

Author: Bruce & Diane Brown <korbutrose@netvista.net> at NP--INTERNET
Date: 11/22/98 4:41 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: Fort Baker

----- Message Contents -----

I wanted to express my opinion related to the plans for Fort Baker. I am a member of Presidio Yacht Club and would really like to see the slips and the yacht club remain in place. I joined this yacht club because I enjoy the use of the facility so often, as do many others from other yacht clubs. It is a wonderful stop over when heading out the Golden Gate the next morning, or when returning and it may be dangerous to proceed through the bay due to fatigue or the hour. I am quite sure that PYC will be a good partner in preserving this treasure for all of us.

31-A

Diane Brown
145 Shoreline Drive
Pittsburg, CA 94565
Korbut Rose, Hans Christian 33 Sailboat
Member of Spinnaker Yacht Club and Presidio Yacht Club.

F O R T B A K E R

Final EIS

Letter 31. Diane Brown, November 12, 1998.

31-A

Comment noted. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

Author: Carl Di Stefano <shnarg@jps.net> at NP--INTERNET
Date: 11/26/98 8:10 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GENPA
Subject: Presidio Yacht Club

----- Message Contents -----

This is to entreat you to give strong consideration to letting the club/marina continue in operation. It's a place we maintain with love and brotherhood. I think that our continued presence constitutes the most effective use of its marine capabilities. I don't think it will be successful as a general use harbor because of the extreme conditions during the summer sailing season. It takes experience and considerable local knowledge to sail in and out of the harbor during a typical summer afternoon.

32-A

Thanks for listening

Carl and Jaci Di Stefano
7558 Chateau Court
Sacramento, CA 95828
916-391-8589

F O R T B A K E R

Final EIS

Letter 32. Carl and Jaci Di Stefano, November 12, 1998.

32-A

Comments noted. Please refer to Master Response #6 – Preference for Docks over Moorings, and Master Response #7 – Preference for Retaining PYC/Travis AFB.

Author: Bill Downs <wtddowell.com> at NP--INTERNET
Date: 12/7/98 3:41 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: Presidio Yacht Club

----- Message Contents -----

I am a resident of Tiburon in Marin County, and recently heard of your plans to remove the military yacht club from its long-time location at Fort Baker. It is truly sad that the National Park Service is unable to comprehend the historical significance of the military presence at that location. The significance of Horseshoe Cove is as a coastal, then an air defense artillery, and coast guard post.

There should be no consideration of turning the military yacht club into another day-tripper location, of which there are too many in the bay area. Other discussion of a conference center for the wealthy, or as another low-rent, government subsidized district for the Fairfax arts and crafts crowd is equally as absurd. Apparently the NPS is having trouble seeing the forest for the trees.

33-A

It is ironic that the public input into the future of Fort Baker is closing on the anniversary of the Pearl Harbor Bombing.

The "natural" state of Fort Baker is as a military installation. The Presidio Yacht Club - open to any American that has made the sacrifice of service to country, should retain its presence at its current location. Please refrain from turning Fort Baker into another national amusement park.

33-B

William T. Downs
Tiburon, CA

F O R T B A K E R

Final EIS

Letter 33. Bill Downs, December 7, 1998.

33-A

Comment noted. Please refer to Master Response #6 – Preference for Docks over Moorings.

33-B

Comment noted. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

Author: jwea@ix.netcom.com at NP--INTERNET
Date: 11/13/98 5:34 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: Fort Baker Re-use Plan Comments

----- Message Contents -----

James W. Earhart
480 Pacheco St.
San Francisco, 94116-1472
USA
H: (415) 753-0559
B: (800) 759-2250X3671
jwea@ix.netcom.com

13 November 1998

Mr. Brian O'Neill
Superintendent, GGNRA
Bldg. 201, Fort Mason
San Francisco, 94123

Subject: Fort Baker Re-use Plan

Dear Superintendent O'Neill,

I write in response to several recommendations contained in the Re-use Plan, a.k.a., "the Plan." I am a long-time member of the Presidio Yacht Club. While I am a boat owner, I do not keep my boat at Horseshoe Bay, so I may address the issue with somewhat less partisanship than may be presumed for others.

I am entirely supportive of the Plan--East Fort Baker is an ideal conference site. I also believe that the PYC, as a hospitality facility, will be a valuable addendum to that purpose.

However, as others more articulate than I have pointed out, the PYC cannot reasonably exist without the income from the docks in Horseshoe Bay.

34-A

Accepting that point, retaining/not retaining the docks, or a large proportion of them, is the issue.

Within that issue are:

1. Environmental concerns: these are a wash, given the Plan's stated intent to establish moorings. As a class, slat water marina users are probably more environmentally sensitive than any other recreational class. Also, displacing the boats in Horseshoe Bay only displaces them. It does not eliminate them.
2. Maintenance: not a NPS concern, since the PYC has and will maintain them.
3. Accessibility: it turns out that docks can handle more boats than moorings. Also, docks do not require the mooring boat to have a dinghy.
4. .

34-B

F O R T B A K E R

Final EIS

Letter 34. James W. Earhart, November, 13, 1998.

34-A

Comment noted. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

33-B

Comment noted. Please refer to Master Response #6 – Preference for Docks over Mooring.

Author: JLZIANO@aol.com at NP--INTERNET
Date: 12/7/98 11:52 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GCMPA
Subject: East fort Baker/ Presidio Yacht Club

----- Message Contents -----

Brian O'Neill

I have been a member of the PYC since 1992 and have worked as a volunteer for over 1000 hours. I am a licensed contractor and a certified sailing instructor. During the last six years I have freely given my time to maintaining this historic site for the joy of it and the opportunity to teach active duty personnel sailing. These people and this site would not benefit from my efforts and others like me if you insist on taking it from us. The public has nothing to gain but much to lose by eliminating the Air Force from its current contributing role in this marina. See how welcome you are at the St. Francis Yacht Club, even for an hour. We welcome everyone, just tell us the rules! Charles Egiziano

35-A

F O R T B A K E R

Final EIS

Letter 35. Charles Egiziano, December 7, 1998.

35-A

Thank you, comment noted. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB.

3193 Paradise Drive
Tiburon, CA 94920

12 October 1998

Superintendent Brian O'Neill, GGNRA
Building 201, Fort Mason
San Francisco, CA 94123

Reference "Fort Baker Plan" the following comments are
tendered.

If Horseshoe Bay (hereinafter called The Cove) is to be
made attractive to the boating public, certain factors should
be kept in mind:

1) While The Cove is an interesting place to visit by
water, certain negatives must be considered. Through most
of the summer months fog, heavy at times, is prevalent. It
may burn off late in the morning but can be expected to
return by mid to late afternoon, preceded by winds gusting
to 30 knots, blowing from NW to W across The Cove. This
can make docking a boat quite an adventure. Making fast to
a mooring buoy in these conditions is beyond the skill of
many who would visit The Cove.

2) During winter storms, a surge enters The Cove from
the south. Although the breakwaters running east and west
make The Cove habitable, the surge dictates that finger
berths should not be over 40 feet long and header floats
must be articulated. The central part of The Cove is
especially affected and would be a miserable place to lie
during such periods, whether at anchor or made up to a
buoy.

3) In the wintertime driftwood is often a problem. After
a storm, the ebb currents bring in an assortment of huge
timbers, sometimes with spikes and sharp metal
appendages that can cause serious damage to boats.
If the central part of The Cove is kept clear, the Army
Engineer's vessel can enter and remove this large debris.

36-A

4) Berths vs. mooring buoys for visiting boats?

Boaters will agree that berthing is easier to handle than mooring to a buoy, especially in conditions that may be expected in The Cove. Also berthing takes up less space per number of boats accommodated and offers access to shoreside facilities. If moorings were used, a shoreboat system would be required, as most smaller boats cannot carry a dinghy.

36-A

5) Whichever system is used, berths or moorings, an ongoing maintenance program will be necessary. Berths must be hauled every few years to replace flotation material and bad wood. Moorings need inspection at least annually to check condition of anchorages, chain, shackles, swivels and buoys. What is referred to as "the boat shop" in the Fort Baker Plan is just that; a unique place to assist in the maintenance program. If berthing is to be used, the shop has the accommodations to haul the floats for servicing. When new berths are required they may be built in the shop, carried on the 3-ton travelling hoist to the marine railway cart, which can be run into the shop, and easily launched. It does not seem practical to "rehabilitate" this asset by converting it to a center for community meetings and programs.

36-B

6) The bulkhead along the north shore of the Cove makes that area a valuable piece of waterfront property (valued in \$ per square inch). Removal of this bulkhead to revert the area to a beach might please some ardent environmentalists, but the strip of mud attained next to the freezing cold waters of The Cove would not attract people. When the weather is inclement even the sea birds don't linger there; they hunker down inshore on the parade ground. The small beach (at low tide) in the NW corner of The Cove is used mostly by Labrador retrievers.

36-C

F O R T B A K E R

Final EIS

Letter 36. Gene Erickson, October 12, 1998.

Thank you, your comments and recommendations are noted.

36-A

Please refer to Master Response #6 – Preference for Docks over Moorings.

36-B

The Proposed Action envisions setting aside sufficient space to provide for future maintenance of slips and moorings in Horseshoe Bay. It is expected that this would not require a significant amount of space and would not conflict with the use of other portions of the boat shop for the uses set forth in the Proposed Action. The actual allocation of space in the boat shop to various uses would occur in more detailed design studies subsequent to the issuance of the FEIS. (Also see Master Response #6.)

36-C

Restoration of a sandy beach along Horseshoe Bay would permit greater access to the larger water's edge in all weather, and would expand those on-site beach areas now actively used throughout the year by visitors, canoe and kayak clubs, the Bay Area Discovery Museum, boaters, the Coast Guard and others.

Author: Tom Fahey <TomFahey@compuserve.com> at NP--INTERNET
Date: 12/5/98 4:43 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: NPS Plan for Fort Baker

----- Message Contents -----

Superintendent Brian O'Neill
GGNRA, Building 201
Fort Mason, San Francisco

RE: Input to NPS Plan for Fort Baker

I am a retired soldier as well as a member and past Commodore of the Presidio Yacht Club.

The purpose of this letter is to request that the final plan for Fort Baker not include the removal of marina docks and their replacement them with moorings only.

The marina and docks are maintained by volunteer labor of the PYC membership and would continue, at no cost to the public. At the same, availability of the docks would provide access to Fort Baker by visitors of the boating public and enhance the total public use of Fort Baker. A system of moorings without docks would limit shore access of the public.

37-A

The Presidio Yacht Club and its docks have a history of providing support to the Coast Guard and their mission of public safety through the provision emergency berthing and other assistance to vessels in distress. This will certainly continue if the docks are retained.

37-B

The docks also provide access to the sea and the sailing experience to less affluent military men and women through sail training and low cost boat rental programs provided by the PYC.

The Presidio Yacht Club has always taken seriously its responsibility to be a good steward for Horseshoe Cove and the marina. I expect that to continue and that its membership will be an active and valuable partner of the NPS in serving the public if the docks are allowed to remain.

I thank you for your kind consideration of my input and look forward to a favorable outcome.

Sincerely,

F O R T B A K E R

Final EIS

Letter 37. Tom Fahey, December 5, 1998.

37-A

Comment noted. Please refer to Master Response #6 – Preference for Docks over Moorings.

37-B

The Proposed Action calls for the provision of moorings and docks. Docks would be available for use by distressed vessels and programs such as sail lessons. Please refer to Master Response #6.

Nicholas Falzone
265 Currey Lane
Sausalito, California
94965-1810

Saturday, November 14, 1998

General Superintendent
GGNRA
Building 201, Fort Mason
San Francisco, CA 94123

Re: Proposed Plan for Fort Baker

Dear Superintendent:

I wish to comment on one aspect of the Proposed Plan for Fort Baker.

The Plan proposes that 1/4 mile of Conzelman Road between the fishing pier at Fort Baker and the west side of the Golden Gate Bridge would be closed to auto traffic except for service and emergency vehicles. It would become a pedestrian/bicycle connection only (Plan Sec. 2.2.6). Simply stated it would no longer be possible to drive under the bridge from Fort Baker to the Golden Gate Bridge or the Headlands.

I recommend that Conzelman Road not be closed as proposed and remain open to vehicle traffic for the following reasons.

- (1) There is limited and congested access between Fort Baker and the Headlands ("West" Fort Baker and Forts Barry and Cronkhite). Access is only through the historic one way Barry-Baker tunnel that is subject to periodic closure because of water leakage or power outages and through the narrow underpass under Highway 101. Both the tunnel and the underpass are only reached by Alexander Avenue which is itself subject to heavy congestion and closure.
- (2) Conzelman Road presently provides direct access to the Golden Gate Bridge from Fort Baker, thus relieving traffic on Alexander Avenue and Highway 101. At the height of traffic Alexander Avenue will back up into Sausalito and highway 101 will back up to the Richardson Bay Bridge.
- (3) In case of emergency, Conzelman Road provides an alternative route into and out of Fort Baker.
- (4) The Draft Environmental Impact Statement indicates that the road is lightly used at most and thus its continued availability would be consistent with the park and recreational use of Fort Baker.
- (5) The Proposed Plan offers no rationale for the closing of this public way or any evidence in support of the proposal, only the conclusion that it would be closed to all but pedestrians and bicyclists. Any closure of this historic road should be supported by sound reasons and relevant evidence. Then such

38-A

38-B

reasons and evidence can be weighed to determine the benefit to be gained against the burdens created. The Draft EIS has no data on the expected volume of pedestrians and bicyclists who would presumptively benefit from the closure and no explanation why their use could not continue as it is at the present time with the light vehicle traffic that is present.

38-B

I urge you to not adopt this element of the Proposed Plan. It is my understanding that all written comments must be postmarked by December 7, 1988.

Sincerely,

A handwritten signature in black ink, appearing to be "MSO" followed by a stylized flourish.

cc: Marin Scope

F O R T B A K E R

Final EIS

Letter 38. Nicholas Falzone, November 14, 1998.

38-A, B

Comment noted. Please refer to Master Response #1 - Conzelman Road Closure.

Author: Charles Fleischer <cfleischer@mail.arc.nasa.gov> at NP--INTERNET
Date: 12/7/98 5:15 PM
Priority: Normal
TO: FortBaker at NP-GOCA-GGNPA
CC: mpsail@aol.com at NP--INTERNET
CC: Dan-JeanMahoney@worldnet.att.net at NP--INTERNET
Subject: Continuation of the Presidio Yacht Club

----- Message Contents -----

Dear Mr. O'Neill,

I am Charles Fleischer. I was the Area Coordinator and a resident of East Fort Baker from 1989 to 1994. During that time I was charged with the property's well being and the coordination of all activities conducted on the grounds. It was in this capacity that I learned the value of viable volunteer organizations. These groups function at no cost to the government and enhanced Fort Baker. The Presidio Riding Club and The Presidio Yacht Club are fine examples of this type of organization. The Presidio Yacht Club has developed and managed its site for over thirty years and has succeeded in providing excellent boating facilities. There have been plans to make significant renovations of all of its facilities for many years. While the Presidio of San Francisco still existed as an Army installation, most of the profit thrown off by the Yacht Club was funneled into other clubs on the installation which operated at a loss. These included the Officers Club, The Bowling Alley and several others. This reduction in funds restricted the Yacht Club's ability to focus its resources into the harbor. All renovations to the harbor are made by the Club and its members, at no cost to the government.

I have been an avid Yachtsman all my life. The harbor facilities are just as serviceable as those found in Sausalito or Tiburon. There has been a project to replace the main walking docks, in progress, for three years. As more resources are compiled, the balance of the harbor facilities will be renovated. These docks and maintenance facilities are considered some of the best in the Bay by most sailors. Most Yacht Clubs don't have a shop to support boat care. This is a real plus for the Presidio Yacht Club.

The Presidio Yacht Club is a volunteer organization that has always taken care of itself and others. It has never been a drain on the government nor any other body. To fail to retain it as part of the future of Fort Baker makes absolutely no sense. Having boats tie up to moorings is not a safe way to tie up boats in that harbor. The winds and tidal surges will break the moorings and put the boats on the rocks. The current slip design makes efficient use of the space and maybe should be expanded. To destroy the sea wall and turn the harbor area into a beach is a nothing more than the outright destruction of one of the best harbors in the Bay Area. The public deserves better, and if it costs you nothing to allow the PYC to continue, it makes no sense to close it.

I respectfully ask that the Presidio Yacht Club be included in the future plan for East Fort Baker and be allowed to provide services to all.

Very Truly Yours,

Charles D. Fleischer

39-A

F O R T B A K E R

Final EIS

Letter 39. Charles Fleischer, December 7, 1998.

39-A

Comment noted. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB Management.

Author: "Gary Gale" <gale@community.net> at NP--INTERNET

Date: 11/22/98 8:32 PM

Priority: Normal

TO: FortBaker at NP-GOGA-GGNPA

Subject: retention of Presidio Y.C. in it's entirety.

----- Message Contents -----

The tireless efforts of our active and retired military personnel and United States Civil Service employees will be of more benefit to the Fort Baker big picture than will the monetary efforts of big business, deep pocket, pork barrel, and other liberal agendas being considered.

It is far too early in the scheme of things to make decisions today that cannot be financially or decidedly planned out.

The dedication and talent of the people at Presidio Y.C. will be of great benefit to the "Fort Baker Project" for years to come.

Once everything is "boiled down" and "sifted through" there will be a yacht club in Horseshoe Cove, whether the current plan says so or not. Simple financial reasoning will guarantee that.

Do the right thing in your decision.

Allow the Presidio Yacht Club to evolve with this change.

The armed forces veterans who fought to retain this country's freedom deserve it and that should morally be enough reason to solidify it ..

Thank you in advance for your consideration.

Sincerely,

Gary D. Gale, dedicated American, Vietnam Vet. and retired U.S. Civil Servant

40-A

F O R T B A K E R

Final EIS

Letter 40. Gary D. Gale, November 22, 1998.

40-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB.

Author: DGirkout@aol.com at NP--INTERNET
Date: 11/22/98 8:02 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: Presidio Yacht Club retention

----- Message Contents -----

Gentlemen:

While the buildings and infrastructure of the Presidio Yacht Club are indeed an integral asset of Fort Baker that should be retained by the GGNRA, the fact that the Presidio Yacht Club (PYC) itself has been the agency that has been instrumental in preserving and maintaining these resources for over 35 years should not be overlooked in the NPS plans for the future. The PYC, through the efforts of thousands of hours of volunteer service by its members, is widely recognized as one of the premier boating organizations in the Bay Area.

The location of the PYC makes it an unusual resource to promote boating opportunities for its members and the general public, provides an enjoyable sailing destination within easy reach for Bay Area boaters and offers a ready refuge for vessels in distress entering the Golden Gate.

As but one of many who have enjoyed and used all of these benefits over time, I encourage the NPS to retain the existing PYC administration and control over the harbor and docking facilities in Horseshoe Bay. I further urge that the NPS plan for Horseshoe Bay include concern for the growing need for docking space for Bay Area sailors. The number of slips available for boaters has already reached the point where tie-up space is scarce and prices for berths are often unreasonable. (This situation will be further exacerbated if the docks already in place at Fort Baker are removed.)

The PYC serves both boaters and the public in a unique and cost effective way by providing a balance between preservation of one of San Francisco's most beautiful landmarks and facilitating recreational boating activities. I submit that any changes to the existing use and operation of Horseshoe Bay that do not take these factors into consideration will be detrimental to the boating community and the general public.

Donald Girkout

41-A

F O R T B A K E R

Final EIS

Letter 41. Donald Girkout, November 22, 1998.

41-A

Comments noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB, and Master Response #6 – Preference for Docks over Moorings.

Author: Bob Harmon <bohnbob@pacbell.net> at NP--INTERNET
Date: 12/6/98 8:53 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNFA
Subject: Ft Baker yacht harbor

----- Message Contents -----

RE: Fort Baker Plan

TO: National Park Service/GGNRA

Ladies and Gentlemen:

In your final Ft Baker Plan, I must ask you to make some slight alterations in the Horseshoe Cove area:

1. Retain the docks, rather than install moorings.
2. Retain the Presidio Yacht Club in its current location.
3. Retain the outbuilding slated for destruction near the boat shop.

☐ 42-A

☐ 42-B

☐ 42-C

The docks are critical to providing access to the water for the recreation public. Mooring buoys, as I'm sure others have said, are considerably more inconvenient for the public, rather more uncomfortable, considerably more unsafe, and frankly a squandering of an existing asset: the docks.

The docks will need upgrading -- not, as some have stated, complete replacement. Further, it's easier to maintain docks, rather than buoys, with volunteer labor, and the Presidio Yacht Club is a standing resource for free labor, as it has done for some years.

Further, the docks represent a safer and more compact means of accomodating the boating public and visitor. Buoys would take up a considerable part of Horseshoe Cove, present visual clutter even when empty, and restrict maneuvering room. Maneuvering room is critical to the Coast Guard vessels using the cove, as well as vessels in distress and the day-to-day boat traffic. Inability to maneuver, given the tide and wind conditions there, could easily become unsafe.

42-A

As someone who has anchored and moored in various ports around the world, I can testify that buoy moorings, and anchored vessels, will whip about when wind and current conflict, as they often do in that cove. This will cause adjacent moored craft to jerk back and forth on their lines and quite probably collide. Moored vessels, further, can only be reached by boat, which means a vessel that is in hazard can only be saved by putting people on the water and at risk. Docked vessels, however, can easily be lashed down by people on foot on the docks.

Maintaining the Presidio Yacht Club in its current location will enhance the marine facilities and cove ecology. Horseshoe Cove suffers from considerable problems due to flotsam and jetsam deposited by tide, wind and current -- everything from driftwood to floating garbage. The PYC can help remove this ecological and aesthetic problem, as well as maintain the existing boathouse and dock facilities. PYC should remain.

42-B

The outbuilding next to the boat house now slated for demolition is a

utility shed that serves the maintenance effort by PYC. Given that it was also a historic resource, part of the net and obstacle maintenance facility during the WWII period, it should be retained for further consideration.

42-C

I request that you modify an otherwise-excellent plan to accommodate the docks, the PYC, and its current buildings.

Thank you,

Bob Harmon
132 Ralston Avenue, Mill Valley, CA 94941
415/388-3985

F O R T B A K E R

Final EIS

Letter 42. Bob Harmon, December 6, 1998.

42-A

Comment noted. Please refer to Master Responses #7 – Preference for Docks over Moorings.

42-B

Comment noted. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB

42-C

Comment noted. Also, please see response to comment 66-C.

Author: HENGORD@aol.com at NP--INTERNET
Date: 12/5/98 12:41 AM
Priority: Normal
CC: FortBaker at NP-GOGA-GGNPA
TO: senator@boxer.senate.com at NP--INTERNET
TO: senator@Feinstein.senate.com at NP--INTERNET
TO: Lynn.woolsey@mail.house.gov at NP--INTERNET
Subject: Park Service Plan for East Fort Baker

----- Message Contents -----

Much of the Park Service plan proposed is commendable and well thought out. I wish to comment on one area where i think the plan proposal is both more costly and less serviceable for the public than an alternative. I do not wish these adverse comments to cause the first sentence to be forgotten.

My comments are directed to the use of Horseshoe Bay, the East Fort Baker harbor. The proposals call for the removal of most of the docks and the substitution of buoys with only emergency docking. This has the following defects:

1. Buoys are less easy to use and require more space per boat.
2. Buoy anchorages have no access to the shore without another small boat, making use of the facility less convenient and more costly for the public.
3. Without the rental income from long term dock usage, funding requirements for maintenance and a public boating program will rise as it will be harder, if not impossible, to make these self supporting.

Alternative. Right now the USAF operates a Morale, Welfare and Recreation facility that is (1) self supporting and indeed generates a modest profit, (2) maintains the docks and harbor, albeit austere, and can say that no visitor has been turned away. (3) Provides low cost sail training and sailing, boating and fishing recreation to our serviceman and women - something quite important to retention of good people in the service, and (4) is willing to open this facility to the public, including sail training, so there is no question of exclusivity.

IF IT AIN'T BROKE, WHY FIX IT?

Henry J. Gordon
2706 43d Ave.
San Francisco, CA 94116

43-A

43-B

F O R T B A K E R

Final EIS

Letter 43. Henry J. Gordon, December 5, 1998.

43-A

Comment noted. Please refer to Master Response #6 – Preference for Docks over Moorings.

43-B

Comment noted. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

Author: "Gordon; Henry J (PTHC-hjgordo)" <HJGORDO@msg.pacbell.com> at NP--INTERNET
Date: 12/2/98 9:37 AM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: Horseshoe Bay

----- Message Contents -----

I wish to add my comments on your plan for East Fort Baker. I consider the proposal to remove most of the docks and replace them with buoys to be disadvantageous to the public for the following reasons:

1. Buoys restrict access to the shore. Some should be provided but the preference should be for docks as they can have more boats in the same space and provide easy access to and from shore. Cost should not be a factor since it will be borne by the concessionaire not the taxpayer and docks will generate more income.

44-A

2. Long term rentals of dock space are what will fund buoys, visitor docks and low cost sail training. Leave what you have alone, or consider expanding it.

44-B

F O R T B A K E R

Final EIS

Letter 44. Henry J. Gordon, December 2, 1998.

44-A

Comment noted. Please refer to Master Response #6 – Preference for Docks over Moorings.

44-B

Comment noted.

Author: michael irvine <mmivmi@cnc.net> at NP--INTERNET
Date: 12/7/98 1:38 PM
Priority: Normal
TO: FortSaker at NP-GOGA-GGNPA
Subject: Presidio Yacht Club

----- Message Contents -----

As a member of PYC, I say let it be the way it is now. Run by Travis
and whoever suggested the removal of the docks ought to take a lesson
in the operation of marinas. Leave the docks as they are.
Thank you for allowing me to input.

M. M. Irvine
2520 Topaz Drive
Novato, Ca 94945

45-A

F O R T B A K E R

Final EIS

Letter 45. Michael Irvine, December 7, 1998.

45-A

Comments noted. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

Author: "D. Jenkins" <sailordave@home.com> at NP--INTERNET
Date: 12/7/98 11:55 AM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: Presidio Yacht Club

----- Message Contents -----

BRIAN, O'Neill

Dear Sir,

I recently joined the Presidio Yacht Club, and was somewhat distressed to hear that it's existence is in jeopardy. I had only recently learned that Coast Guard Auxiliary Members were eligible for membership.

I am currently Flotilla Commander for the Petaluma Coast Guard Auxiliary, a member for over 20 years, a Courteously Vessel Examiner, a Coxswain in the Boat Crew Program, and have been an Instructor in the Public Education Boating Safety area for many years. I was impressed to hear that the Presidio Y.C.. teaches around 200 students in boating per year. I am interested in contributing my expertise in this area.

I am also the Commander of the Redwood Power Squadron, Santa Rosa. For many years we have tied up overnight at the Presidio Y.C. on our cruises to Tomales Bay, the Farlonas, and Pillar Point, enjoying the hospitality of Presidio Y.C..

The maintenance work the Presidio Y.C.. members do was impressed upon me during my last visit. I intended only to purchase a flag, and ended up caring pipe for electrical upgrading. Incidentally, one of the courses I recently completed in the USPS was Marine Electronics. I have heard many favorable comments from members of both organizations regarding the membership, and hospitality of the Presidio Yacht Club.

For one, I sincerely hope that the Presidio Yacht Club will be allowed to survive.

Sincerely,

Dave Jenkins
742 Mt. View Ave.
Petaluma, Ca. 94952-5241
e mail: sailordave@home.com
707-763-1119

46-A

F O R T B A K E R

Final EIS

Letter 46. Dave Jenkins, December 7, 1998.

46-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB.

60 Alta Vista Ave.,
Mill Valley, Ca. 94941

Oct 14, 1998

Superintendent Brian O'Neill
GG NRA Bldg, 201 Fort Mason
San Francisco, Ca. 94123

Dear Sir,

I have sailed and raced in the
bay of San Francisco since 1971. I
have also visited many harbors on
the Bay and else where, i.e. the
Virgin Islands, for one.

I do not believe you could find
better use of Horse Shoe Bay any-
where than what Presidio Yacht
Club is currently doing. Any
change would only reduce its
contribution. I hope you can be
guided by the opinion of a boating
oriented person.

Very truly yours

Lowell Jett
CAPT USNR (RET)

47-A

F O R T B A K E R

Final EIS

Letter 47. Lowell Jett, October 14, 1998.

47-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB.



December 7, 1998

Mr. Brian O'Neill, General Superintendent
GGNRA Park Headquarters
Building 201, Fort Mason
San Francisco, CA 94123

Dear Superintendent O'Neill,

The proposed Fort Baker plan is, in my opinion, one of the most exciting projects I have seen offered before the public in recent memory. I make this observation as a long time resident and business owner in Sausalito.

The uses and changes proposed seem to be an incredible fit to the area and the existing visitor impact we are currently experiencing. As a Board Director of the Sausalito Chamber of Commerce, I can tell you first hand that a number of us are eager to support and facilitate the successful completion of the proposed park plan.

Speaking for myself, my one concern is the long-term plan for the Boat Shop structure. While I support the variety of uses proposed for that facility, it is my hope that the historical significance is not over shadowed. There is a great deal of community interest here in preserving the waterfront history of the area, which includes boat building and repair services that were an essential part of the early development of Sausalito, and the surrounding area. I would like to see as much preservation of use of this facility as is reasonable within the overall plan.

48-A

On another note, I am looking forward to the opportunity to respond to the Request for Proposals next year regarding the Park Partner Selection. I am developing a proposal that would become a natural extension of my current operation, and what I hope could be an appropriate link to the intended future use of Fort Baker.

Sincerely yours,

Tom Johnson
Owner/General Manager
Sausalito Waterfront Activities & Mt. Bike Rental

803 Bridgeway Sausalito, CA 94965 415.331.4448
www.sausalito-fun.com fun@sausalito-fun.com

F O R T B A K E R

Final EIS

Letter 48. Tom Johnson, Sausalito Waterfront Activities, December 7, 1998.

48-A

The historic significance of the building will be preserved under the Proposed Action. Uses that continue or relate to the historic use of the boat shop would be appropriate and possible under the Proposed Action if also compatible with the other public use goals of the plan.

Wayne Y. Koide
63 Suffield Ave.
San Anselmo, CA 94960
(415) 457-4434

30 November 1998

Superintendent Brian O'Neill
GGNRA, Building 201
Fort Mason,
San Francisco, CA 94123

Dear Mr. O'Neill:

I am writing this letter to express my concerns regarding the National Park Service (NPS) plan for the "re-use" of Fort Baker. Specifically, I would like to voice my strong opposition to the NPS removing and replacing the existing marina facility with an envisioned "total public use" facility. This would result in the loss (as we know it) of the Presidio Yacht Club (PYC).

As a member of this club and as the owner of a sailboat berthed there, I and many others like me, will be forced to find another marina to sail out of. Moreover, my boat will have to be moved to somewhere in the East Bay in order to get comparable slip fees....if I chose to keep the boat closer to my home, the berthing fees will be nearly tripled! At the least, this will either cause a great deal of inconvenience or will be inordinately costly.

I recognize that the NPS considers the "structure" of the Presidio Yacht Club building to be of historical significance but I submit that retaining this structure is not enough. The "heart and soul" of the PYC are the docks, the boats berthed there and the people who sail them! Remove the docks and boats and you have what amounts to an empty parking lot and plenty of sailors scattered to the wind.


49-A

As you probably know, we at the Presidio Yacht Club, are a volunteer organization who, throughout all of these years, have maintained the docks and facilities despite drastic budget cuts, sponsor changes and threats of eviction. We have kept our club open to the public where anyone could by a hamburger and a beer for a fraction of the price you would pay anywhere else and still have one of the best views in the world. We offer one of the most affordable programs in the country to obtain ASA (American Sailing Association) certifications in sailing. We enjoy great camaraderie in our club races and welcome boaters on our guest docks year round.

The NPS plan to remove our docks and boats would no doubt completely change the complexion of the marina. I liken this to big developers who have decided to put in a shopping mall in what was once open space... an exaggerated analogy perhaps, but in my opinion, the real beauty of the PYC and its marina is its rustic (and therefore historic) quality. This will be lost forever. I would strongly favor a plan whereby the Presidio Yacht Club, its marina, its boats and members could "co-exist" with the "new" environment. Thank you for hearing this.

49-B

Sincerely,



Wayne Y. Koide

F O R T B A K E R

Final EIS

Letter 49. Wayne Y. Koide, November 30, 1998.

49-A

Comment noted, thank you. Please refer to Master Response #8 – Impacts to Current Users of Boat Shop and Marina.

49-B

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

Harry R. Krump
970 Sequoia Avenue
Millbrae, CA 94030
November 15, 1998

Superintendent Brian O'Neill
GGNRA, Building 201,
Fort Mason
San Francisco, CA 94123

Re: Plans for use of Ft. Baker

Dear Mr. O'Neill,

I believe it is important to retain the marina, docking facilities so that more vessels can use the facilities vs. moorings, disable boats can be accommodated, and sailing school which requires docking facilities.

50-A

The present Presidio Yacht Club does a fine job of managing boathouse and snack bar providing a large volunteer pool for upkeep, maintenance and management.

Any change should be carefully examined by your staff.

Sincerely,

Harry R. Krump

F O R T B A K E R

Final EIS

Letter 50. Harry R. Kramp, November 1998.

50-A

Comment noted. See Master Response #6 – Preference for Docks over Moorings.

Author: Joseph_Krensavage@amnet.com at NP--INTERNET
Date: 11/17/98 5:53 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: Public Comments

----- Message Contents -----

I am writing to submit my public comment on the Park Service plan for re-use of Fort Baker.

I don't like your plan. Here's why...

I am a Lieutenant Commander in the U.S. Naval Reserve which currently entitles me to membership in the Presidio Yacht Club (PYC). This membership is extremely valuable to me because it provides me with affordable access to the small fleet of rental sail boats:

Warrior; Catalina 30'
Atlantis; Newport 30'
Enigma; Columbia 26'
Five or so Cal 20's

I enjoy sailing very much. It is my primary means of maintaining my morale and my primary recreational interest. The PYC provides me with affordable access to the small fleet of rental boats mentioned above.

I don't like your plan because it does not appear to definitively continue offering affordable sailboat rental access to veterans of the US military.

I have served in the US Navy for 18 years. Twelve of those years were on active duty with two deployments to the Persian Gulf. I am a combat veteran of Operation Desert Storm. For the last six years I have served in the Naval Reserve. The Presidio Yacht Club is the last Morale, Welfare, & Recreation (MWR) military benefit left in the Bay Area for me and others like me who enjoy sailing. If your re-use plan discontinues my access to affordable sailing on San Francisco Bay, it will be a severe blow to my morale. I will also incur a significant increase in the price I pay for civilian sailboat rentals and yacht club membership. This is not fair to those of us who have served our country via military duty.

51-A

Please do not do this. Keep the rental boats, keep the marina. Let Travis Air Force Base continue to operate the yacht club, marina and rental boats as an MWR benefit as they currently do. Anything else would be a disservice to veterans.

51-B

Regards,

Joseph Krensavage
LCDR USNR

F O R T B A K E R

Final EIS

Letter 51. Joseph Krensavage, November 1998.

51-A

Comments noted, thank you. Please refer to Master Response #8 – Impacts to Current Users of Boat Shop and Marina.

51-B

Comments noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

7-Dec-95

Dear Mr. O'Neill,

I have reviewed the Draft Environmental Impact Statement as it affects E. Fort Baker and Marina use.

The statement is consistent with the landable spirit of the G.B. NRA in providing access to the Marina area by the public, and, while it addresses some of the need to achieve this end, the following is submitted as possible considerations in your final decision:

1- The retention of the Pershing Yacht Club in conjunction with the G.B. NRA would provide for cost effective use and security of the structures and facilities and, enhance the public use of the area.

2- The 40th year Trawl Record of the PYC as a non-appropriate fund activity in maintaining the facility.

161 Bayview Ave.

Chris Lage

52-A

F O R T B A K E R

Final EIS

Letter 52. João Lage, December 7, 1998.

52-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB.

Author: "Sher M. Sheldon" <shelland@cmc.net> at NP--INTERNET
Date: 11/27/98 9:43 AM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
CC: "PYC@Hooked.net" <PYC@Hooked.net> at NP--INTERNET
Subject: Comments on Fort Baker Usage Plan

----- Message Contents -----

Dear Sirs,

I am member of the Presidio Yacht Club and have a 27ft Sloop moored in PYC Slip 59.

As a retired military member, the Presidio Yacht Club has provided me with access to the bay, and my favorite recreational activity, at a reasonable cost. PYC has also provided a place for me and other members of the military community one of the few places left to socialize and conduct wholesome family activities in the San Francisco Bay area.

As a volunteer sail instructor at the club, I know PYC has been providing U.S. Air Force members from Travis AFB with sailing lessons and access to the bay that these military service members could not afford otherwise. I believe this a very worthwhile opportunity for our junior enlisted members.

I highly recommend that your Fort Baker usage plan retain PYC as is, and a lease of the PYC facilities is offered to Travis AFB or another interested military organization.

53-A

Sincerely,

Stanley J. Lander, LCDR, USCG (Ret.)
1237 Lynwood Drive
Novato, CA 94947

F O R T B A K E R

Final EIS

Letter 53. Stanley J. Lander, November 27, 1998.

53-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB.

Author: "Michael J. Laster" <Niunia@worldnet.att.net> at NP--INTERNET
Date: 11/12/98 5:18 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
CC: michael_laster@quickmail.ucsf.edu at NP--INTERNET
Subject: Fort Baker Plan

----- Message Contents -----
Pittsburg, November 12, 1998

Superintendent Brian O'Neill
GGNRA
Building 201
Fort Mason
San Francisco, CA 94123

Dear Mr. O'Neill:

I have reviewed your proposed plans for Fort Baker and I would like to comment on it.

I can not agree with you proposition of removal existing slips and the Yacht Club. The plan states that NPS will seek nonprofit or private partners to operate programs in the boat shop and/or marina. Why would you like to look for other organizations elsewhere if you have an organization devoted to this beautiful place right there in Fort Baker. Organizations like Presidio Yacht Club are composed of people who have similar goals to yours. I think your actions should be aimed towards supporting such organizations like Presidio Yacht Club, United States Coast Guard Auxiliary, United States Power Squadron who encourage their members to abide by recognized yachting traditions, customs and etiquette, to promote safety of boating and environment, to foster a wider knowledge of, and better compliance with, the laws, rules and regulations on the water. In my opinion such organizations would perfectly coexist with preservation of Fort Baker and would become your ally on the day to day basis.

54-A

Sincerely,

Dr. Michael J. Laster
357 Plover Place
Pittsburg, CA 94565
(925) 427-7472

F O R T B A K E R

Final EIS

Letter 54. Michael Laster, November 12, 1998.

54-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB.

1940 Vallejo Way
Sacramento, CA 95818

10 November, 1996

Superintendent Brian O'Neill
GGNRA, Building 201, Fort Mason
San Francisco, CA 94123

Dear Mr. O'Neill,

I am an old sailor and former bay area resident. I was stationed at Fort Baker many years ago. I have reviewed the proposed plan for the re-use of Fort Baker. As you have made time for public comments, I would like to offer my introspection. Overall, I like your ideas.

I agree the NPS should seek partners to operate the historic boat shop and marina. It seems to me that the perfect partner is already in place--The Presidio Yacht Club (PYC). The members have made fine caretakers of their piece of Fort Baker, spending thousands of volunteer hours bettering the boathouse and marina. I remember what it looked like just 5 years ago; tremendous development. Moreover, the PYC's overseer, the United States Air Force, supports the PYC fully and will continue to spend money to improve the boathouse and docks, costing the taxpayers nothing.

55-A

The PYC are experts at hosting meetings, social events, and food & beverage service. I have dined there on many occasions as well as using their banquet and meeting facilities several times. They will have no trouble expanding to add a small store and visitor information.

The other issue is the docks and slips. I have sailed the bay countless times, using the guest docks at Fort Baker several times per year. I can tell you from experience sailors prefer slips and docks. Besides being a safer method of "parking" ones boat, many bay day sailors, as I, do not own dingys. So if I visited Fort Baker by boat, how would I get to shore if, as the plan proposes, all of the slips, reduced by 70%, are full? The one or two moorings in Horseshoe Cove are rarely used, as sailors prefer to dock. The plan described the docks and slips as being deteriorated. Every time I have docked at the PYC, I observed the slips and docks to be safe, solid, and tidy. Moreover, I see the PYC members always working on them. Like the boathouse, the slips and docks have undergone great improvement. They can be fully renovated, again, at no cost to the taxpayer. What's more, extra slips could be made available for day sailors while the majority would be rented out to produce revenue for the facility.

55-B

In short, I strongly recommend you keep the Presidio Yacht Club in your re-use plan for Fort Baker. They have been faithful stewards of Horseshoe Cove for decades. The members will make outstanding partners, continuing their good work in caring for the most beautiful place on Fort Baker.

55-A

Sincerely,


WILLIAM A. LAVELLE

F O R T B A K E R

Final EIS

Letter 55. William A. Lavelle, November 10, 1998.

55-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

55-B

Comment noted, thank you. Please refer to Master Response #6 – Preference for Docks over Moorings.

Author: FortBaker at NP-GOGA
Date: 10/20/98 9:40 AM
Priority: Normal
TO: Maggie Perry at NP-GOGA-GCNPA
Subject: Fort baker plan

----- Message Contents -----

I have carefully reviewed the proposed plan for Fort Baker. I like what I see with the exception of what will happen to the Presidio Yacht Club (PYC). I am a sailor who has visited the PYC on many occasions. I have observed the club in action, finding them a motivated and hard working bunch of volunteers, who are dedicated to preserving the rich heritage of fort baker. They are self sufficient, costing the tax payers nothing. They have made the historic boat house a surrounding area a much nicer place. Of course there is still room for improvement. But you should have seen the place just 5 years ago.

56-A

Furthermore, in keeping with the your plan, I suggest the PYC be that "park partner," operating the historic boat house. Their operation should be expanded to add some of the proposals. The focus should be on boating and sailing or all park visitors. They already have a restaurant and meeting area with kitchen. Add a store and you would be in business.

As a long time sailor in the bay, please keep the slips as they are much safer and more convenient for boaters to access the shore facilities (as Angel Island). More over, many day sailors do not have dingys. The PYC would be responsible for maintaining and improving the slips. Some slips could be rented out for revenue while more could be kept available for short term visitors.

56-B

In short, I think the PYC should continue as it is. They have proven themselves worthy caretakers of such a beautiful area. Just expand their clientele to the public.

If its not broke don't fix it. Keep the PYC. You will not be sorry.

William A. Lavelle

F O R T B A K E R

Final EIS

Letter 56. William Lavelle, October 20, 1998.

56-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

56-B

Comment noted, thank you. Please refer to Master Response #6 – Preference for Docks over Moorings.

Author: Gcl58@aol.com at NP--INTERNET

Date: 11/12/98 3:12 PM

Priority: Normal

TO: FortBaker at NP-GOGA-GGNPA

Subject: Ft. Baker Sailing Facility

----- Message Contents -----

Dear Sir:

I am concerned with the National Park Services plan to convert the Presidio Yacht Club (PYC) facility at Ft. Baker to an activity center (food, recreation, and rentals), and the conversion of the marina to short term public moorings by removing the dock facilities. I believe a better alternative would be to grant the USAF a long term lease, retain the PYC management of the boathouse and yacht club as a public facility (possibly with Air Force support), and not do away with the docking facilities.

57-A

Your proposal to eliminate the long term rental docks would essentially push 550 members, mostly retired military, out of the harbor. This is one of the last military related recreational facilities in the Bay area. On military retired pay very few could afford a commercial harbor.

57-B

I also believe that having marina/docking facilities are better than mooring facilities for a number of reasons. First, more boats can be accommodated by docks than with moorings. Second, disabled vessels require docking facilities. Third, moorings provide no access to land, the boathouse, etc., which discriminates against smaller boats without dinghies. Last, sailing school/lessons/rentals require docking facilities

57-C

It also seems advantageous for the Park service to retain PYC as the manager of the boathouse and yacht club. The PYC already manages effectively a snack bar open to the public and a full service marina and with Air Force backing and funding (contingent upon NPS providing a long term lease) will assure facility maintenance and upkeep at no cost to the NPS. In addition, the PYC members already have a vested interest in the quality of the facilities, programs, and management. Lastly, PYC already provides a large volunteer pool for upkeep, maintenance, and management of the facility and its recreational programs.

57-A

Don't sound the death knell on a good, ongoing, working program. Please support this endeavor.

George Lawton

F O R T B A K E R

Final EIS

Letter 57. George Lawton, November 12, 1998.

57-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

57-B

Comment noted, thank you. Please refer to Master Response #8 – Impacts to Current Users of Boat Shop and Marina.

57-C

Comment noted, thank you. Please refer to Master Response #6 – Preference for Docks over Moorings.

November 21, 1998

General Superintendent
GGNRA
Building 210 Fort Mason
San Francisco, 94123

Dear General Superintendent,

SUBJECT: FORT BAKER TRANSITION PLAN/MAINTENANCE OF SITE STRUCTURES

As a member of the NCPA, I strongly support the plan to transition Fort Baker to the National Park Service as both a natural preserve and a historic site. This sounds like a wonderful opportunity to create a useful resource for all citizens of our state.

However, a vital component of this plan must be the preservation of the site and its structures; the Army's decision to abandon maintenance of these is likely to cause severe damage, and render many of them not possible to rehabilitate. This will severely compromise the value of this addition to the national park system. And it is just plain penny-wise/pound foolish.

Please work with the Army and our local representatives to ensure that these buildings are adequately maintained during this transitional period.

Sincerely,

Thomas Leavitt

58-A

P O. BOX 7093
SANTA CRUZ, CA
95061-7093

F O R T B A K E R

Final EIS

Letter 58. Thomas Leavitt, Golden Gate National Recreation Association, November 21, 1998.

58-A

Comment noted, thank you. Please refer to response to comment 15-B.

Author: FortBaker at NP-GOGA
Date: 10/10/98 9:39 AM
Priority: Normal
TO: Maggie Perry at NP-GOGA-GGNPA
Subject: Fort Baker Plan

----- Message Contents -----

To: Superintendent Brian O'Neill, GGNRA
Building 201, Fort Mason
San Francisco, CA 94123

From:
Carl R. Lischeske
117 Prospect
Sausalito, CA 94965

Dear Sir,

I do not understand the reasoning to remove the Presidio Yacht Club from Horseshoe Bay. They have been there for 40 years. They have opened their facilities to all boaters and just about anybody.

I have been in boating for over 50 years. Commodore of Sausalito Yacht Club three times, President of Yacht Racing Association of San Francisco Bay, have been on the Board of Directors of Pacific Interclub Yacht Association and served as a delegate for many years.

As you may know, Horseshoe Bay is not a very good place to spend any time. The wind and fog are there all spring and summer. I understand the Presidio Yacht Club has had moorings in the bay for many years, but it seems no one wants to use them because of the wind and fog.

When the Coast Guard rescues a disabled boat they usually leave it at the Presidio Yacht Club dock.

I feel that if you took a survey, just about all the boaters on San Francisco Bay would say to leave the Presidio Yacht Club in Horseshoe Bay.

Sincerely,

Carl R. Lischeske

59-A

59-B

F O R T B A K E R

Final EIS

Letter 59. Carl R. Lischeske, October 20, 1998.

59-A

Comment noted, thank you. Please refer to Master Response #6 – Preference for Docks over Moorings.

59-B

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

Author: 'FortBaker at NP-GOGA
Date: 10/20/98 9:42 AM
Priority: Normal
TO: Maggie Perry at NP-GOGA-GCNPA
Subject: Marina

----- Message Contents -----

From: Jon C. Long
438 Groton Court
Sacramento, CA 95864

I have been boating on the bay for several years and have heard that a possible reuse scenario for the marina is to remove the docks and establish multiple moorings similar to Angel Island.

I believe this option would prove very disappointing. Very few boats visit Horseshoe Bay. It is not a popular destination such as Angel Island or Clipper Cove. A primary reason is bad weather--it's either foggy or very windy.

60-A

For those boats who do visit, most use the guest dock facilities of the Presidio Yacht Club, so they can go ashore and use the club facilities. Those with dingies often anchor in the bay. Unlike Angel and similar to Clipper Cove, Horseshoe Bay provides excellent anchorage as the bay is not deep. Consequently, moorings are totally unnecessary and would impede safe maneuvering.

60-B

The best situation for all bay boaters would be to retain the current marina and yacht club. They are very friendly to visitors and the public is indeed welcome.

60-C

F O R T B A K E R

Final EIS

Letter 60. **Jon C. Long, October 20, 1998.**

60-A

Comment noted.

60-B

See Master Response #6 – Preference for Docks over Moorings.

60-C

See Master Response #7 – Preference for Retaining PYC/Travis AFB.

Author: markl@edify.com at NP--INTERNET
Date: 12/7/98 1:27 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNFA
Subject: Presidio Yacht Club

----- Message Contents -----

I would like to urge you to allow the Presidio Yacht club to remain in Horseshoe Bay. I do not have any military affiliation, and am therefore not a member, but I am a frequent guest and greatly enjoy the club. As a younger member of society (mid twenties) it is a relaxed atmosphere in which to pleasure sail, race, talk to, and learn from people of military service. I have even had one member try to get me to enlist. :-)

I have never felt like an outsider due to my lack of military service. I believe that the PYC could add to the plans for Fort Baker and is a useful and easygoing atmosphere to learn and interact with people who have served our country through military service.

61-A

Thanks for your time,
-Mark Lowpensky

/*****/
Mark Lowpensky Software Engineer
markl@edify.com Edify (www.edify.com)
408-987-2443 (Fax) 408-382-2969

F O R T B A K E R

Final EIS

Letter 61. Mark Lowpensky, December 7, 1998.

61-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB

Author: "Robert J. Lull, MD." <rlull@sghscom.ucsf.edu> at NP--INTERNET
Date: 11/9/98 10:02 PM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
CC: Jack Gordon PYC <HENGORD@aol.com> at NP--INTERNET
CC: Jonathan Lull <jlull@amgen.com> at NP--INTERNET
CC: "Benjamin D. Lull" <benwaaa@aol.com> at NP--INTERNET
Subject: Comment on Plan to Eliminate Travis Marina at Fort Baker

----- Message Contents -----
Superintendent Brian O'Neill
GGNRA, Building 201, Fort Mason
San Francisco, CA 94123

Dear Superintendent O'Neill:

I am very displeased to see that the Park Service proposed plan for Fort Baker calls for the elimination of the Marina docks currently occupied by the Travis Marina and available for the use of active duty and reserve components of the U.S. Military forces as well as retired military personnel belonging to the Presidio Yacht Club. Let me outline some of the reasons why I strongly oppose this aspect of the Fort Baker plan:

1) The basic plan is flawed:

To replace the docks along the edge of the cove at Fort Baker with buoys in the center of the cove would make it much less efficient for visiting boats and transform a very neat appearance of the current dock system with a constant hodge-podge of moored boats in the center of the cove. This would ruin a very attractive view -- just the opposite of the park service goals.

Such buoys would discourage public use of the Fort Baker facilities by those seeking to reach it by water, since reaching shore from a moored boat can be impossible. Also, this systematically favors the very wealthy who can afford the typical luxurious yacht that are large enough to carry their own tender for transport from a mooring to the shore. Poorer sailors, without such a tender, will have no means of reaching the shore.

I strongly oppose the removal of the current docks at Fort Baker. Docks are far preferable to buoy moorings for both practical access reasons and for esthetic reasons as well.

2) Military Retiree Issues:

The military retirees have labored over the years to maintain an outstanding yachting and boat facility in the cove at Fort Baker. Surely, some accommodation can be made to allow these retirees, many surviving on just a military pension, to keep their boats in this

62-A

affordable harbor marina.

Membership could be frozen to include just the current retirees with boats at the docks. This group will either get too old for sailing or just die off, so the issue would naturally resolve with a gradual transition to a marina with no Military retirees left. Forcing them from this harbor would require many of them to give up sailing altogether because of the cost at other local facilities. Many would find it difficult to locate a reasonable facility in sufficient time, since most convenient marinas have multi-year waiting lists for dock space. Eviction from their slips is not fair to these individuals who have devoted the better part of their lives to the defense of our country.

It would be better to create a program for the marina that utilizes the dedication and combined experience and talents of the retired military members. They would be a wonderful resource for the nautically inclined visitor at Fort Baker--a living link to the rich military history at Fort Baker and the other portions of the GGNRA.

Maintaining the current or upgraded docks could allow this dedicated group to expand to the general public a program of didactic and practical on-board education about the principles and fine points of sailing. This type of program has worked very well for the active duty military personnel at Travis AFB. Expanding such a program to park visitors would create a unique resource within the GGNRA which would be available to all visitors regardless of wealth or social status. Use of non-commercial local expert volunteers, with cumulative years of sailing experience in the heaviest winds on the S.F. Bay, would be more in keeping with the tenor of the GGNRA.

62-B

3) Active Duty Military Recreational Needs:

I strongly oppose the current plan because it would also remove a valuable recreational resource that is needed by the men and women serving on active duty at Travis AFB. There is no ability to replace such a fine recreational facility for the active duty military personnel at Travis, who need such facilities when stationed stateside. These individuals are often called upon for great sacrifices in the defense of our Country. When they finally get an assignment where the family can be together for a few years, they need a recreational facility such as the Travis Marina to balance the hardship tours that are becoming more commonplace.

In summary, I strongly oppose the proposed plan to eliminate current docks at the Fort Baker cove and replace them with central cove buoys. With more creative planning, the needs of the active duty personnel at Travis AFB and the interests of the retired military sailors can be balanced with unique benefits to the general public by continuing the

Travis Marina and Presidio Yacht club facility at Fort Baker.

Sincerely,

Robert J. Lull, M.D.
San Francisco CA 94131

F O R T B A K E R

Final EIS

Letter 62. Robert J. Lull, November 9, 1998.

62-A

Please refer to Master Response #6 – Preference for Docks over Moorings.

62-B

Thank you, your comments and suggestions are noted. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB, and Master Response #8 – Impacts to Current Users of Boat Shop and Marina.

Author: "Robert J. Lull, MD." <rlull@sfghscom.ucsf.edu> at NP--INTERNET
Date: 11/20/98 12:41 AM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
CC: Jack Gordon PYC <HENGORD@aol.com> at NP--INTERNET
Subject: Comments on SEIS and Proposed Plan for East Fort Baker

----- Message Contents -----

Dear Fort Baker Planning Commission:

Re: Comments on SEIS and Proposed Plan for East Fort Baker

These comments are submitted in writing as a summary of my verbal statement at the hearing at Fort Mason on 18 November 1998.

Point #1: Maintaining the Travis Marina Community Boat Facility (also known for the past 40 years as the Presidio Yacht Club) at East Fort Baker, as requested by the U.S. Air Force, is needed to allow continued access to this new GGNRA site by the Active Duty Military, who are frequently sent for extended temporary duty to distant foreign countries in defense of our Country's freedom. This is not privileged access! This is merely providing the military with access equal to the rest of the public. Active duty military are also members of the public. However, because of their unique military duties, these individuals require the special structured environment of the Travis Marina for equal access. This is analogous to handicapped individuals, who require special structures to get equal access to locations and activities as the rest of the public. Such provisions have proven necessary over the years to provide our military, who put their lives on the line for our freedom, similar access to boating as the general public. This is why the PYC was established originally.

Point #2: PYC Members are a unique personnel resource to the GGNRA, who can assist in accomplishing the goals of the Master Plan as permanent partners operating a marina facility at this historical site. In an environment fully open to the public, as promised in the Travis AFB proposal, they would be excellent docents about the rich military and sailing history of East Fort Baker and the surrounding San Francisco Bay. These are the "Private Ryans" from World War II, Korea, Vietnam, and Desert Storm. They have a unique perspective to contribute about the military history of the GGNRA that would be of immense interest to the public visitors at the site. If their sailing and boating instruction and rental programs, which have proven so popular with Travis personnel, were expanded to the general public it would greatly enhance the public's opportunities at East Fort Baker. People are the most valuable resource of any organization. The dedicated members of the PYC at the Travis Marina will be a tremendous resource for the GGNRA. I recommend that you fully utilize them by approving the request of Travis AFB that would maintain the marina for military needs while simultaneously opening it to the general public.

POINT #3: The space and weather conditions at East Fort Baker would make central buoys both impractical and dangerous as the only method of securing a boat. Floating docks, such as those currently present are safer and can accommodate more public participation in environmentally safe boating activities. I strongly recommend that you delete the plan for central buoys and make provisions for retaining and upgrading the docks in their current location. This would be accomplished by adopting the Travis AFB plan.

Thank you for allowing my input in the planning process for this great site.

Sincerely,

Robert J. Lull, M.D.

63-A

63-B

F O R T B A K E R

Final EIS

Letter 63. Robert J. Lull, November 20, 1998.

63-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB.

63-B

Comment noted, thank you. Please refer to Master Response #6 – Preference for Docks over Moorings.

Author: "Daniel Mahoney" <Dan-JeanMahoney@worldnet.att.net> at NF--INTERNET
Date: 12/7/98 6:56 PM
Priority: Normal
TO: FortBaker at NF-GOQA-GENPA
Subject: Fw: Fort Baker Plan

----- Message Contents -----

-----Original Message-----Date: Sunday, December 06, 1998 7:23 PM
Subject: Fort Baker Plan

As a member of the Presidio Yacht Club, I fully support the position the yacht club has expressed in our letter to you concerning the Fort Baker plan.

In addition to the points listed in that letter, it should be noted that docks provide a more compact storage system for boats; many more can be contained in the same area, allowing an open bay vista while also providing more convenience to recreational boaters. This is well-illustrated by the Bob Campbell photograph on the cover of the proposed plan and the draft EIS; an outstanding photograph in which the 70-odd boats are barely noticeable as a neat line parallel to the shore as compared to a group scattered around the bay.

Moorings would not generate enough income to pay for their maintenance and the attendant and boat needed to collect fees.

As one who has followed the planning process from the beginning, I would like to express my appreciation for the manner in which it has been conducted. The staff of the National Park Service and the National Parks Association have been thorough, fair and highly competent in developing this plan.

Sincerely, Daniel T. Mahoney

64-A

F O R T B A K E R

Final EIS

Letter 64. Daniel Mahoney, December 7, 1998.

64-A

Comment noted, thank you. Please refer to Master Response #6 – Preference for Docks over Moorings.

12/7/98



BUZZ MANTLE
Broker / Associate
International Presidents Circle
BuzzMantle@aol.com EMAIL
(707) 996-3252 BUSINESS
(707) 996-3436 FAX
(707) 939-2636 DIRECT LINE

921 EPOCAWAY
SONOMA, CA 94978



Each Office Must Display Equal Housing Opportunity Logo

DEAR BRIAN,

I would like to suggest that
you consider leaving part of
FT Baker (The PYC Bldg & docks) under
the jurisdiction of Travis AFB & the
PYC.

The PYC & docks lends an air
of Authority to the National Harbor
& provides a real service to the S.F.
Area young & old. I am a part-
a-stripper and have provided unique bay
sailing experience for PYC Members & relatives
of members from all over the U.S. From
Ex Marines attending Berkeley to a retired
dentist from Wisconsin.

Pls. Consider keeping a part of
The History of FT Baker alive.

Sincerely

Buzz Mantle

65-A

F O R T B A K E R

Final EIS

Letter 65. Buzz Mantle, December 7, 1998.

65-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB, and Master Response #8 – Impacts to Current Users of Boat Shop and Marina.

7 NEAME AVE.
SAN RAFAEL, CA.
94901

December 1, 1998

Superintendent Brian O'Neill
GGNRA Building 201, Fort Mason
San Francisco, Ca. 94123

Dear Superintendent O'Neill,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (EIS), Fort Baker Plan. I am a member of the Presidio Yacht Club, however my comments do not necessarily reflect the official position taken by the club.

The "Proposed Plan For Fort Baker" calls for the removal of the existing slips at the marina and being replaced by 60 public moorings. Replacing boat slips (About 75 slips) with moorings is unrealistic and would adversely affect the use of Horseshoe Bay by boat owners. Moorings are very difficult to connect to in Horseshoe Bay because of the strong erratic winds and strong currents. Docks are much easier and safer to use as a mooring. In the past the PYC Harbor Master has been able to accommodate all visiting boats with the existing docks. The docks are presently maintained by volunteer members of the PYC at no cost to the government. If the PYC is allowed to continue to operate at Fort Baker, the dock maintenance with volunteer labor would continue. Removing the marina would be an expensive proposition that would have to be funded by the National Park Service (NPS). A concession in the Boat House likely could not generate enough revenue to pay for removal.

66-A

The "Office And Cultural Center" alternative showing that the marina and the boat house use would be retained as presently exists is much more practical than the Proposed Plan. Travis Air Force Base has requested permission to operate the Marina and PYC on a long term basis. A long term lease as a park partner would allow the Air Force to fund needed improvements to bring the Boat House Building and the docks up to NPS standards. The Air Force said that they would be able to open the facility to the public so that it is operated in accordance with NPS standards.

66-B

As presently operated the Presidio Yacht Club serves a very diverse demographic community. Some of the active duty military members qualify for and receive federal food stamps. Don't be misled by the elitist connotation of the term "Yacht Club". The Presidio Yacht Club offers free membership to active duty military personnel so that they can participate in activities that are normally reserved for the more affluent. The military services put great emphasis on improving the quality of life of service members to improve retention and the yacht club aids in that goal. The dues for non-active duty military club members is a very modest \$10 per month

Paragraph 2.2.3 top of page 2-14 recommends the removal of Building 665. Building 665 was constructed in 1942 at the same time as the Boat House

66-C

Building and should be considered an historic building. Building 665 is in very good condition and is a very useful building. It could be the building used for bike rental and repair. It presently houses the PYC tool room.

66-C

There seems to be a conflict in the objectives shown in Paragraph 1.3. Page 1-3 has a paragraph about promoting public access to "attract and serve a broad range of visitors including a diversity of age, income, ethnicity, physical abilities and interests."

The next paragraph in the EIS addresses minimizing environmental impacts. To do this the EIS suggests minimizing traffic and parking impacts by "minimizing automobile generation to the site and within the site." I think that the Park Service should rethink the adverse effect that automobiles have on an urban park. Automobiles are the way families get to and enjoy the park. They do not want to take a bus, which is inconvenient and expensive with small children, nor do they want to park in some obscure corner of the park and transfer to a shuttle bus even if it's free. The philosophy should be to make the park convenient and attractive to all, not just to that small segment of the naturalist community that is offended by the sight of automobiles.

66-D

The proposed plan has far too few parking spaces and they are inconvenient for park users. Whenever the Bay Area Discovery Museum has a special function, the space along the sea wall between the Coast Guard Station and the Boat House becomes completely full of parked vehicles. I have counted over 200 vehicles in this area. At the same time all of the other spaces near the museum are overflowing. Deleting the parking area between the Coast Guard Station and the boat house will also make it very inconvenient for those that launch their boats at the boat ramp. They would have to park their vehicles and trailers near the museum and walk back to their boat. A vehicle and trailer takes up the space of three or four vehicles. This will overtax the museum parking space.

Removing the bulkhead along the waterfront is a very expensive idea with little or no gain. It would eliminate the much needed parking area noted in the above paragraph. The expense of tearing down the wall and removing the excess soil behind the wall will be enormous. The GGNRA could probably find a better use for the kind of money that it will take. The beach formed by the bulkhead removal will repeatedly become covered with the debris that presently is deposited on the beach near the Boat House. The beach area itself is not suitable for lounging as the summer weather at Horseshoe Bay is usually cold and windy. The board walk shown on conceptual drawings will likely be severely damaged during winter storms coupled with the extreme winter high tides. I have witnessed waves crashing over the present sea wall and landing about 30 feet north of the present roadway. The effect of these extremes is not addressed in the EIS.

66-E

A less expensive alternative to removing the bulkhead would be to provide a promenade along the edge of the sea wall and making the parking area more attractive. The promenade could be made very attractive with decorative lighting as seen along similar waterfront promenades in southern Europe or along the Embarcadero in San Francisco.

66-F

I note that the EIS expresses some concern with the "protection of natural darkness" This may appeal to a small percentage of nature purest but I do not think that the general public, who the Park Service is supposed to serve, would agree that dark is good. I am sure the attendees of the proposed conference center would also disagree with this concept. An after dinner walk in the "natural darkness" would likely be scary and very short. An evening walk along a well lighted promenade along the perimeter of Horseshoe Bay would, I feel, become very popular.

66-G

PARAGRAPH 3.12 WATER Supply AND DISTRIBUTION

THERE IS A A SERIOUS ERROR IN THE ANALYSIS SITED IN THIS PARAGRAPH. I HAVE OVER 18 YEARS EXPERIENCE AS A LOSS PREVENTION SPECIALIST WITH FACTORY MUTUAL ENGINEERING, AN ACKNOWLEDGED LEADER IN MATTERS REGARDING FIRE PROTECTION. IN CONJUNCTION WITH NATIONAL PARK SERVICE FIRE DEPARTMENT PERSONNEL, I DID FIRE FLOW TESTING FROM A NUMBER OF FIRE HYDRANTS AROUND FORT BAKER IN 1997. NONE OF THE HYDRANTS TESTED CAME ANYWHERE NEAR THE FIRE FLOW SHOWN. THE FIRE HYDRANT NEAREST THE BOAT HOUSE BUILDING FLOWED ONLY ABOUT 300 GALLONS PER MINUTE (GPM) WITH ONE HYDRANT BUTT FULLY OPEN. THE RESIDUAL PRESSURE OF THE WATER WAS REDUCED TO LESS THAN 5 POUND PER SQUARE INCH (PSI). NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) STANDARDS REQUIRE A MINIMUM RESIDUAL PRESSURE OF 20 PSI FOR FIRE PROTECTION SERVICE. A FIRE SPRINKLER SYSTEM FOR THE BOAT HOUSE USING NFPA STANDARDS REQUIRES A MINIMUM OF 150 GPM WITH AN ADDITIONAL ALLOWANCE FOR HOSE STREAMS OF 250 GPM. FOUR HUNDRED GPM WITH A RESIDUAL PRESSURE OF 20 PSI IS NOT AVAILABLE AT THE BOAT HOUSE BUILDING. PERHAPS THE ENGINEERING STUDY REFERENCED IN THE EIS WAS BASED ON A COMPUTER MODEL THAT DID NOT TAKE INTO ACCOUNT EXISTING CONDITIONS.

66-H

I have spoken to NPS Fire Department Inspector Ray Healy about this paragraph, and he agrees that the stated fire flows are not consistent with the fire flows measured by the fire department. A retest of the fire flow from the hydrant near the Boat House will be done by Mr. Healy on December 7. He said that he would coordinate with the Fort Baker Planning Team regarding the results of the test.

SUMMARY

Retain the existing marina and allow Travis AFB to continue operating the marina and the Presidio Yacht Club. Do not remove Building 665.

Provide additional parking and make the park more user friendly to the motoring public.

Do not remove the existing bulkhead and spend the money more wisely.

Retain the bulkhead and provide a well designed promenade around the perimeter of horseshoe bay. Make the existing parking area at the bulkhead attractive.

Paragraph 3.12.1 is not correct regarding water supply fire flow. It is important to correct the last sentence of this paragraph to reflect the results of the December 7 Fire Department tests.

FORT BAKER

Final EIS

Letter 66. John C. Machum, December 1, 1998.

66-A

Comment noted, thank you. Please refer to Master Response #6 – Preference for Docks over Moorings.

66-B

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB

66-C

Comment noted. Appendix A identifies Bldg. 665 as a historic structure proposed for removal. The text in 2.2.3 has been corrected to reflect that this is a historic building that would be removed under the Proposed Action. The adverse impact resulting from its removal is addressed in Section 4.2.5.3 and mitigation included in 2.6.5. A Memorandum of Agreement with the State Historic Preservation Office, the Advisory Council on Historic Preservation and the National Park Service would complete compliance with the National Historic Preservation Act. Removal of this building along with adjacent non-historic Bldg. 659 is part of the waterfront and beach restoration. Future maintenance needs associated with the boat shop can be handled within the boat shop building, and Bldg. 699, which would be retained. Bicycle rental and other visitor services can be provided in the boat shop or Bldg. 699 adjacent to it, which is retained in the Proposed Action.

66-D

Comment noted, thank you. Please refer to Master Response #2– Parking.

66-E

See Master Response #3 – Treatment of Waterfront, response to comment 66-F and Section 4.2.2.1 in the EIS.

66-F

Comment noted.

66-G

The Proposed Action would include night lighting for visitor safety and protection. As discussed in the EIS, such lighting would be designed to minimize the effects of glare while ensuring basic safety. Refer to EIS Section 4.2.10.5 for additional information.

66- H

Comment noted and correction made. The text in Section 3.12.1 of the FEIS has been changed to reflect that repair and rehabilitation of the water system is required to provide adequate fire flows. Thank you.

Author: "Miller, Lee" <millel@UF4725P02.WashingtonDC.NCR.COM> at NP-
INTERNET

Date: 11/11/98 12:11 PM

Priority: Normal

TO: FortBaker at NP-GOGA-GGNPA

Subject: East Ft Baker USAF Long Term Lease

----- Message Contents -----

Sir:

Because of the importance of providing a marina with adequate docking facilities at Ft Baker where more vessels including disabled boats can be accommodated than with NPS planned activity center with moorings, it is strongly recommended that the USAF be given a long term lease to continue running the marina and provide the necessary docking facilities. Your plan essentially eliminates the use of the rental docking facilities for 550 members of the Presidio Yacht Club (PYC).

We strongly recommend the retaining the PYC for the Boathouse/Yacht Club management of the existing public snack bar and full service marina and that the PYC be able to continue the program of providing volunteers for the facility upkeep, maintenance and management as well as volunteers to run the recreational program. All these volunteer efforts allow public access to the facility at no cost to the NPS. Again we strongly recommend the granting of a long term lease to the USAF for the above stated purposes.

Lee Miller
Interested Party

67-A

F O R T B A K E R

Final EIS

Letter 67. Lee Miller, November 11, 1998.

67-A

Comment noted, thank you. The Proposed Action calls for the provision of docks and moorings. Docks would continue to be available for distressed vehicles (see Master Response #6 for additional information). Also, please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB and Master Response #8 – Impacts to Current Users of Boat Shop and Marina for additional information related to the issues raised in your e-mail.

Author: Eric Mueller <eric-m@worldnet.att.net> at NP--INTERNET
Date: 12/8/98 12:10 AM
Priority: Normal
TO: FortBaker at NP-GOGA-GGNPA
Subject: Fort Baker Proposal

----- Message Contents -----

Brian O'Neill

I have been active in the Fort Baker process and would like to forward some comments. I support the majority of the plan. The area I would like to address centers around the proposed use of the current Yacht Club and marina facilities.

I believe that the Presidio Yacht club is the best group to run the marina and facilities. This is based in part on the fact that the Yacht Club has one of the largest memberships in the San Francisco bay area, and that the club maintenance is run using volunteer labor. The Yacht club serves a portion of the population that is not rich, but is willing to spend time working towards what they enjoy. The club, with its low berthing rates, serves to allow people to own boats that would not otherwise be able to afford it.

The marina plan to convert to mooring buoys is ludicrous to those that know sailing in the bay. The surge in the cove is entirely too strong and the winds too high to support buoys. It could even prove hazardous to boaters. There is very little traffic currently to the cove from the bay as it exists, even with guest docks available. I believe leaving the docks in place is a better solution towards attracting use for the long run.

Boaters are more likely to visit a location if there is some sort of club facility and reasonably easy access to minor things such as showers and bathrooms. Inherent in this is allowing the club to continue to run the marina. This would require allowing them an exclusive meeting and work space as any project would. This would best be supported by leaving a building to act as a workshop and leaving a portion of the main building for club activities. (the upstairs bar area seems the logical choice).

some items to consider:

- 1) Potential surge and wind hazards.
- 2) Lack of method to get to shore (even Angel Island has docks).
- 3) Good neighbor relations with the Coast Guard. (I understand they use the facilities).
- 4) Sail training for youth and adults. (In my experience this results in more respect for the environment and mother nature).
- 5) The Labor from the club could provide a base for active use of the area outside of the conference facilities.
- 6) Interested volunteers have proven to be very valuable to other parks and even projects here (I spent a summer working in the Marin Headlands as a volunteer).
- 7) You are likely to loose the majority of the volunteer labor the Yacht Club currently supplies if they have no place to moor their boats and meet. (500 people is an awful large labor pool to throw away).

68-A

68-B

68-A

... As a closing note, I belong to many organizations and have volunteered my time for many more. It is rare to find a group of people that have survived as long as the Presidio Yacht Club has, and still retain their interest and joy in what they do. You have a group of people here, now, who have lived what the rest of us can only read about. I believe there would be much lost in both tangible and intangible terms if the Presidio Yacht Club were forced to leave.

Sincerely yours

Eric Mueller

F O R T B A K E R

Final EIS

Letter 68. Eric Mueller, December 8, 1998.

68-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB

68-B

Comment noted, thank you. Please refer to Master Response #6 – Preference for Docks over Moorings.

Author: FortBaker at NP-GOGA
Date: 10/20/98 9:42 AM
Priority: Normal
TO: Maggie Perry at NP-GOGA-GCSPPA
Subject: Planned Use for East Fort Baker

----- Message Contents -----

James B. Nelson

2722 Klamath Dr.

Rocklin, CA 95765

18 October, 1998

Fort Baker Planning Team
Bldg 201, Fort Mason
San Francisco, CA 94133

Dear Sirs:

Reference the public review period for the draft plan on the future of East Fort Baker: please accept the following input. As a recently retired Air Force officer, I can attest to the strong success of the Presidio Yacht Club as a viable and substantial benefit to the well being of both military and civilian in the bay area. For myself and many others in the Sacramento area, it is one of the few remaining benefits in the bay area not affected by cutbacks. The reason is simply the dedication of the members and the support of Travis Air Force Base.

The continued use of East Fort Baker and Horseshoe Bay as a Presidio Yacht Club entity will provide both military and civilian public recreation facilities for many years with your support. Thank you for your consideration on this issue.

Sincerely,

James B. Nelson

69-A

F O R T B A K E R

Final EIS

Letter 69. James B. Nelson, October 18, 1998.

69-A

Comments noted, thank you. Please refer to Master Response #7 – Preference for Retaining PYC/Travis AFB, and Master Response #8 – Impacts to Current Users of Boat Shop and Marina.

Author: "John B. Nun" <johannun@aol.com> at NP--INTERNET

Date: 11/11/98 4:00 PM

Priority: Normal

TO: FortBaker at NP-GOGA-GGNPA

Subject: Conversion of Presidio Yacht Club Marina at Ft Baker

----- Message Contents -----

I am not going to appeal to your logic. Every lobby has its logic. I appeal to your sense of patriotism. On this Veterans Day, I appeal to your sense of obligation, however small, to those who have served this country for so little. This is not asking for much. This is not going to incur a debt for the Park Service; on the contrary, it will retain a much needed facility at no expense to the Park Service. Don't be the next in line in the government to take away another benefit of the veterans. Thanks for your consideration.

70-A

John Nun, retired after 21 years in Army (no personal benefit from this plea)

F O R T B A K E R

Final EIS

Letter 70. John B. Nun, November 11, 1998.

70-A

Comment noted, thank you. Please refer to Master Response #7 – Preference for Retaining
PYC/Travis AFB.