located in the middle of the Bay and links the east and west spans of the San Francisco – Oakland Bay Bridge. Attached to the north is the artificial and flat Treasure Island, site of the 1939 World's Fair. The southerly end of the island is the site of the planned transient facility in famous Clipper Cove which is located in the City and County of San Francisco. The bay itself is sixty miles long and twelve miles wide.

The first European to enter the bay was Spanish explorer Juan de Ayala who passed thru the Golden Gate on August 5, 1775. American presidents and expansionists coveted the bay as one of the greatest natural harbors in the Pacific. During the California gold rush of 1848-1850 San Francisco Bay instantly became one of the world's greatest seaports, dominating shipping and transportation in the American West. San Francisco Bay continues to support some of the densest industrial production and urban settlement in the United States. The San Francisco Bay Area is the American West's second-largest urban area with approximately eight million residents.

Estimated Costs

The estimated costs are:

	<u>Project Costs</u>			
	Partners	Federal	Total	Prorated Ratio
Permits	150,000	50,000	200,000	75/25
Design	281,250	93,750	375,000	75/25
Piles	181,000	181,000	362,000	50/50
Dock	1,350,000	1,350,000	2,700,000	50/50
Electrical	140,000	140,000	280,000	50/50
Pump-out	30,000	30,000	60,000	50/50
Water	40,000	40,000	80,000	50/50
Fire System	<u>65,000</u>	<u>65,000</u>	<u>130,000</u>	50/50
Total Costs	\$2,237,250	\$1,949,750	\$4,187,000	53/47

Recent completed transient docks, supply only, pricing per square foot

1. Clipper Yacht Harbor – 1998 \$140.00 per sq. ft.
2. Marina Cabo San Lucas – 2003 \$140.00 per sq. ft.
3. Douglas Harbor Alaska – 2009 \$260.00 per sq. ft.

7. Partnerships and Contact Information

Treasure Island Marina L.P. has the City of San Francisco as its public partner and is prepared to match the Federal Funds on a 53% to 47% basis for the total project.

Treasure Isle Marina’s private partners and contact information are as follows:

- | | |
|-----------------------------------|---------------------|
| 1. Bellport | \$3,000 (Exhibit F) |
| 2. Anchor | \$3,000 (Exhibit G) |
| 3. Treasure Island Sailing Center | \$3,500 (Exhibit H) |
| 4. The Dutra group | \$1,000 (Exhibit I) |

It is important to note that the construction of this transient dock is a smaller part of the planned construction of the state-of-the-art 400 slip marina as a whole. Likewise the marina is a small part of the complete development of Treasure Island into a unique regional destination and brand new San Francisco neighborhood and community.

Project Partners and Contact Information

Treasure Island Marina LP Tim Leathers Regional Vice President Almar Management, Inc. 1 Clipper Cove Way San Francisco, CA 94130 (415) 981-2416	\$2,226,750
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The Dutra Group J.C. Krause 1000 Point San Pedro Road San Rafael, CA 94901-8312 (415) 258-6876	\$1,000
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Treasure Island Sailing Center
Carisa Harris Adamson
President
Pier 12, Clipper Cove
San Francisco, CA 94130
(415) 421-2225

\$3,500

Anchor QEA LP
Joshua Burnam, MPH, D. Env.
28202 Cabot Road, Suite 425
Laguna Niguel, CA 92677
(949) 347-2780

\$3,000*

Bellport Group
Jesse Salem
President
151 Shipyard Way, Suite 5
Newport Beach, CA 92660
(949) 723-6800

\$3,000

*In-kind contribution by Anchor QEA LP will be in the Environmental Planning and Permitting process

Program priorities

Providing up to 75 new transient spaces at Treasure Island will increase the current capacity of 8 spaces by almost 800 percent. Based upon the California Boating Facilities Needs Assessment (BNA), completed in 2001, this will have a very positive economic impact from transient boaters in San Francisco. Back then California Boaters spent \$136 per day. This figure is undoubtedly higher now and would also be higher for boats in excess of 26 feet in length. This could mean that the economic impact could be well over \$10,000 per day at Treasure Island. The average California boater spent \$1,700 in 2001 on boat upkeep (higher for boats in excess of 26 feet), and a portion of that will be spent in the San Francisco Bay Area as well.

Providing transient facilities for large yachts over 80 feet in length has a far greater economic impact because large ocean-going yachts (Mega yachts are defined as 80 feet and greater with a full time crew) spend large amounts of money. An accepted rule of thumb substantiated by economic studies estimate the annual cost of operating a mega yacht at 10% to 15% of the original cost of the vessel. A significant portion of that amount will be spent in the San Francisco Bay Area.

The two largest waterways in California according to the BNA for boats 26 feet and larger are the Pacific Ocean and the San Francisco Bay Area. The three main needs cited by California owners of boats over 26 feet in length are (1) dredging, (2) more docks and (3) more capacity. Water depth is not much of a problem today and a new deep water channel is planned to connect the new proposed marina past the transient dock to the bay. However, there is very little transient dock space available in relation to the number of boats in San Francisco so the need for more docks and capacity is critical.

Partnerships

The BellPort Group owns Bellingham Marine who will be the manufacturer of the transient dock. Their knowledge and expertise in the marina industry is most valuable and their end product is the most reliable and longest lasting dock systems in the world. (Exhibit F)

Anchor QEA, LP will perform the entitlement process and obtain all necessary permits for this project. (Exhibit G)

Treasure Island Sailing Center Foundation is located nearby and provides many sailing programs such as, (1) Youth Sailing, (2) Sailing into Schools, (3) Adaptive Sailing, (4) Adult Sailing and a (5) Racing program to a variety of regional, national and international events. (Exhibit H)

The Dutra Group is a dredging and marine construction company with many interests in the Bay Area and other parts of California, Oregon and Washington. (Exhibit I)

Innovativeness/Selected for climate positive development program.

This transient dock is unique in that it allows for the free flow of water within the Cove without interfering with bottom ecology or aesthetic views while providing a safe harbor year around. Typically a fixed breakwater solution would eliminate the transient vessel opportunity along with public access, stifle basin flushing, and would create a poor aesthetic view.

On May 19, 2009 Treasure Island was selected as one of 16 founding projects worldwide (1of 2 in the US) for a newly launched Climate Positive Development Program, a Clinton Climate Initiative that will support the development of large-scale urban projects that demonstrate cities can grow in ways that are “Climate Positive.” The former Naval Station, Treasure Island, will be redeveloped and the new mixed use community and regional destination based on the principles of sustainable development will be clustered around an inter- modal ferry terminal to prioritize walking, biking, public transit and marina activities.

This Climate Positive Development Program will create a major draw to visiting transient yachts. This new dock will allow many vessels to visit this unique location by water and take in the unique educational opportunity during their stay.

Non-Federal Match

Treasure Island Marina LP and its private partners will provide 53% of the total project costs for a total of \$ 2,237,250 and seek Federal Funds of 47% of the total project costs for a total of \$1,949,750. Together the combined project cost is \$4,187,000.

Cost Efficiency/Value Added

Only the costs specific to this transient dock are included in the project’s costs. Costs common to any other project are not apportioned to this Grant in any way. Treasure Island Marina LP and its private partners will spend \$2,237,000 on this project which will

add significant value to the already existing marina. This older marina will eventually be replaced with a new 400 slip marina costing the partnership approximately \$12,000,000 - \$14,000,000. In addition, this proposed project will add additional value and public access to the contiguous large-scale urban project land-side development that will be supported by the Clinton Climate Initiative.

Safe Harbor

Clipper Cove located at Treasure Island is located inside the San Francisco Bay not far from the Golden Gate Bridge. This location is a natural safe harbor that offers 6 feet of water at all times and with the addition of the transient pier will offer year around protection from bad weather to any transient yacht moving up or down the California coast. Because of the safety, central location, short distance from the Pacific Ocean and natural interest for Treasure Island, the facility will generate a high usage from transient vessels moving up and down the California coast from Canada, Washington, Oregon and anywhere along California down to the Country of Mexico. Since the dock can handle yachts up to 250 feet there will be visitors from around the world as they cruise the west coast of North America. Since the only vessels that will be allowed to use the dock are going to be non-trailerable transient vessels of 26 feet or more in length, the chance of availability for making reservations will insure that a high usage of vessels coming and going will generate increased spending in the area.

Providing Public Access to Recreational, Historic, Cultural, Natural and Scenic locations

A. Local

- Golden Gate National Recreation Area:
One of the nations' most highly visited National Parks; it comprises numerous sites, including Alcatraz, Marin Headlands, Nike Missile Site and Fort Mason, as well as Muir Woods National Monument, Fort Point National Historic Site, and the Presidio of San Francisco. Each has its own unique natural, cultural and military history.

- **The Gulf of the Farallones National Marine Sanctuary:**
The Gulf of the Farallones National Marine Sanctuary is one of thirteen Marine sanctuaries in the United States. It is located outside San Francisco's Golden Gate and comprises part of the United Nations' Golden Gate Biosphere Reserve. The Sanctuary was declared in 1981 and protects about 1250 square miles of the waters off San Francisco.
- **Treasure Island:**
Treasure Island is a manmade island, and was used as an international airport, as a military base, and was the site of the 1939-40 World's Fair. San Francisco landmarks visible from Treasure Island and Yerba Buena Island include the Golden Gate Bridge, Alcatraz Island, Coit Tower and the Transamerica Pyramid in the Financial District.

B. Regional

- **USS Hornet:**

The aircraft carrier, USS Hornet is a national treasure, having participated in two of the greatest events of the 20th century—World War II and the Apollo 11 manned space mission. Now moored at historic Alameda Point on San Francisco Bay, the USS Hornet is a timeless memorial to those who defended our American values and to those who have pursued America's technological advancements.

- **Exploratorium:**
The Exploratorium located in the Palace of Fine Arts is more like an experimental laboratory than a museum and has hundreds of interactive and entertaining exhibits.
- **Bay Model Visitor Center:**
The Bay Model Visitor Center in Sausalito is a fully accessible education center administered by the U.S. Army Corps of Engineers which makes

possible the viewing of a scientific tool which is a working hydraulic model of the San Francisco Bay and Sacramento-San Joaquin River Delta System. This is the only one of its kind in the world.

C. National

- **San Francisco Maritime Museum:**
For more than fifty years, the San Francisco Maritime National Park Association has worked to bring maritime history to life for visitors to the San Francisco Bay Area. The Association supports San Francisco Maritime National Historical Park and independently operates the World War II Submarine Museum and Memorial USS Pampanito annually making her one of the most popular historical naval vessels in the country.
- **Monterey Aquarium:**
The Monterey Aquarium is located on Monterey Bay about 70 miles south of San Francisco. The aquarium offers a unique look at the beauty of marine life in nearly 200 galleries and exhibits.
- **Golden Gate Park:**
Golden Gate Park is one of the largest urban national parks in the world. It was established in 1972 as part of a trend to make national park resources more accessible to urban populations and bring “parks to the people”. These lands represent one of the nation’s largest coastal preserves and attract 16 million visitors each year.

All of these locations are available from Treasure Island by vehicle, or public transportation. Most attractions are within a 5 mile radius.

Provide Significant Positive Economic Impacts to the Community

Significantly increasing the number of tie-ups and transient boaters in San Francisco will likely have a very positive economic impact for San Francisco and the surrounding areas. Depending on the size of the vessel it is common that each boat will spend from \$100 to

several hundred dollars, to even thousands of dollars per day.

There are 923,163 boats registered in the state of California; 63,618 of them are 26 feet in length or greater. Of these vessels 17% or 10,815 vessels are located in the San Francisco Bay Area. State-wide the boating industry represents 16.5 billion in revenues, provides 1.6 billion in local tax revenue and creates 284,060 jobs. Even though this latest study is quite old and the numbers are considered much larger today, 17% of the vessels which are located in the Bay Area do represent quite a large economic benefit well into the millions of dollars to the community.

The Recreational Marine Research Center, at Michigan State University, which has been studying the Economic Impact vessels have on an area for the past 30 years, has concluded several important points.

- Boaters spend within and outside the marina sector
- They encourage and support the sale of boats and accessories
- Vessels encourage coastal tourism and related economic development-retail, lodging, restaurants, etc.
- They help preserve visual access to the water. (Blue Spaces)
- They encourage the public access to water.
- Vessels can contribute to sustaining and enhancing community aesthetics and livability of communities.

In conclusion, it is safe to say that providing new and easily assessable transient docks will create more dollars going into our community thus creating new jobs and related economic vitality to the local and regional economy.

Multi-State Coordination

California and Oregon entered into a Memorandum of Understanding in October of 2005 that establishes coordination between the States in the planning and location of transient boating facilities as identified in the Oregon Six Year Statewide Boating Facilities Plan (2005-2011) and the California Statewide Boating Facilities Needs Assessment (October 2002), and is recognized as an integral part of the multi-state effort between California and Oregon.

**Memorandum of Understanding
Between
The Oregon State Marine Board and
The California Department of Boating and Waterways**

This Memorandum of Understanding is between the State of Oregon, acting by and through the Oregon State Marine Board, hereafter called the "Board" and the State of California, acting by and through the California Department of Boating and Waterways, hereafter called the "Department".

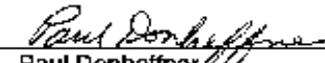
The purpose of this Memorandum of Understanding is to establish mutual support and coordination between the Board and the Department in transient boating facility development for the benefit of recreational vessels traveling along the California and Oregon coastlines.

This Memorandum of Understanding is intended to establish bi-state cooperation resulting in the coordinated location of coastal transient boating facilities.

The Board and the Department hereby agree to coordinate and cooperate through respective efforts in the planning of transient boating facilities as identified in the Oregon Six Year Statewide Boating Facilities Plan (2005-2011) and the California Statewide Boating Facilities Needs Assessment (October 2002).

This Memorandum of Understanding is executed on behalf of the Board and the Department through the undersigned representatives on the dates indicated after their signature hereto:

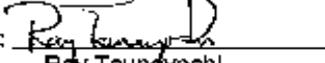
STATE OF OREGON
Marine Board

By: 
Paul Donheffner

Title: Director

Date: 10/10/05

STATE OF CALIFORNIA
Department of Boating and Waterways

By: 
Ray Tsuneyoshi

Title: Director

Date: 10/4/05

Summary

Treasure Island Marina will have the only full-service, easy to get to, transient dock in all of San Francisco Bay. It will be located in a year around storm protected cove which has important historical significance. It will provide 750 feet of dockage for small to large vessels transiting the coast of California from Canada to Mexico and parts beyond.

The project is environmentally friendly by design and will not change the natural ebb and flow of cove waters. This new facility will provide much needed public access by water from any part of the North American Continent.

There has been no opposition to this project by any public or private group. Active boaters in the Bay will continue to have open access to the anchorage located further in the Cove and will be pleased to take advantage of the enhanced protection from winter storms by the innovative dampening of waves from the transient dock.

This Grant project fits into the recent announcement that Treasure Island was selected as one of two projects in the United States (16 total in the World) for the newly launched Climate Positive Development Program by the former President of the United States Bill Clinton's, Clinton Climate Initiative, to demonstrate economic, environmental strategies for sustainable urban growth.

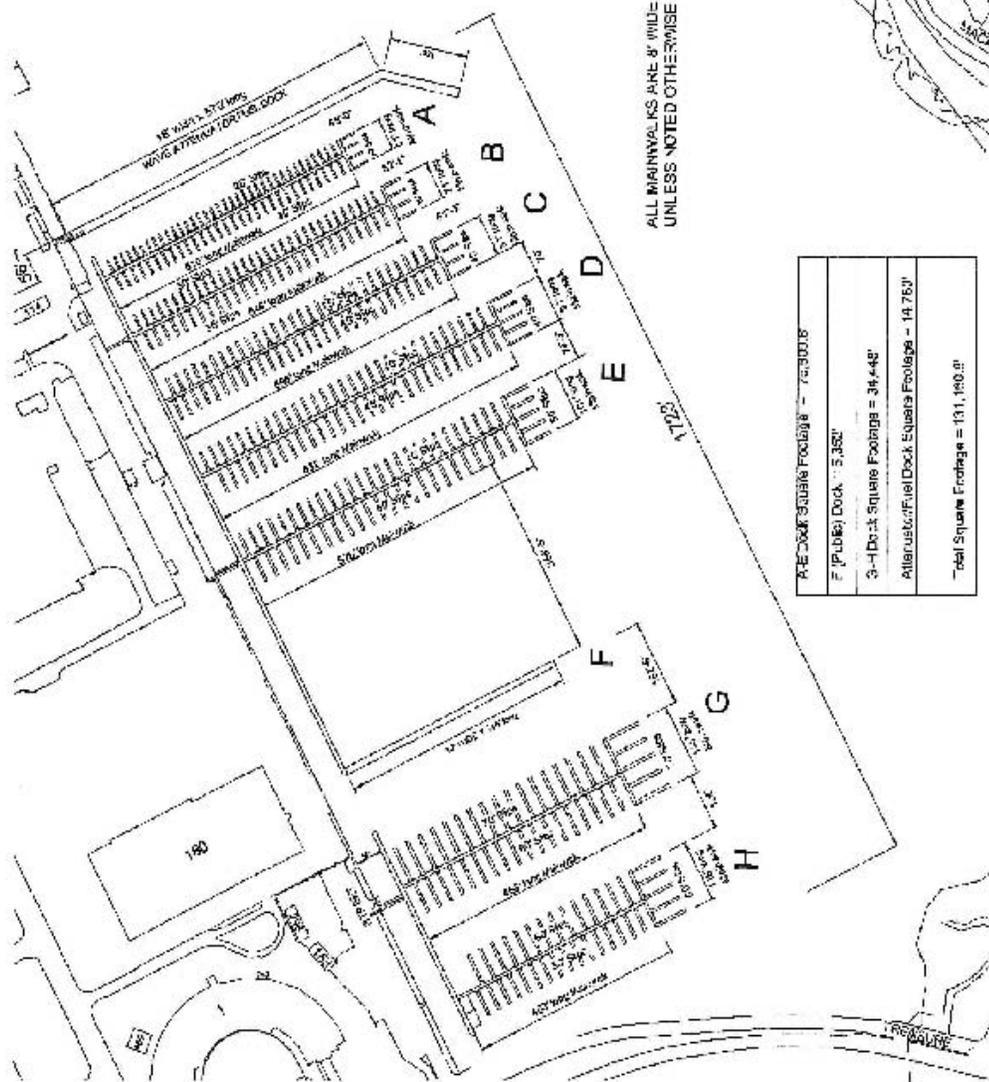
RANKING CRITERIA	MAX POINTS	RATING
1. Plan to construct, renovate and maintain tie-up facilities for transient non-trailerable recreational vessels following priorities identified in your State's program plan that the Secretary of the Interior has approved under section 7404(c) of the Sport Fishing and Boating Safety Act.	15 Points	
2. Provide for public/private and public/private/partnership effort to develop, renovate and maintain tie-up facilities. These partners must be other than the Service and lead State Agency.		
- One partner	5 points	
- Two partners	10 points	
- Three or more partners	15 points	
3. Use innovative techniques to increase availability of tie-up facilities for transient non-trailerable vessels	0-15 points	
4. Include private, local, or other State funds in addition to the non-Federal match, described in §86.42:		
- Twenty-six percent to thirty-five percent	5 points	
- Between thirty-six and forty-nine percent	10 points	
- Fifty percent and above	15 points	
5. Are cost efficient. Proposals are cost efficient when the tie-up facility or access site's features add a high value compared with the funds from the proposal, for example, where you construct a small feature such as transient mooring dock within an existing harbor that adds high value and opportunity to existing features. A proposal that requires installing all of the above features would add less value for the cost.	0-10 Points	
6. Provide a significant link to prominent destination way points such as those near to metropolitan population centers, cultural or natural areas, or that provide safe harbors from storms.	10 Points	
7. Provide access to recreational, historic, cultural, natural or scenic opportunities of national, regional or local significance. Projects that provide access to opportunities of national, regional, or local significance receive 5 points for each, for a maximum of 15 points.	5-15 Points	
8. Provide significant positive economic impacts to a community.	1-5 Points	
9. Include multi-State efforts that result in coordinating location of tie-up facilities	5 Points	
10. Total possible points	105 Points	

California, United States, North America



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EXHIBIT A



ALL MAINWALKS ARE 8' WIDE
UNLESS NOTED OTHERWISE

RE-CONSTRUCTION Footings - 7,000.0'
F (Public) Dock - 5,352'
G-H Dock Square Footage = 34,448'
Attenuator/Fuel Dock Square Footage = 14,763'
Total Square Footage = 131,180.0'

EXHIBIT B



EXHIBIT C

**TREASURE ISLAND
Development Program**

- **6,000 homes (30% Affordable)**
- **420 Hotel Rooms**
- **235,000 sf Retail**
- **300 acres Open Space**
- **Historic Adaptive Re-use**
- **Jobs and Community Benefits**

TIGD LLC

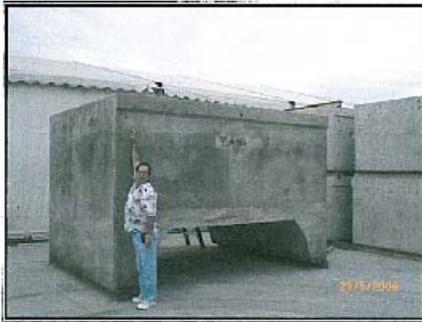
EXHIBIT D

A typical marina floating dock system that would be provided under the Owner's design may look something like the following:



**1' Wave Concrete Dock
Pontoon Height – Approx 36" tall**

The floating attenuator docks will probably look something like the following:



**3' Wave Concrete Dock
Pontoon Height – Approx 60" tall
(without the legs of the pontoon)**

and other necessary materials.

The above dock systems are vastly different. The docks designed for larger wave environments have vastly greater amounts of reinforcing, concrete, hardware, timber,

Wave attenuators are not one size-fits-all products. Marine engineering, meteorology, geology, basin and river ecology and structural and civil engineering are employed to design a system to the exact fit for each individual location.

A preliminary wave study indicates that a design wave of 2.5 to 3 feet and a period of 3 seconds is appropriate for the site. Several industry standards and guidelines recommend a maximum design wave of one foot for marina basins. There are occasions where a higher wave climate can be deemed acceptable, but certainly the most desirable situation is to create a basin whose design wave will not exceed one foot. This is achievable at this site and especially desirable given the upscale nature of this project.

EXHIBIT E



Bellport Newport Harbor Shipyard

August 19, 2009

Tim Leathers

Treasure Island Marina

1 Clipper Cove Way

San Francisco, California 94130

Dear Tim,

The Bellport Group is pleased to join with you as a partner in the development of a transient dock for vessels of 26 feet or more in length at Treasure Island. More transient slips are needed in the San Francisco Bay Area and this project to install more slips for these vessels is a partnership we are pleased to join.

We agree to venture this with you and will provide a minimum of \$3,000 or more depending on the project cost.

Best Regards,

A handwritten signature in black ink, appearing to read "Jesse Salem", written over a horizontal line.

Jesse Salem

President – Bellport Group

Exhibit F



28202 Cabot Road, Suite 425
Laguna Niguel, California 92677
Phone 949.347.2780
Fax 949.347.2781

August 19, 2009

Mr. Tim Leathers
Treasure Island Marina
1 Clipper Cove Way
San Francisco, California 94130

Re: Treasure Island Marina Wave Attenuator and Mooring System

Dear Mr. Leathers:

Anchor QEA, L.P. (Anchor QEA), has a history of partnering with the marina industry and Almar Management, Inc., on world-class marina facilities. We would like to continue that partnership by providing up to \$3,000 of in-kind professional consulting services to Treasure Island Marina to facilitate this effort. We believe that constructing the wave attenuator and mooring system provides a benefit to the environment and the City of San Francisco as well as recreational boating opportunities regionally.

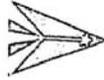
Sincerely,

A handwritten signature in cursive script that reads "Josh Burnam".

Joshua Burnam, MPH, D.Env.
Anchor QEA, L.P.

www.anchorqea.com

Exhibit G



TREASURE ISLAND SAILING CENTER
Launching Point for New Horizons

Tim Leathers
Treasure Island Marina
1 Clipper Cove Way
San Francisco, California 94130

Dear Tim,

The Treasure Island Sailing Center Foundation is pleased to join with you as a partner in the development of a transient dock for vessels of 26 feet or more in length at Treasure Island. More transient slips are needed in the San Francisco Bay Area and this project to install more slips for these vessels is a partnership we are pleased to join. Having transient slips available at Treasure Island will be particularly useful for various events and programs that we host which raise funds for our Youth and Adaptive Outreach Sailing Programs.

We agree to venture this with you and will provide a minimum of \$3,500 or more depending on the project cost.

Sincerely,

Carisa Harris Adamson
President, Treasure Island Sailing Center Foundation

415-421-2225

PIER 12, CLIPPER COVE

608 CALIFORNIA AVE. BUILDING 112
SAN FRANCISCO, CA 94130 415-421-2225
WWW.TISAILING.ORG

Exhibit H

**THE
DUTRA
GROUP**

August 20, 2009

Tim leathers
Treasure Island Marina
1 Clipper Cove Way
San Francisco, California 94130

Dear Tim;

The Dutra Group is pleased to join with you as a partner in the development of a transient dock for vessels of 26 feet or more in length at Treasure Island. More transient slips are needed in the San Francisco Bay Area and this project to install more slips for these vessels is a partnership we are pleased to join.

We agree to venture this with you and will provide a minimum of \$1,000 or more depending on the project cost.

Best Regards



J.C. Krause
The Dutra Group

1000 Point San Pedro Road • San Rafael, CA 94901-8312 • (415) 258-6876 • Fax (415) 258-9714
615 River Road • Post Office Box 338 • Rio Vista, CA 94571-0338 • (707) 374-5127 • Fax (707) 374-6228

Exhibit I