

**DRAFT**

# **Bay Area Boardsailing Plan**

**September 2019**



Prepared by



Cover image by Erin Loscocco  
Rider: Jeremy Lund  
Boat support provided by John Von Tesmar





September 20, 2019

Attn: Interested Parties

Subject: Bay Area Boardsailing Plan

Dear Interested Parties:

The San Francisco Bay Area Water Trail (Water Trail) and the San Francisco Boardsailing Association (SFBA) are pleased to present the Bay Area Boardsailing Plan for consideration by the boardsailing community, shoreline site owners/managers, planners and landscape architects, agency staff and decision-makers, and everyone else interested in the provision of safe and sustainable water access to San Francisco Bay. The Water Trail and SFBA hope that this plan provides useful information and recommendations for interested parties and stakeholders to consider as part of pending development projects, long range planning efforts, and shoreline use management.

The Water Trail and SFBA are committed to working with all parties in a cooperative manner to advance the planning for and development of the proposed water access improvements set forth in this plan. In particular, we would like reviewers to consider the following:

- San Francisco Bay is one of the world's premier boardsailing locations due to the consistent winds that occur March through September - one of the longest boardsailing seasons in the world
- Boardsailing has a long history on the Bay, but suitable access is limited and growing use is increasing demand on already crowded boardsailing sites
- Access needs for boardsailors are unique and sometimes not well-understood by shoreline planners, managers, and decision-makers - even minor modifications of a site can result in significant impacts to user safety
- Recent development projects and shoreline erosion have already significantly impacted use at several important boardsailing sites and sea level rise will increasingly require proactive management to address shoreline access impacts

We hope that this plan objectively presents the importance of protecting and enhancing boardsailing access to San Francisco Bay. We look forward to working with all stakeholders in ensuring safe and sustainable boardsailing access for the benefit of Bay Area residents and visitors to our Bay.

Respectfully submitted,

A handwritten signature in black ink that reads "Ben Botkin".

Ben Botkin, Associate Planner  
San Francisco Bay Area Water Trail

A handwritten signature in black ink that reads "Tomer Petel".

Tomer Petel, President  
San Francisco Boardsailing Association



PAGE INTENTIONALLY  
LEFT BLANK





# DRAFT San Francisco Bay Area Boardsailing Plan

September 2019

Prepared by:



Funded by:



# Acknowledgments

This document draws from the collective wisdom of boardsailors, designers, and public access professionals as well as other documents that detail best practices in water access design and planning. Throughout this document's development the experience and guidance of Bay Area boardsailors was critical to inform existing use and needed improvements associated with sites across the Bay.

## Water Trail Staff

- Ben Botkin, *Water Trail Planner*
- Avra Heller, *Water Trail Project Manager*

## Water Trail Advisory Committee

Representatives of trail-related interests including boardsailors, accessibility experts, wildlife agency staff, and safety professionals provide regular guidance on Water Trail implementation.

## Project Management Team

The Water Trail is implemented under the leadership of:



## SFBA Board of Directors

- Tomer Petel, *President*
- David Lyon, *Vice President*
- Jim McGrath, *Access Chair*
- Jeff Finn, *Access, Social Media, Safety Outreach*
- George Israel, *Treasurer, Access*
- Emily Prescott, *Access, Communication Writer*
- Bill Robberson, *President Emeritus, Access, Safety, Engineering*

## Boardsailing Plan Subcommittee

- Mandi Browning
- Tomer Petel
- David Lyon
- Andrew Sullivan

## Additional Assistance Provided By:

- Chris Beech, *East Bay Access Review*
- Cavian Cav, *Mapping and Photography*
- David Fielder, *Windsurfing Review*
- Doug Seiler, *Marin Access Review*
- Brynne Weeks, *Mapping*



# Table of Contents

<u>1. INTRODUCTION.....</u>	<u>1</u>
<u>2. BOARDSAILING.....</u>	<u>7</u>
<u>Windsurfing.....</u>	<u>9</u>
<u>Kiteboarding.....</u>	<u>12</u>
<u>3. BAY AREA ACCESS.....</u>	<u>19</u>
<u>Central Bay North.....</u>	<u>24</u>
<u>Central Bay.....</u>	<u>52</u>
<u>Central Bay South.....</u>	<u>68</u>
<u>South Bay.....</u>	<u>74</u>
<u>Carquinez Strait.....</u>	<u>78</u>
<u>Suisun Bay and Marsh.....</u>	<u>86</u>
<u>4. ENHANCING ACCESS.....</u>	<u>91</u>

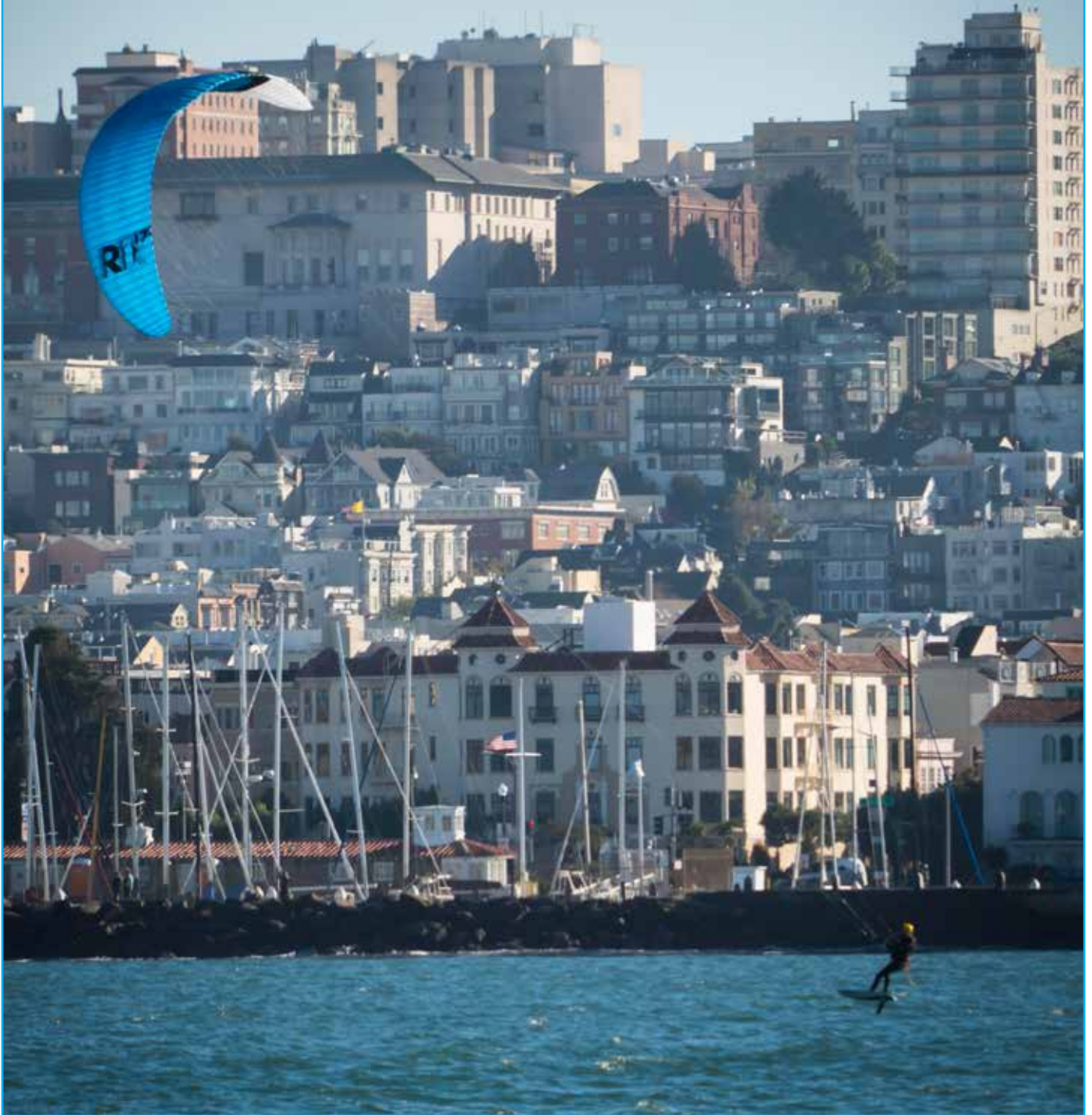


PAGE INTENTIONALLY  
LEFT BLANK





# 1.0 Introduction



Jeff Botkin



## INTRODUCTION

# Boardsailing the Bay

San Francisco Bay is one of the world's premier boardsailing locations. Boardsailing can occur anywhere there is consistent wind blowing over the surface of the water, but the Bay Area is truly special. Temperature differences between Pacific Ocean and the Sacramento Valley generate thermal winds that occur regularly from March through September. With seven months of consistent winds, San Francisco Bay provides one of the longest boardsailing seasons in the world.

Windsurfing has been popular on the Bay for over 40 years and, with the rise of modern kiteboarding in the late 1990s, boardsailing has continued to grow in popularity. The access needs of windsurfers and kiteboarders are unique from other types of water craft and kiteboarders in particular need sites with plenty of unobstructed space to launch and land. Windsurfing tends to be more versatile, with an ability to launch and land from shoreline ramps, docks, and access paths. Access is primarily limited to 28 sites throughout the Bay Area that provide suitable winds and space for windsurfers and/or kiteboarders to regularly launch and land their boards. Once on the water, the Bay provides unparalleled recreational opportunities.



Ben Botkin



## INTRODUCTION

# Purpose and Intent

The purpose of this Plan is to provide a single objective source of information about existing boardsailing access within the nine-county Bay Area. This Plan also identifies opportunities and constraints for the enhancement of boardsailing access and associated facility and site improvements. This Plan is intended to supplement and expand upon the Enhanced San Francisco Bay Area Water Trail Plan and the Bay Conservation and Development Commission's (BCDC) Bay Plan. The goal of this Plan is to ensure that protection and expansion of boardsailing access receives attention commensurate with the Bay Area's statewide, national, and even international importance, and that the public interest with regard to improved boardsailing access is recognized.

As boardsailing continues to grow in popularity, and as the overall population of the Bay Area grows, ensuring there is adequate, safe access distributed across the Bay Area will be critical. Meeting this demand through protection and enhancement of existing access sites, as well as construction of new sites, will help ensure that use is concentrated in locations that are suitable to higher levels of use. If adequate access is not accommodated, it can result in people launching under increasingly hazardous conditions or seeking out and launching in areas that contain sensitive species and habitats.



Cavian Cav



## INTRODUCTION

# Bay Access

In 1963, only about four miles of Bay shoreline were being used for waterfront parks. The Bay was rapidly being filled for development and waterways were highly polluted. Thanks to decades of hard work from passionate citizens and implementation of forward-looking policies, significant progress has been made to improve water quality, protect and enhance recreational access, and expand habitat for wildlife. Today, the Bay and its shoreline are key recreational resources to millions of Bay Area residents and visitors, providing unique opportunities for fun, education, and adventure. Recreational activities on the Bay and along its shoreline inspire an appreciation of the Bay and motivate people to participate in the responsible management and protection of the Bay.<sup>1</sup>

## San Francisco Bay Plan

The McAteer-Petris Act of 1965 created the San Francisco Bay Conservation and Development Commission (BCDC). The [San Francisco Bay Plan](#) was completed and adopted by BCDC in 1968 to implement the provisions of the Act, namely to reduce filling of the Bay and to increase recreational access to and along the shoreline. From its studies of San Francisco Bay, BCDC has concluded that “shoreline areas suitable for priority uses—ports, water-related industry, airports, wildlife refuges, and water-related recreation—exist only in limited amount, and should be reserved for these purposes.” Additionally, BCDC is required to ensure that “each new shoreline development increases public access to the Bay to the maximum extent feasible, in accordance with the policies for Public Access to the Bay.”

The Bay Plan and BCDC continue to play a critical role in the protection and enhancement of this public access through long-range planning, site design review, and regulatory enforcement. In 2006, BCDC completed its “Recreation and San Francisco Bay” report and updated the Bay Plan to recognize the then relatively new sport of kite sailing (now known as kiteboarding). The information and recommendations within this Boardsailing Plan are intended to assist BCDC staff and decision-makers regarding future projects and strategic management of boardsailing as an important and growing public access resource.



1 BCDC. 1968. *San Francisco Bay Plan: Recreation Finding (a)*. As amended 2006.

Ben Botkin



## INTRODUCTION

# Bay Access

### San Francisco Bay Area Water Trail

The California legislature established the San Francisco Bay Area Water Trail (Water Trail), finding that “with loss of public open space, the public increasingly looks to the Bay, the region’s largest open space, for recreational opportunities.” Boardsailors were instrumental in the passage of the San Francisco Bay Area Water Trail Act (AB 1296, Hancock) on September 22, 2005.

The Water Trail strives to enhance access to San Francisco Bay for people in human-powered boats and beachable sail craft. The trail promotes safe and responsible use of the Bay through education and coordinated, strategic access planning and funding.

The [Water Trail Plan](#) guides trail implementation for agencies and organizations that develop and manage water trail access points and programs. Recommended policies and procedures in the Plan define how the Water Trail takes shape over time by encouraging and funding enhancements for existing access sites, working with shoreline regulators and stakeholders during new development to accommodate appropriate water access, and working with local users to ensure access is safe and sustainable. Sites voluntarily join the Water Trail through a designation process that encourages and elevates quality water access.

The Water Trail Program regularly engages agencies, the public, and private entities in planning and site design review for water access projects. The Program recently completed the [Water Trail Design Guidelines](#), which provides best practices and standards for water access facilities including kiteboard and windsurfing launch designs.

### San Francisco Boardsailing Association

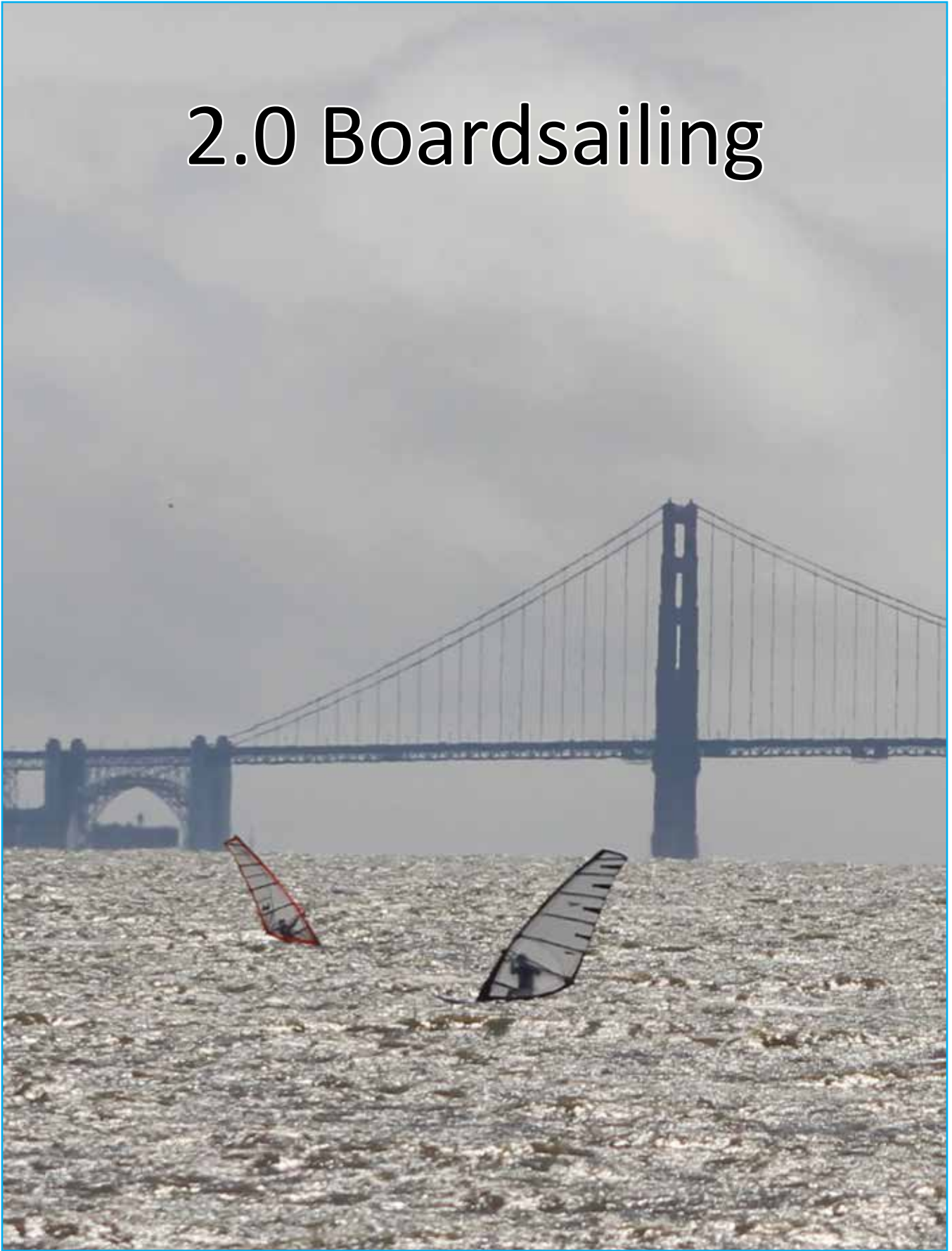
The [San Francisco Boardsailing Association](#) (SFBA) is a not-for-profit organization incorporated in 1986 to ensure that windsurfers and kiteboarders have quality access to the San Francisco Bay. The SFBA mission includes creating and improving boardsailing launch sites and facilities and promoting and enhancing boardsailing safety and related education. In order to achieve this mission, SFBA initiates and builds consensus for and contributes to launch site access improvements and enhancements. SFBA regularly participates in the planning processes and has provided funding for development, reuse and redevelopment of public and private properties adjacent to San Francisco Bay. SFBA also actively sponsors safety, outreach and special events and engages in all activities which may impact, threaten or enhance the recreational uses of windsurfing and/or kiteboarding in the greater San Francisco Bay Area.



PAGE INTENTIONALLY  
LEFT BLANK



# 2.0 Boardsailing



Ben Botkin



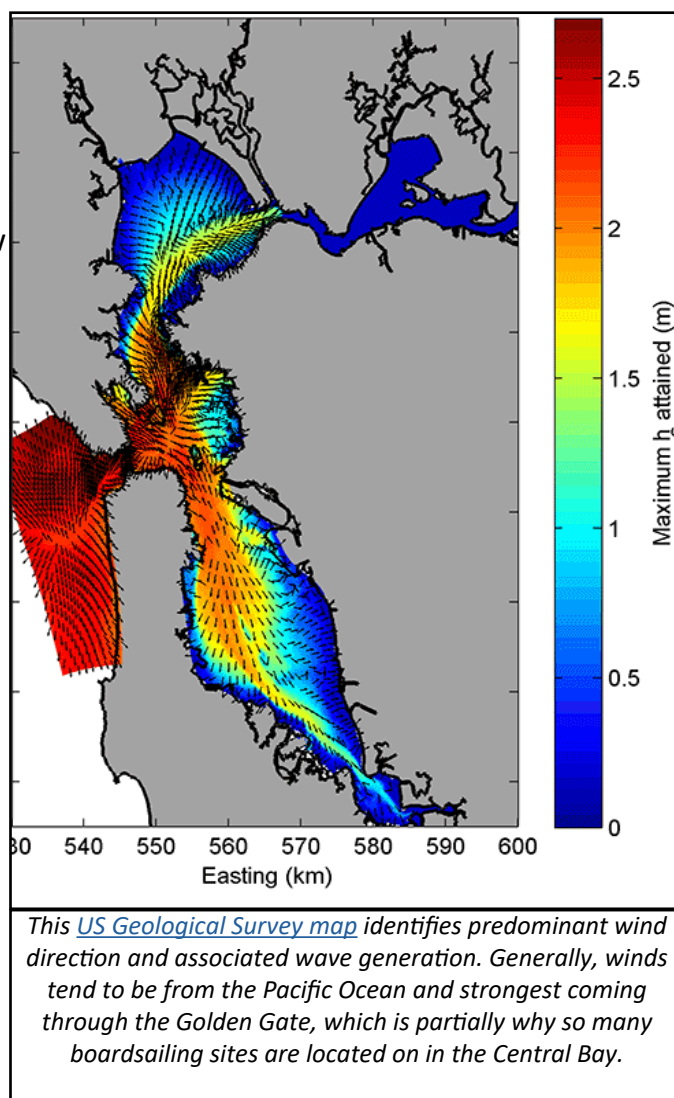
## Introduction

Boardsailing consists of windsurfing and kiteboarding, but there are many variations to each sport depending on the skill and goals of the rider.<sup>1</sup> This section will provide a brief overview of each sport, including equipment, basic riding techniques, and necessary water access facilities.

### Wind

A key first step in understanding boardsailing is to understand the optimum wind direction, velocity, and quality need to boardsail; and how wind velocity and direction can influence launch locations, rider safety, and equipment selection.

- **Wind Direction:** Winds should predominantly be blowing side-shore and side-onshore, which means either parallel to the beach or at a 45-degree angle onto the beach. These are the safest two wind directions for boardsailing as they will blow a rider along or gently back towards the shore. Straight onshore or offshore winds can be more hazardous wind directions as they can pull a rider onto land and into hard objects, or out into the Bay.
- **Wind Velocity:** Boardsailors require steady winds typically between 10-25mph. With the rise of hydrofoils, some boardsailing can now occur in winds of 8mph or less. Wind velocities greater than 25mph are suitable only for advanced riders.
- **Wind Shadow:** Structures located upwind of a launch site can disrupt wind flow and cause significant impacts to boardsailing areas downwind. Generally, a structure will cause turbulence (i.e., swirling, gusty winds) across a distance equal to 20 times the height of the structure. This area of turbulent wind is often referred to as the wind shadow.



<sup>1</sup> SFBA acknowledges that the term “boardsailing” traditionally only applies to windsurfing. However, as the mission of SFBA has expanded to cover both windsurfing and kiteboarding, and for ease of reading and simplicity, this document uses “boardsailing” to refer to both sports.





# Windsurfing

Windsurfing is a gear intensive sport. Each rig is comprised of a sail supported by a mast, a boom, a universal joint that connects the sail to the board, and a board that is similar to a surfboard with a fin for stabilization. Sail and board size are determined by the strength of the wind and the size of the rider. Generally, the stronger the wind the smaller the sail and board.

## Equipment



Ben Botkin



# Windsurfing

### Technique

A sailboard will move, depending on wind conditions and the skill or intentions of the rider, in two entirely different manners, with two different displacements; it will either sail or hydroplane (referred to as “planing”).

- **Under Sailing Conditions:** The board moves through the water using an extendable centerboard (if available) and fin or skeg at the back of the board for stability, directional control, and lateral resistance. The centerboard is retracted at broad points of sail to allow for jibing control. In these conditions windsurf boards also tack and jibe like a sail boat.
- **Directional Control:** Is achieved by moving the rig either forward (turning away from or downwind) or aft (turning towards or upwind). When jibing, the clew of the sail (bottom corner farthest from the mast) is allowed to rotate out and around the mast.
- **Launching and Fall Recovery:** When the wind is light and the waves are small, the rider generally needs a large, buoyant board and they will launch and recover by **up-hauling** the rig (sail + mast + boom). This is accomplished by climbing onto the board, pulling the rig up and out of the water with the up-haul (rope attached to the boom) and adjusting the sail-board combination until they are sufficiently balanced and the sail is “powered up”. In stronger winds and waves, the rider generally needs a smaller board and rig, and they launch and recover with a **waterstart** (refer to “Advanced Techniques” on page 17). Mastering this technique is necessary to be able to windsurf in areas of high winds or large swell when up-hauling is impossible.



Ben Botkin



# Windsurfing

## Facilities

Windsurf rigs can be hand carried, making them highly versatile to get on and off the water. However, rigs are gear-intensive and require adequate space for rigging and to carry equipment to the water. Beaches and ramps are the preferred launch type for most windsurfers.

- **Water Access:** An ideal launch will provide a gradual path from the rigging area into the water that is wide (>15-feet preferred) and free from obstructions that could snag or tear a sail.
- **Rigging:** Windsurfing equipment consists of numerous parts that usually take a minimum of 20 minutes to set up. Sails are particularly fragile and therefore should be rigged on a soft surface that won't puncture or tear a sail. Rigging areas of smooth pea gravel, grass, or turf are preferred. Each windsurf rig requires a minimum of 30-square feet to allow enough room to lay down equipment and have a safe buffer between users.
- **Parking:** For windsurfing, the time spent rigging, sailing and de-rigging is often a minimum of three hours, so parking with a two-hour time limit is not workable. Windsurfing equipment is heavy, awkward to carry and consists of many parts, which requires frequent vehicle access for rigging and de-rigging. Thus, proximity from parking areas to rigging areas is very important in site design.



Ben Botkin



# Kiteboarding

Over the past twenty years, kiteboarding emerged as a new form of on-water recreation on the Bay. To a large extent, kiteboarders come from the ranks of windsurfers, which may have reduced windsurfing participation. The number of kiteboarders on the Bay remains somewhat small partly because the skill level required and equipment costs creates a barrier to casual participation, but participation has grown rapidly in recent years.

## Launch Safety

Safety of kiteboarders and bystanders is a critical concern as these sports continue to grow in popularity. There are five site requirements for access that encourage safety for kites and others using a launch area:

- 1. Adequate space and surface for launch and landing.** Kites require a circular space with a minimum radius of 100 feet for safe launching and landing. This space should be devoid of hard surfaces, including poles, shrubs, trees, tall grass and anything else that could act as an obstacle or snag a line. Beach sand, pea gravel, turf, or low grass are safe options.
- 2. Remove/limit obstacles between the launch area and point of water access.** Due to gusts, lulls and shifting winds near land, it is imperative to maintain a clear path of entry and exit between the point of access and the launch/landing area. The long lines that attach the kiter to the kite can easily catch on tall objects, and kites can trip and lose control of their kite while attempting to maneuver technical terrain.
- 3. Adequate space for entry and exit into and out of the water.** The entry and exit point from the water should be sufficiently wide to accommodate use during several predominant wind directions (i.e. W, WNW, and NW). A wide, sandy beach with no large rocks wrapping the shoreline is the safest option, but rare in the Bay Area.
- 4. Kite staging area.** This space is separate from the launch/landing area and is safely away from launched kites. Kites can pump up kites and get ready, or just watch other kites while resting between sessions. An inflated, resting kite with a safety buffer generally requires 15-feet x 25-feet of space, but multiple kites can be “stacked” together when lines are not attached to more efficiently use beach space.
- 5. Limit/alert other users between launch/landing area and the water.** During launching and landing, kites need to move quickly to and from the water. This is the most hazardous time so limiting potential for interactions with other beach goers is safest. Placing signs to alert pedestrians and cyclists along the beach or trails can help encourage understanding of the safety needs of kites and reduce potential for negative interactions.

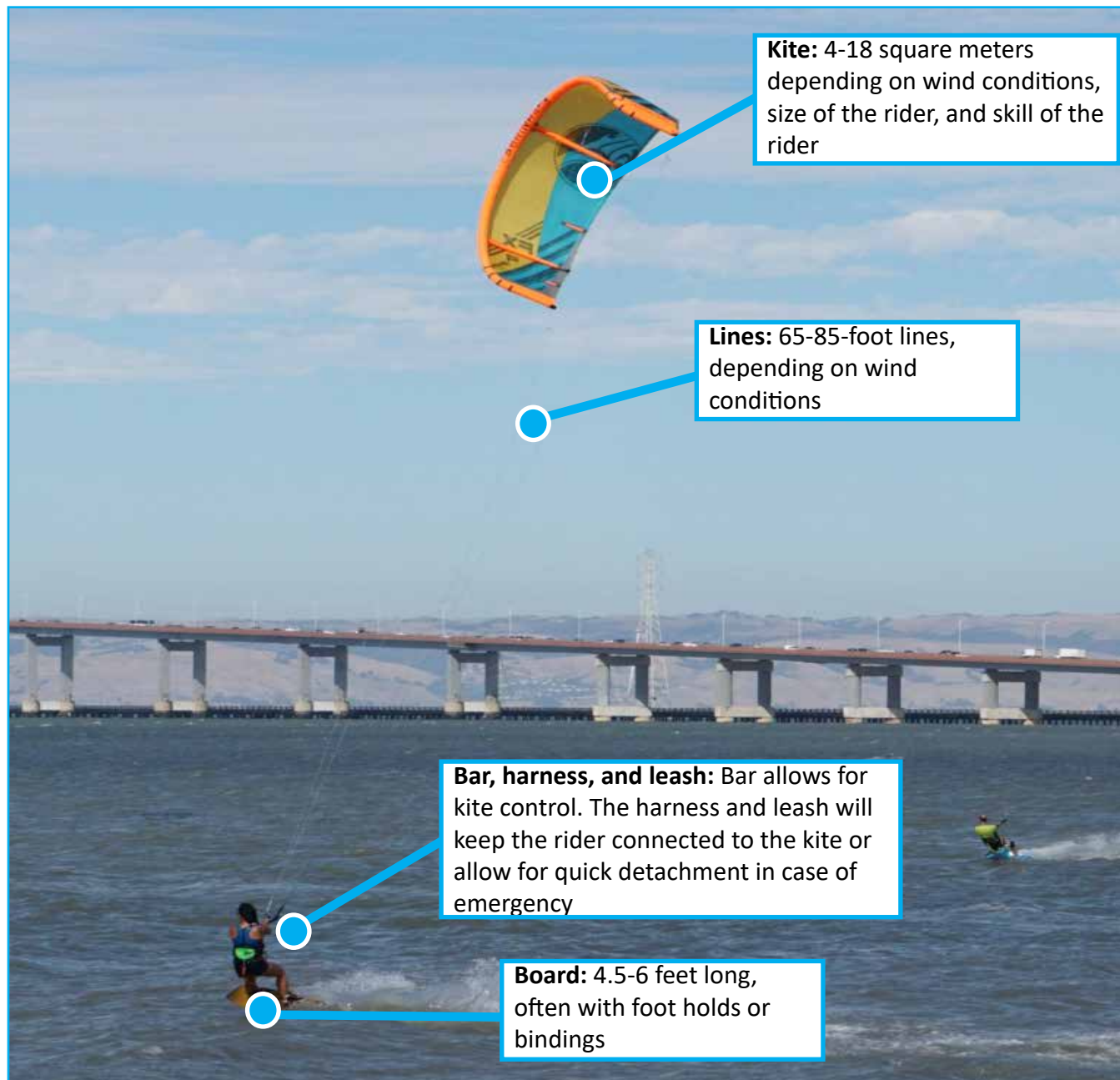
**The 411** is a collective of local kites working to build community and safety at sites throughout the Bay Area. The primary goal is to bring hyper-local information and connection to a growing population of Bay Area kites. In addition to helping new kites safely navigate new sites, the 411 strives to improve outreach, stewardship, and advocacy among the kiting community. More information is available at [sfba.org](http://sfba.org)



# Kiteboarding

Kiteboarding uses a maneuverable kite attached to a rider via a harness, which powers a rider across the water on a small surfboard, wakeboard, or kiteboard (a separate board that straps to the user's feet). Kite size and shape varies depending on the wind velocity and user's skill. Generally, stronger winds require use of smaller kites and shorter lines.

## Equipment



Ben Botkin



# Kiteboarding

## Technique

Kiteboarding requires practice and skill to control and maneuver the kite. Controlling where the kite is placed in relation to the wind direction will determine where a kite will generate the least and most amount of power.

- **Wind Window:** The wind window is anywhere in the sky that your kite will fly. The graphic below represent how the kite performs in relation to wind direction. The red area is where the kite is directly in the wind's path, which will give the greatest amount of pull and rider speed. Yellow areas represent more moderate pull and is where riders will keep their kites to comfortably cruise across the water. The green area has very little pull, as the kite is close to perpendicular to the wind direction. Working the kite across the edge of the wind window allows riders to safely and gently launch and land their kites.

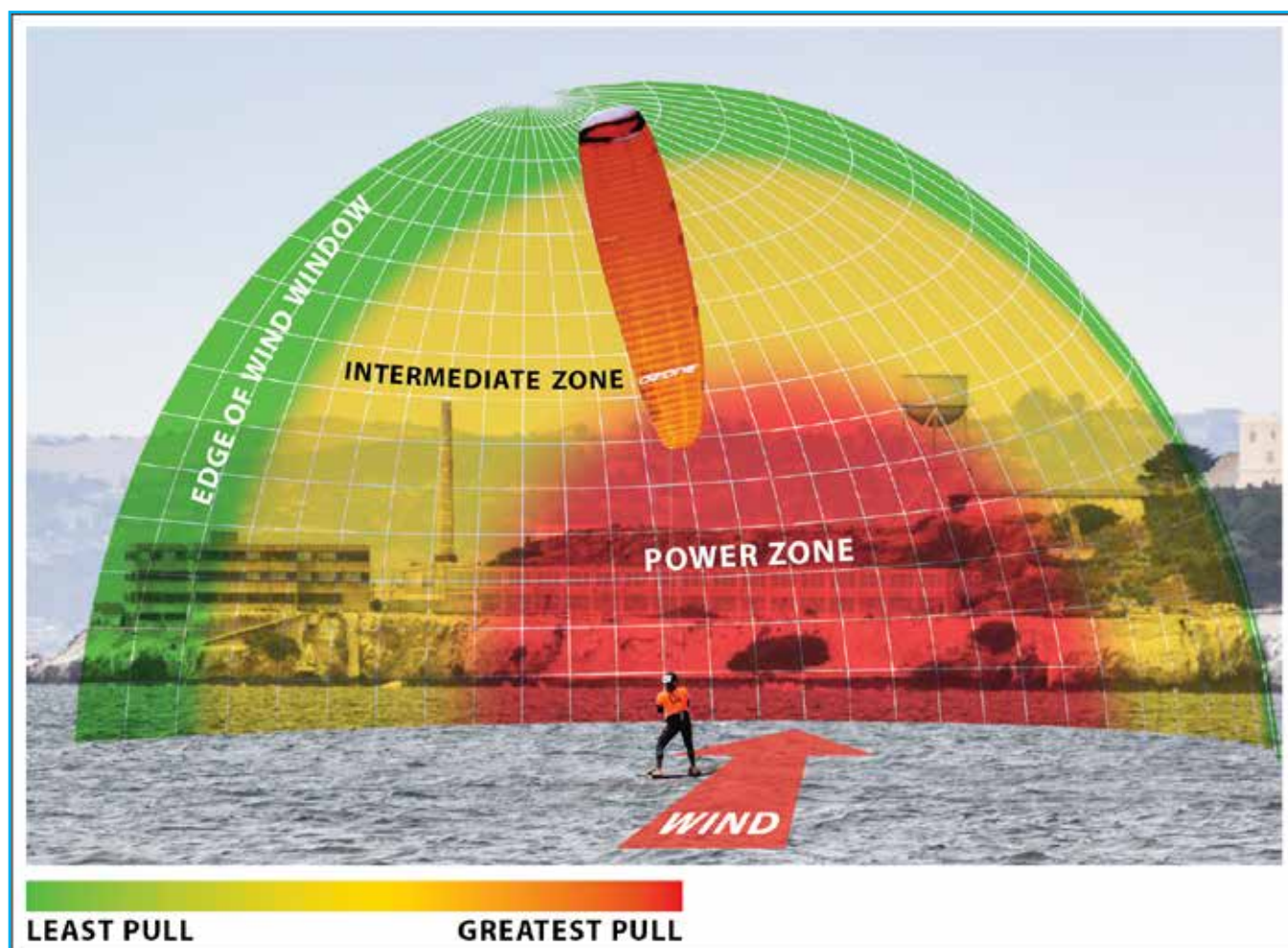


Image by Cavian Cav; Graphic by David Cooper, MTC



# Kiteboarding

## Technique

Kiteboarding requires practice and skill to control the board and maneuver the kite. Taking a series of lessons when beginning and staying within one’s skill level is particularly important given the risks inherent in the sport.

- **Directional Control:** is achieved by using the bar to control the location of the kite relative to the wind window. Additionally, maneuvering the board allows kites to make fine movements while pulled in a general direction by the wind powered kite. An ability to get “upwind” requires riders to be at speed and tack at an angle that allows sailing against the wind, which is a more advanced skill that separates beginners from intermediate kites.
- **Fall Recovery:** As soon as the kite crashes the first priority is to ensure there is tension in the lines. As long as there is tension a kiter has control of the kite. Slowly the kite will start to walk around to one edge of the wind window. Keep steering the kite in the same direction until it walks itself around to the edge of the wind window and slowly starts to rear up onto its side towards the normal launch position. When the kite is about to release from the water, the rider will let the bar out fairly quickly (but still in a controlled manner) while maintaining the correct amount of steering to bring the kite upwards towards 12 o’clock. The kite is then repowered and will pull the rider up to riding position.

### Launching Process

1. Unpack, inflate, and secure kite
2. Layout lines and get in position depending on wind window
3. Attach safety leash
4. Have partner hold up kite to catch wind
5. When kite has filled with wind, have partner let go and pull on control bar to elevate kite
6. Walk to the water with kite at the edge of wind window, put on board, and go!

### Landing Process

1. Fly kite to edge of wind window
2. Slow movements to work kite towards ground at either 3 or 9 o’clock positions (perpendicular to wind)
3. Gently land kite on ground at edge of wind window
4. Walk to kite and secure it



# Kiteboarding

## Facilities

The most essential requirement for a kiteboarding launch, aside from wind, is space. Gustly winds can quickly yank a kite and attached rider in unintended directions. Obstructions like fences or structures can snag lines or harm a kiter if they lose kite control, so it is critical to kiter safety as well as the safety of others near the launch that a broad open area be provided. Each kite rig requires a minimum of 100-foot radius clear space downwind to allow enough room to lay down equipment and have a safe buffer between users. Beaches are the preferred launch type for most kites.

- **Rigging:** Kiteboarding equipment usually takes a minimum of 15 minutes to inflate, set up lines, and prepare for launch. Kites are fragile and therefore should be rigged on a soft surface that won't puncture or tear the kite. Rigging areas of sand, grass, or turf are preferred. Self-launch anchors can be provided to allow unassisted launches.
- **Water Access:** An ideal launch will provide a wide, gradual path from the rigging area into the water that is free from obstructions that could snag or tear a sail, such as sign posts or fences. Once a kite is aloft, the kiter must quickly move from the rigging area to the water, so limiting obstructions, other people, or tripping hazards is important to maintain safety.
- **Parking:** Kiteboarding equipment is lighter and easier to carry longer distances than windsurfing gear so nearby parking is less essential. However, parking should be permitted for a minimum of three hours to allow adequate time for rigging and kiting.



Boardsports California

Crown Memorial State Beach,  
East Bay Regional Park District

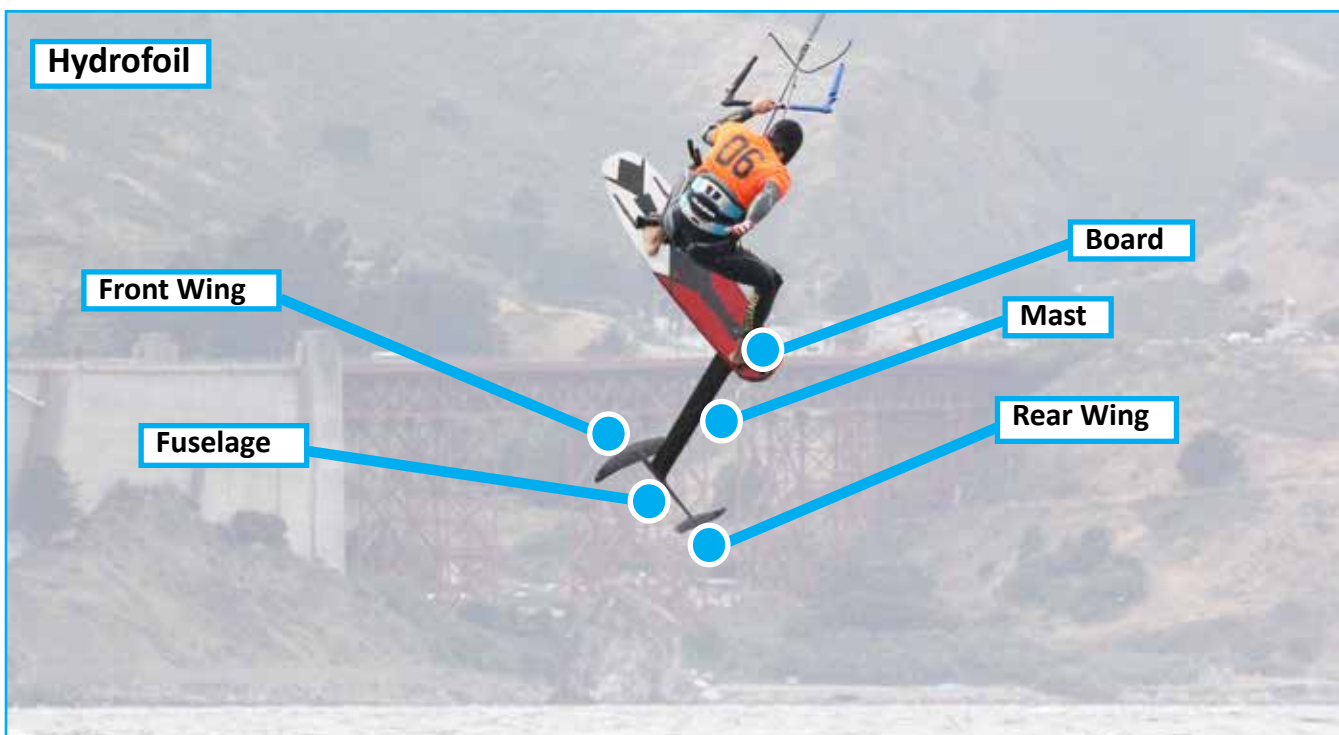




# Advanced Techniques

Once the basics of windsurfing and kiteboarding have been mastered, there are a variety of tools and techniques that riders can use to expand their experience.

- **Hydrofoil:** A hydrofoil is a keel with “wings” that attaches to the bottom of the board of a windsurf board or kiteboard. As the board speed increases the foil generates lift and the board rises above the water, with the bottom of the foil remaining in the water. The kiter controls elevation by applying pressure on the board through their feet and forward drive via the kite or sail. Foils reduce drag so can allow for boardsailing with less wind and at greater speeds. Foiling requires deeper water when launching and cannot occur in areas with underwater obstacles (i.e., eelgrass).
- **Self-Launch Anchor:** A self-launch anchor or “hitch” is a small post with a eye-hook that allows kiteboarders to launch their kite unassisted. A kiter will attach their kitebar to the post and run their lines and kite to the edge of the wind window. The kiter then will move the kite into the power position and launch the kite, then walk back to the hitch and move the kitebar from the post to their harness and then walk into the water.
- **Waterstart:** A waterstart is a windsurfing-only technique that allows the sailor to more efficiently recover from a fall than up-hauling. This advanced and necessary maneuver requires that while the rider is floating in the water they push the mast high enough out of the water so that the sail begins to fly and lifts the riders weight up and onto the board.



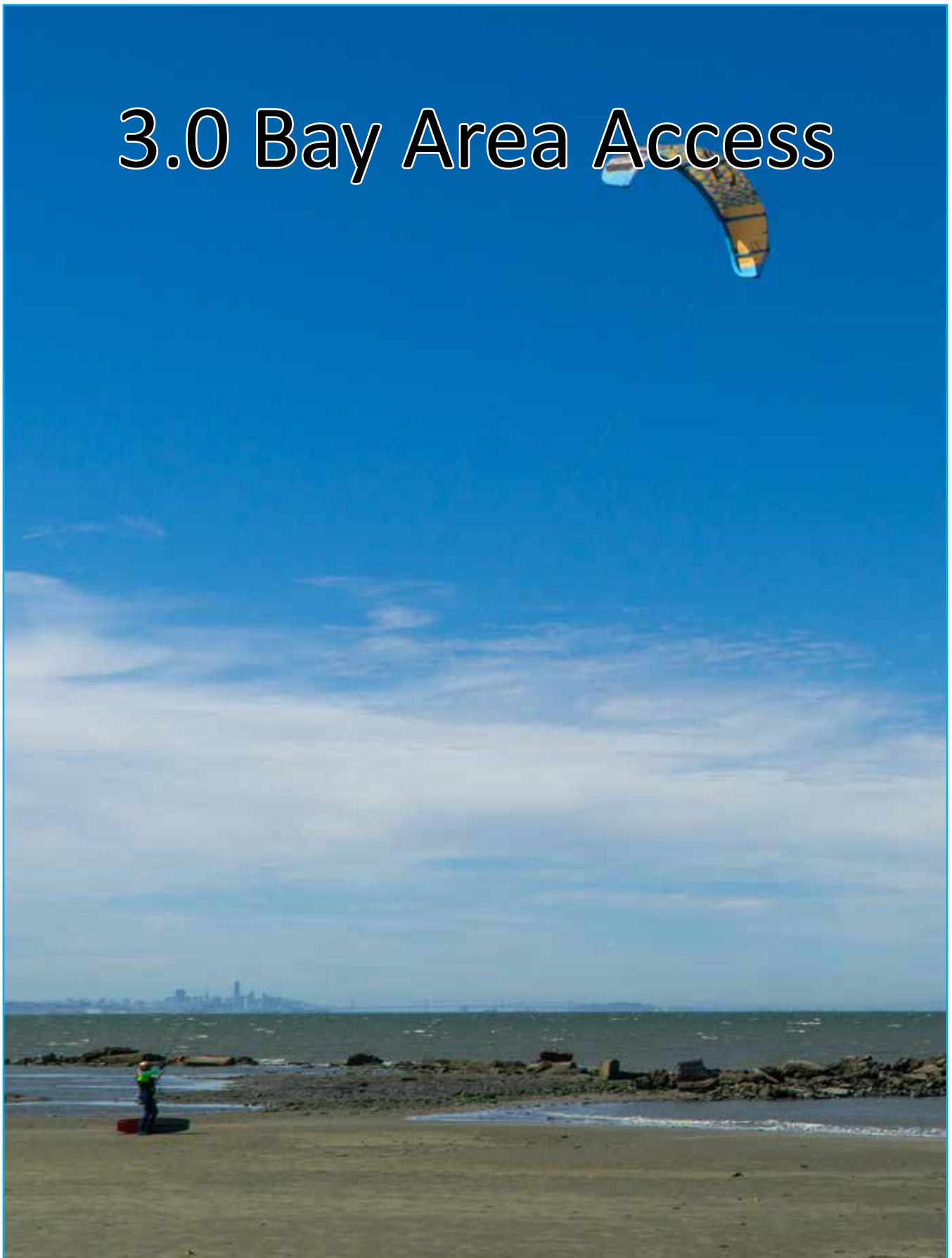
Cavian Cav



PAGE INTENTIONALLY  
LEFT BLANK



# 3.0 Bay Area Access



Ben Botkin



# Introduction

This section provides an overview of the existing boardsailing locations on San Francisco Bay and identifies opportunities and constraints for the enhancement of boardsailing access. SFBA and the Water Trail have documented access at **28 locations** across the 9-county region that are currently used by boardsailors. On the surface, this would appear to be a large number of access sites; however, a detailed review shows that, in their current condition, the vast majority of these sites would be hazardous for all but advanced boardsailors. Locations that can be used by beginners or intermediate riders are far more limited. In addition, shoreline development and natural processes have significantly impacted access at several highly used sites. These limitations enhance the importances of existing access points, particularly at sites suitable for beginners and intermediates.

Maintaining quality access and, where feasible, creating new access should be a priority for shoreline managers and regulators to encourage safe and sustainable boardsailing. If implemented appropriately, San Francisco Bay could become a safer and more sustainable destination for boardsailors, provide an important recreational amenity for a growing number of Bay Area residents, and cultivate a new generation of Bay stewards.



Ben Botkin



# Access Considerations

## Safety

Kiteboarding and windsurfing are extreme sports with inherent risk. Kites or sails filled with wind can be extremely powerful, requiring experience to safely maneuver. Even for experienced riders, winds can be prone to lulls and gusts, which if unexpected, can send a kite or rider crashing into the beach, other people, or obstacles. Providing appropriate launch space and site-specific safety education can reduce the potential for significant injury to the rider or bystanders.

The majority of safety incidents occur during the launching and landing process. Maximizing the amount of launch space, while minimizing hazardous obstructions and the number of other users in the launch area are important in maintaining the safety of all users on the shore. Even with these precautions, it is important to recognize that many sites will never be suitable for beginner or even intermediate boardsailors. Encouraging a boardsailing culture that prioritizes “safety over stoke” will be critical as participation grows.

## Wildlife

Boardsailing can disturb birds, like other coastal recreational activities conducted where birds are present. A literature review conducted by the Global Kitesports Association (GKA) found that additional research was needed, but that the existing scientific literature does not indicate kiteboarding has a significant impact on birds<sup>1</sup>. The report noted that disturbance of wildlife can take place at the launching site and on open water, but there are several factors that combine to limit the overall potential for impacts to wildlife:

- The requirements for certain water depths, open space, and for a minimum wind speed limit the possibility for boardsailors to enter areas with shallow or calm water, which in most cases are the preferred habitats for resting and feeding birds. Large parts of Richardson Bay, San Pablo Baylands, Suisun Marsh, and marshes along the South Bay are not accessible to boardsailing due to these constraints.
- In general, the more wind exposure on open water the less birds will rest and feed in the area, and the more suitable will it be for boardsailing – and the other way around.
- The demand for specific weather conditions give boardsailing more limitations than most coastal activities in terms of when they can be carried out, limiting the overall frequency of potential disturbance. These limitations concentrate use into the windy season (March - August) and then only during daylight hours on days with sustained winds >10mph. Less consistent wind, cold temperatures, and reduced daylight causes a significant reduction in boardsailing activity during winter months, which is the primary season in the Bay Area for visiting migratory birds on the Pacific Flyway.

1 [Global Kitesports Association. 2017. \*Kitesurfing and Birds - A Review: Literature Study\*. November.](#)



# Access Considerations

## Recreational Use Management

As the number of boardsailors continues to grow, and as some existing access locations deteriorate, there could be an increase in people “pioneering” new access locations or people using sites that exceed their boardsailing capabilities. Left unaddressed, these trends could result in increased impacts to public safety and Bay wildlife.

The Federal government has developed a guide to visitor use management<sup>1</sup>, which provides a suite of strategies and actions depending on the issue being addressed. Management actions are characterized into the three “E’s” - engineering, education, and enforcements:

- **Engineering** - A common practice in recreation and natural resource management is concentration of public access in areas designed to accommodate higher levels of use. This can create a safer and more enjoyable experience for users, offer predictability for shoreline managers and emergency responders, and reduce the need for users to “pioneer” sites in more sensitive areas. A goal of this plan is to identify sites that could be appropriate for protection or enhancements to encourage intensified use.
- **Education and Information** - Providing information and education can modify user behavior and alter the distribution of recreational use. Providing a consistent message and sustained outreach that encourages boardsailors to prioritize safety and stewardship will play a critical role in minimizing impacts to safety and wildlife as boardsailing participation grows. SFBA and the Water Trail have significantly increased outreach in recent years.
- **Enforcement / Regulation** - Often applied as a last resort, regulations can include restricting access at specific locations, restrictions during particular times, or limitations on certain types of use. Regulations often require active management and enforcement at a site, which can be resource intensive for the managing agency to police. Some parts of the Bay shoreline have regulatory restrictions on public access (i.e., wildlife refuges, marine industry) that prohibit boardsailing. To limit additional regulation, education and self-policing within the boardsailing community will be essential to proactively encourage safe practices and discourage use in more hazardous or resource sensitive areas.

**BCDC Bay Plan Public Access Finding (n.):** *“Providing diverse and satisfying public access opportunities can reduce the creation of informal access routes to decrease interaction between humans and wildlife, habitat fragmentation, and vegetation trampling and erosion. Formal public access also provides for more predictable human actions, which may increase the ability of wildlife to adjust to human use.”*

1 [Interagency Visitor Use Management Council. 2019. Visitor Use Management Framework. August.](#)



# Existing Access Overview

SFBA and the Water Trail have documented access at **28 locations** across the 9-county region that have the appropriate combination of wind, space, and access to accommodate existing boardsailing use. Designated Water Trail sites are indicated by the Water Trail logo on the site profile page.

Bay Area Boardsailing Access	
<b>Sites used by:</b>	
Kiteboarders Only	6
Windsurfers Only	10
Both	12
<b>Sites Suitable for:</b>	
Beginners	2
Intermediate	11
Advanced	15
<b>Type of Launch:</b>	
Beach	13
Ramp	6
Other	9







# Central Bay North

Map Key	Launch	Access Type	Minimum Skill Required <sup>1</sup>	Level of Use	Kiteboarding	Windsurfing	In Water Trail Plan
AB	Albany Beach (Race Track)	Beach	I	Med	X	-	X
BM	Berkeley + HS Lordships	Dock / Path	B	High	-	X	X
BY	Brickyard	Beach	A	Med	X	-	-
CF	Crissy Field	Beach	A	High	X	X	X
FP	Fleming Point	Beach	A	Low	X	-	-
PE	Point Emery (Ashby)	Beach	A	Low	X	X	X
PI	Point Isabel	Ramp	I	High	-	X	X
PP	Point Pinole	Beach	I	Low	X	-	X
RP	Remillard Park (Larkspur)	Path	A	Med	-	X	X
SQ	San Quentin	Beach	I	Low	-	X	X
SP	Shimada	Stairs	I	Med	-	X	X
SB	Starkweather (Rod and Gun)	Beach	A	Low	X	X	X
VP	Vincent Park	Beach	A	Low	X	X	X

1 A: Advanced; B: Beginner; I: Intermediate





Skill Level:  
**Intermediate**

# Albany Beach

*East Bay Regional Park District, Eastshore State Park*

Albany Beach, also known as “Race Track”, offers an important kiteboarding beach located in the City of Albany. The wind here is steady and strong throughout the season and the views of the central bay, San Francisco skyline and Golden Gate Bridge are unmatched. The sandy beach and soft, muddy bottom make entrance into the water easy, while its quick drop off make it one of the best foiling spots in the Bay. Racetrack also offers easy access to the strong winds in the Olympic Circle and Brooks Island.

**Use:** Strong winds, a sandy beach, negligible currents and parking close to the launch area make Race Track one of the most desirable kiting locations in the bay. It is not uncommon to have more than 30 kites on the water at the same time and see nearly 100 kites use the site in a day. As noted, the quick drop-off and obstacle-free waters are idea for foiling.

**Rigging / Launching:** Kites are currently using the southern-most section of the beach as the ‘open space’ is currently used for storage during construction. Once construction is finished, the ‘open space’ will also accommodate launching and landing. Both spaces pose challenges, as the beach area is the primary point of entry and exit to the new parking lot, while the ‘open space’ requires traversing the Bay Trail, then hurdling a seawall, and navigating around riprap.

**Safety:** The large number of off-leash dogs, growing number of beach-goers and heavy flows of traffic funneled through the primary launch/landing area pose challenges, as kites need to move quickly from land to water. Gusty and onshore winds in the cove require advanced kite control and upwind kiting skills. The beach is bordered by rip rap, meaning downed kites can quickly land on or strike the rocks, ruining the kite. The combination of these factors make Race Track suitable only for Intermediate/Advanced kites.

**Amenities:** Parking near the launch/landing site, restrooms and an enlarged beach have improved the user experience. There are no water fountains or showers.

SWOT	Analysis
<b>Strengths</b> <i>The site's relative advantages</i>	<ul style="list-style-type: none"> <li>• Long history kiting due to its easy access to some of the best wind in the East Bay</li> <li>• Parking near the launch/landing area</li> <li>• Ideal foiling launch</li> <li>• Negligible currents and onshore winds blow kites back to land</li> </ul>
<b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i>	<ul style="list-style-type: none"> <li>• No official designation of launch/landing area on heavily trafficked beach- ‘open space’, with native grasses, requirement to cross Bay Trail, scale sand wall and then navigate exposed rip rap on beach create hazards during launch and landing</li> <li>• Primary public beach entrance located immediately adjacent to kite launch/landing</li> <li>• Onshore winds require strong upwind kiting skills</li> <li>• Gusty winds and shoreline of rip rap require keen wind knowledge and advanced kite-control skills</li> </ul>
<b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i>	<ul style="list-style-type: none"> <li>• Construct movable gap in seawall and clear path of travel from open space to beach</li> <li>• Designate the southern-most section of the beach a kite launch and landing area</li> <li>• Post signs to educate beach goers and kites about proper safety protocol</li> </ul>
<b>Threats</b> <i>Factors or trends that could threaten site use</i>	<ul style="list-style-type: none"> <li>• High risk of injury to kites due to obstructions between open space and the beach</li> <li>• Increased traffic with completion of Bay Trail creates additional pedestrian density in launch/landing area with increased risk of injury to pedestrians if kites land on beach or trail</li> </ul>



**Site Conditions**

- Prevailing Winds: WNW, W
- Use: Kiteboarding

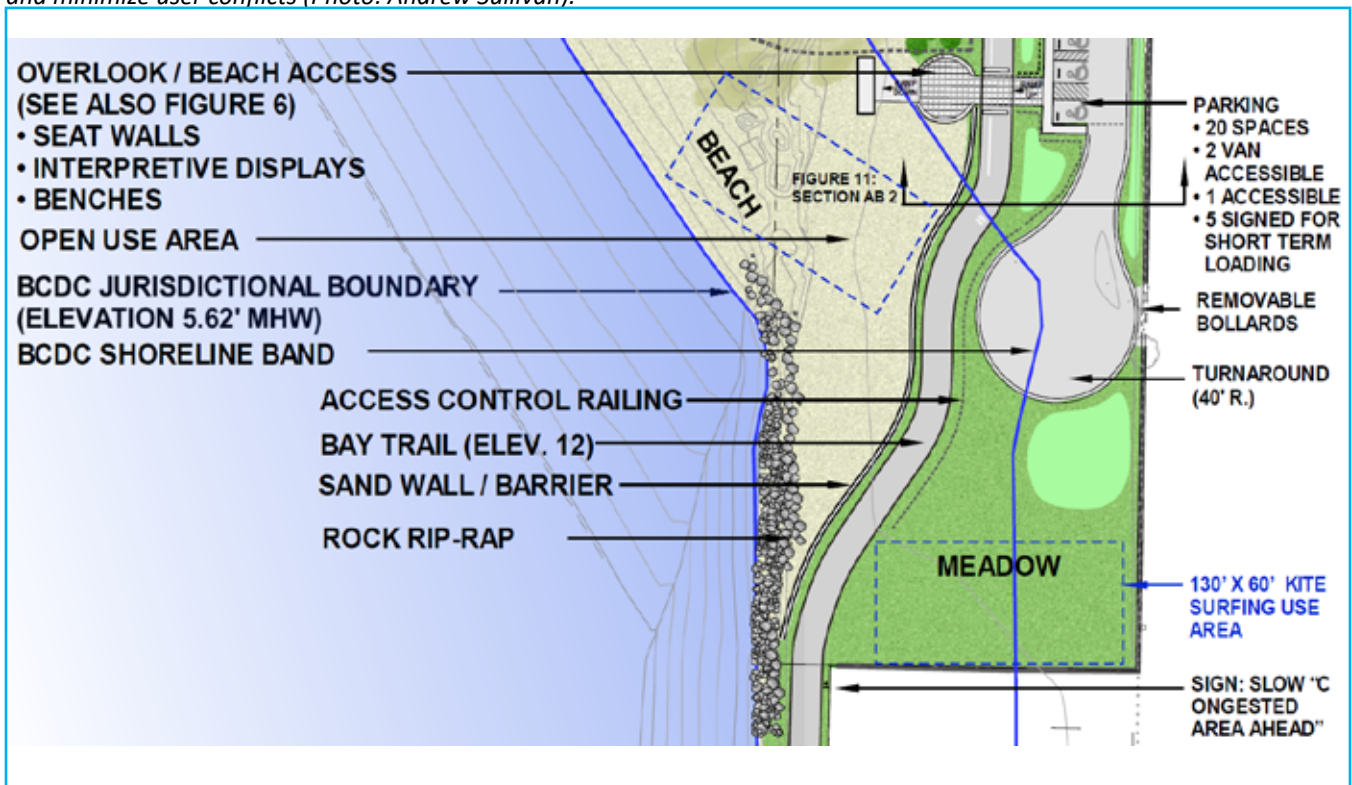
# Albany Beach

East Bay Regional Park District, Eastshore State Park



Once construction is finished, an open space east of the Bay Trail will also accommodate rigging. The open space will require kites to traverse the Bay Trail, then hurdle an 18"-36" sand wall, then across the southern end of the beach. Provision of signs to demarcate a launching zone and path, similar to those on Crown Beach, could help enhance safety and minimize user conflicts (Photo: Andrew Sullivan).

Ideal wind conditions, a sandy beach, unparalleled views, and easy access from several freeways makes Albany Beach an increasingly popular launch. The surrounding East Bay shoreline is almost entirely armored, making this water access beach a unique and highly important kiteboarding launch (Photo: Andrew Sullivan).



Aerial not available as site is currently under construction



# LAUNCH SITE

# Berkeley



Skill Level:  
**Beginner -  
 Advanced**

## City of Berkeley

The Berkeley Marina provides formal water access for windsurfing from the South Sailing Cove docks and informal access adjacent to the former-HS Lordships restaurant. The South Sailing Cove is home to the UC Berkeley Adventure Programs and Sailing Club, which offers lessons and gear memberships for students and the public. A formal rigging area with gear washdown was recently completed next to the eastern dock. The site is popular because it provides a more sheltered and supportive place to learn. HS Lordships offers excellent access to winds, but can be more difficult to use the informal water access and is for more experienced riders.

**Use:** Berkeley has great winds, which has long made the marina popular for windsurfing. The UC Berkeley Adventure Program provides windsurfing lessons and support. More experienced windsurfers tend to launch from HS Lordships to gain immediate access to stronger winds.

**Rigging / Launching:** In the South Sailing Cove, a turf rigging area was recently constructed. This provides an ideal surface for rigging, then a path of travel is provided to the south dock for launching. At HS Lordships, access is less formal and requires rigging on ruderal areas near the top of the riprap.

**Safety:** Berkeley is suitable for beginning riders, but is used by more experienced windsurfers as well. Winds blow onshore, which pushes riders back towards shore if equipment fails. The South Sailing Cove is very shallow, so beginners are often able to walk back to shore in case of emergency. Mudflats can impact the ability to return to the docks at very low tides.

**Amenities:** Berkeley provides free parking and opportunities to walk the shore on the Bay Trail. The Marina offers a variety of amenities, including restrooms, picnic tables, water, and restaurants.

SWOT	Analysis
<b>Strengths</b> <i>The site's relative advantages</i>	<ul style="list-style-type: none"> <li>Formal water access with turf boardsailing rigging area and launching at the South Sailing Cove</li> <li>Easy access from the East Bay and San Francisco</li> <li>UC Berkeley Adventure Programs and Cal Sailing Club lessons and equipment rentals</li> <li>Long history of boardsailing use</li> <li>Onshore winds make it suitable for beginners</li> </ul>
<b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i>	<ul style="list-style-type: none"> <li>South Sailing cove is silting in and may increasingly preclude use at lower tides</li> <li>Insufficient space for kiteboard launching</li> </ul>
<b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i>	<ul style="list-style-type: none"> <li>Work with Berkeley and other stakeholders to formalize and enhance boardsailor access at HS Lordships through provision of a formal rigging area and water access ramp</li> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<b>Threats</b> <i>Factors or trends that could threaten site use</i>	<ul style="list-style-type: none"> <li>Loss of access from erosion and longer-term sea level rise or mudflat accretion</li> <li>Restrictions on time for parking</li> <li>Placement of new impediments between parking / rigging area and the water</li> </ul>



# LAUNCH SITE

# Berkeley

City of Berkeley

### Site Conditions

- Prevailing Winds: NW, WNW, N
- Use: Windsurfing



The Berkeley Marina offers access winds that are among the best in the Bay Area, making this a long popular launch site. Formal boardsailing amenities were designed in partnership with the windsurfing community at the South Sailing Cove. If sufficient space for kiteboard launching could be identified, Berkeley could become a major boardsailing hub for the Bay Area.

Berkeley is one of the few locations popular for windsurfers from beginner to advanced. At the South Sailing Cove, the Cal Sailing Club offers lessons, gear rentals, and gear storage that encourage safe access. Enhancement of HS Lordships access would improve the launch experience for more experienced riders.



# Brickyard

*City of San Rafael, Private Owner*

Brickyard is a popular kiteboarding location if conditions are right and skills are sufficient to ensure that a rider can stay upwind. Kiteboarders typically launch from a small sand and cobble beach located near the intersection of Point San Pedro Road and McNear Brickyard Road. The site is used by kiteboarders due to its consistent winds and sufficiently wide beach and adjacent grass and ice plant areas provide space for rigging. The site is privately owned above the high tide line, but use has historically been accommodated.

**Use:** A sand and cobble beach and adjacent space for rigging and launching make Brickyard an important boardsailing site. Brickyard is one of the only kiteboarding launches on the Bay in Marin County. Use is limited to higher tides, as mudflats extend a substantial distance from the beach at low tides.

**Rigging / Launching:** Kiteboarders will park just off Point San Pedro Road or in the adjacent neighborhood and walk their gear to the beach to launch. Gear can be rigged on the beach or on the 20x30-foot grass area just north of the western end of the beach and launch from the beach.

**Safety:** The narrow beach and proximity to power lines and roadways make the beach suitable for only advanced kiteboarders. Kiteboarders must be aware of tides, as mudflats can limit the ability to return to shore. Submerged rocks and other debris can pose hazards at lower tides off of the eastern portion of the beach. The beach is also popular with dog walkers and other members of the public, so care needs to be taken when launching and landing.

**Amenities:** This is an informal site. As such, no amenities are provided.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Sand and cobble beach with adequate space for boardsailing rigging and launching</li> <li>One of few locations in Marin County that provide kiteboarding access to the Bay</li> <li>Long history of boardsailing use with growing levels of existing use</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Proximity to roadways, power lines, and the riprap shoreline, as well as the need to immediately go upwind make the site suitable only to advanced boardsailors</li> <li>Lack of facilities due to informal nature of access</li> <li>Bike path limits parking in the immediate vicinity of the launch</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Loss of beach from erosion and longer-term sea level rise</li> <li>Restrictions or loss of roadside parking</li> <li>Placement of new impediments between parking / rigging area and the beach</li> <li>Kiteboarders not maintaining an appropriate buffer from Marin Island National Wildlife Refuge</li> <li>Kiteboarders not following proper safety practices, resulting in hazards to other users</li> </ul>



# LAUNCH SITE

# Brickyard

City of San Rafael, Private Owner

### Site Conditions

- Prevailing Winds: SW, WSW, S
- Use: Kiteboarding



Gear can be rigged on the beach or on the grass and ice plant area north of the beach. Launching occurs from the beach, which slopes into the Bay and becomes mud. Riders need to be aware of tides as mudflats can limit access back to the shore. Use of Brickyard is informal and there are no recommendations for immediate improvements at the site.



Brickyard is a popular kiteboarding location if conditions are right and skills are sufficient to ensure that a rider can stay upwind. This spot is recommended for advanced riders only, as there are power lines and other hazards that could snag gear or a rider (Photo: Doug Seiler).



# Crissy Field

*Golden Gate National Recreation Area*

Crissy Field is a world-class boardsailing site that has been heavily used by boardsailors (windsurfers and more recently kiteboarders) for more than 40 years. Rigging and water access is concentrated at the west end of East Beach, because it is upwind and west of the rocky riprap shoreline and provides a sandy and safe area for launching and landing even during a flood tide when sailors are being pushed toward the rocks to the east. Boardsailors will typically park on or adjacent to grass turf (which was constructed for this use) to protect fragile equipment by rigging on a soft surface near the vehicle before carrying their gear, with bare feet, across the Promenade to the beach for launching.

**Use:** Optimal world-class wind conditions, challenging currents, a wide beach, and the iconic location make Crissy Field one of the most popular boardsailing sites on San Francisco Bay and in the world. Typically, over 200 sailors a day launch and land at the beach under ideal conditions.

**Rigging / Launching:** Rigging and water access is concentrated at the west end of East Beach, because it is upwind and west of the rocky riprap shoreline and provides a sandy and safe area for launching and landing even during a flood tide when sailors are being pushed toward the rocks to the east.

**Safety:** Due to fluctuating winds, strong currents, and high levels of commercial and recreational vessel traffic, Crissy Field is suitable only for experienced boardsailors. Limiting obstructions and interactions between sailors and other users between the parking area and the beach is critical to maintain safety.

**Amenities:** There is load-bearing enhanced turf parking/rigging and pavement for 500+ vehicles at East Beach, as well as nearby restrooms, an outdoor shower, water fountain, and picnic tables. Space is shared with sunbathers, walkers, dogs, and other beach-goers

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Wide, sandy beach with adequate space for boardsailing rigging and launching</li> <li>Original design completed in close consultation with boardsailing community</li> <li>Long history of boardsailing use with high levels of existing use</li> <li>World-class location with ideal winds and scenic views</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Impediments (i.e., signs, low fences) between the parking area and the beach can harm equipment and increases difficulty of use</li> <li>Fluctuating winds, strong currents, and frequent boat traffic make the site suitable only to experienced boardsailors</li> <li>Popularity of Crissy Field can result in high demand for beach space resulting in more opportunities for negative interactions among user groups</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with GGNRA and other stakeholders to ensure planned Crissy Field Next project does not diminish boardsailor access or create new safety/use hazards</li> <li>Protect or enhance parking as far west as possible, adjacent to turf for rigging</li> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Loss of historic parking and rigging at west end in proximity to the beach</li> <li>Placement of new impediments between parking / rigging area and the beach</li> <li>Kiters not following proper safety practices, resulting in hazards to other users</li> </ul>





## LAUNCH SITE

# Crissy Field

Golden Gate National Recreation Area

### Site Conditions

- Prevailing Winds: WNW, W
- Use: Both



Crissy Field East Beach receives high levels of use during peak season. The winds and wide beach provide an ideal location for boardsailors to launch and land equipment. Due to the importance of the site, it is critical that parking and rigging surfaces and an unobstructed path to the beach be maintained at the west end of East Beach (Photo: Wowkiteboarding.com).



Crissy Field is for advanced boardsailors only. Currents and vessel traffic can make conditions hazardous, including carrying kitters out to sea. The U.S. Coast Guard is responding to an increasing number of kitters. Continued safety education and outreach is critical as the sport continues to grow in popularity (Photo: Cavian Cav).



# Fleming Point

**Eastshore State Park**

Located just south of Albany Beach, Fleming Point offers steady and strong winds and the views of the central bay, San Francisco skyline and Golden Gate Bridge are unmatched. The advantage of Fleming Point is that the wind line is cleaner than inside the cove of Albany Bulb and its upwind position allows kites easier access to strong winds outside. Due to the advanced launch and landing environment, the beach is only suitable for advanced kites.

**Use:** Use of the site was popularized during the closure of Albany Beach for renovation, where kites discovered the significant advantages from its upwind position offered over Albany Beach. Strong winds, a sandy beach, negligible currents, a quick drop-off and parking close to the launch area make Fleming Point a rare launch in the bay area. During peak days of use, 40 kites per day launched from the site.

**Rigging / Launching:** During low tides, kites rig and launch from the southern beach. During high tides, rigging, launch and landing is confined to the parking lot, where advanced self-launch and landing skills are often required when no one is there to assist. Launching and landing in the parking lot was the primary means of launch and landing at Albany Beach before the redesign.

**Safety:** The relatively small beaches at Fleming Point are surrounded by rocks and old pier pylons extend out from the point. The southern beach abuts a rocky cliff. The beach is bordered by rip rap, meaning downed kites can quickly land on or strike the rocks. Access to the beaches requires navigating rocks and avoiding a tall light post—a hazard for kites aloft. The combination of these factors make Fleming Point suitable only for advanced kites.

**Amenities:** Parking near the launch/landing site, restrooms and an enlarged beach have improved the user experience. There are no water fountains or showers.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Upwind location and quick underwater drop-offs are ideal for foiling</li> <li>Parking near the launch/landing area</li> <li>Removed from other beach goers and dogs</li> <li>Negligible currents and onshore winds blow kites back to land</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Beach only supports launch/landing during lower tides</li> <li>Parking is permitted by Golden Gate Fields but could be revoked</li> <li>Launch and landing in parking lot can be dangerous</li> <li>Beach is surrounded by various obstacles, leaving little room for error during entry and exit</li> <li>Access to beach requires navigating narrow pathways and tall light post</li> <li>Construction of Bay Trail elevation has severely compromised and may have eliminated access to Fleming Point</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Move or remove existing light post in adjacent parking area</li> <li>Work with Golden Gate Fields to designate an area for parking and direct traffic to the east of this zone</li> <li>Ensure no obstructions are placed along Bay Trail that could create hazards</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>High risk of injury to kites due to obstructions to the beach</li> <li>Dangerous to launch and land during high tide already, further sea level rise could eliminate beach</li> </ul>



- Prevailing Winds: WNW, W
- Use: Kiteboarding

# Fleming Point

Eastshore State Park



While launch and landing is possible on the beach during low tides, kites frequently launch and land in the parking lot. A light post and narrow pathways to the beach further complicate access to the site. Recent construction of the Bay Trail has created new obstructions to the beach (Photo: Andrew Sullivan).



Hazards to kiteboarders are located on three sides of the beaches, including riprap shoreline and old pier pilings. These hazards, combined with the need to immediately get upwind, makes Fleming Point suitable only to advanced kites (Photo: Andrew Sullivan).





Skill Level:  
**Advanced**

# Point Emery

**City of Emeryville**

Point Emery, informally known as “Ashby”, is a long established windsurfing location and is a quality kiteboarding location if conditions are right and skills are sufficient to ensure that a rider can stay upwind. Kiteboarders typically launch from small sandy beach located just north of the Point Emery parking lot. Windsurfers will either launch from the beach or walk across riprap and launch near the western point of the park. The site is used by boardsailors due to its consistent winds, convenient location, and sufficiently wide beach and adjacent rigging area. Gear can be rigged on the beach or on the ice plant behind the beach.

**Use:** Optimal wind conditions, a sandy beach, and the convenient location make Point Emery an important boardsailing site. Over 20 sailors a day launch and land at the beach under ideal conditions.

**Rigging / Launching:** Kiteboarders will park in the small Point Emery parking lot or along the frontage road and walk their gear to the beach to launch. Gear can be rigged on the beach or on the grass / ice plant area within the park and launch from the beach.

**Safety:** This site is recommended for advanced riders only. The narrow beach and proximity to roadways make the beach suitable for only for experienced kiteboarders. Limiting obstructions within the dunes and beach area is critical to maintain safety.

**Amenities:** There is pavement for 13 vehicles at Point Emery with additional parking along the frontage road. Within the park, facilities are limited to benches and a walking path. Space is shared with sunbathers, walkers, dogs, and other beach-goers.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Sandy beach with adequate space for boardsailing rigging and launching</li> <li>World-class views with consistent winds</li> <li>Convenient location with easy access from several major freeways</li> <li>Long history of boardsailing use with high levels of existing use</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Proximity to roadways and the riprap shoreline, as well as the need to immediately go upwind make the site suitable only to experienced boardsailors</li> <li>Small space for launching result in high demand for beach space resulting in more opportunities for negative interactions among user groups</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with City of Emeryville and other stakeholders to ensure planned shoreline protection project does not diminish boardsailor access or create new safety/use hazards</li> <li>Potential improvements at the Point, such as a ramp, could make the site suitable for kiteboarders to launch from the west end of the park</li> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Loss of beach from erosion and longer-term sea level rise</li> <li>Placement of new impediments between parking / rigging area and the beach</li> <li>Kiteboarders not following proper safety practices, resulting in hazards to other users</li> </ul>



## LAUNCH SITE

# Point Emery

City of Emeryville

### Site Conditions

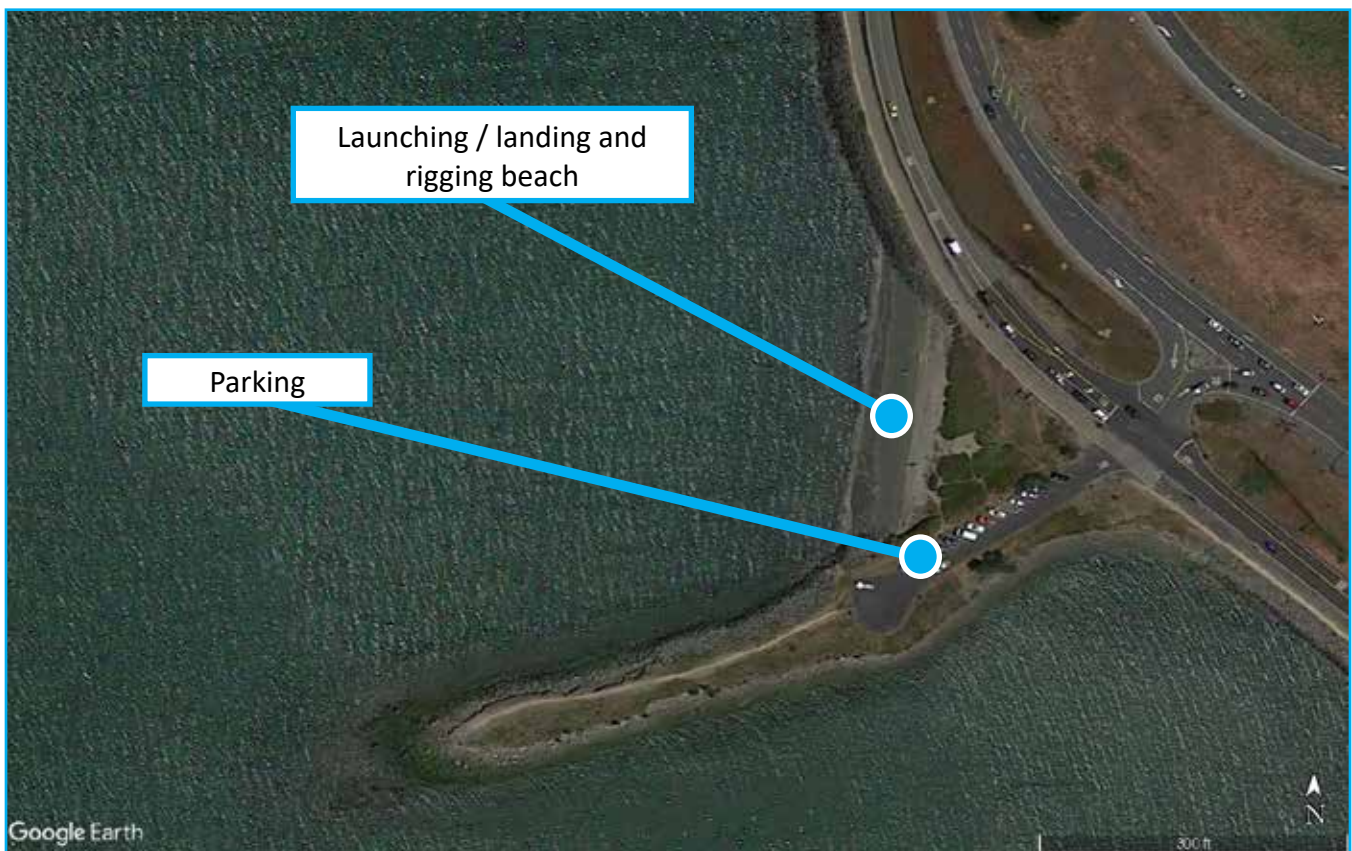
- Prevailing Winds: NW, WNW, W
- Use: Both



Point Emery is a long established windsurfing location and is an excellent kiteboarding location if conditions are right and skills are sufficient to ensure that a rider can stay upwind. This spot is recommended for intermediate to advanced riders only. Gear can be rigged on the beach or on the grass area within the park.



The City of Emeryville Capital Improvement Plan includes a project that would install shoreline protection (riprap) along the unprotected portions of the northern shoreline and the western-most portions of the south shoreline of Point Emery. These improvements should ensure they do not impact or diminish access to the beach for boardsailors.





Skill Level:  
**Intermediate**

# Point Isabel

**East Bay Regional Park District**

Point Isabel Regional Shoreline offers a premier windsurfing launch located in the City of Richmond. The East Bay Regional Park District recently completed a new ramp, rigging area, and shoreline protection project that was designed in close collaboration with the boardsailing community. Due to the riprap shoreline and high numbers of off-leash dogs in vicinity of the launch, this site is generally not suitable for kilters.

**Use:** Windsurfers have been launching here for decades, but mostly from a set of degraded cement stairs that could be hazardous. Completion of the new facility has increased popularity of the site, which offers optimal wind conditions and a convenient location. Over 40 sailors a day launch and land at under ideal conditions.

**Rigging / Launching:** A large rigging area filled with pea gravel offers a soft surface for gear rigging a short walk from the parking lot. Water access is provided from a wide cement ramp next to the rigging area, which provides access to a small gravel beach and into the water.

**Safety:** The new launch ramp was design with grooves to provide traction. Additionally, the project reinforced the shoreline protection and moved larger boulders that could trip or injury windsurfers entering and exiting the water.

**Amenities:** This is a premier windsurfing facility. Users park within Point Isabel parking lots, then walk gear to the rigging area. Additional amenities include restrooms, water fountains, a cafe, and seating. The park is a very popular off-leash dog park, with over a million visitors annually. Windsurfers share this space with dogs and walkers, who also use the water access for swimming and ball chasing.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>• Premier windsurfing rigging and launching facility</li> <li>• Long history of boardsailing use with high levels of existing use</li> <li>• Design completed in close consultation with the boardsailing community</li> <li>• Central Bay location with convenient access from several freeways</li> <li>• Active group of boardsailors provide site stewardship</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>• Off-leash dogs can step on and damage fragile windsurfing gear</li> <li>• Albany Mudflats (to the south) is extremely shallow and is not suitable for boardsailing</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>• Work with EBRPD and ensure future phases of site improvements do not diminish boardsailing access or create new safety/use hazards</li> <li>• Expand or enhance parking to allow people to back vehicles in closer to the launch</li> <li>• Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>• Placement of new impediments along the beach (i.e., fencing)</li> <li>• Kilters attempting to use the site and not following safety practices, resulting in hazards to other users</li> </ul>



# LAUNCH SITE

# Point Isabel

East Bay Regional Park District

### Site Conditions

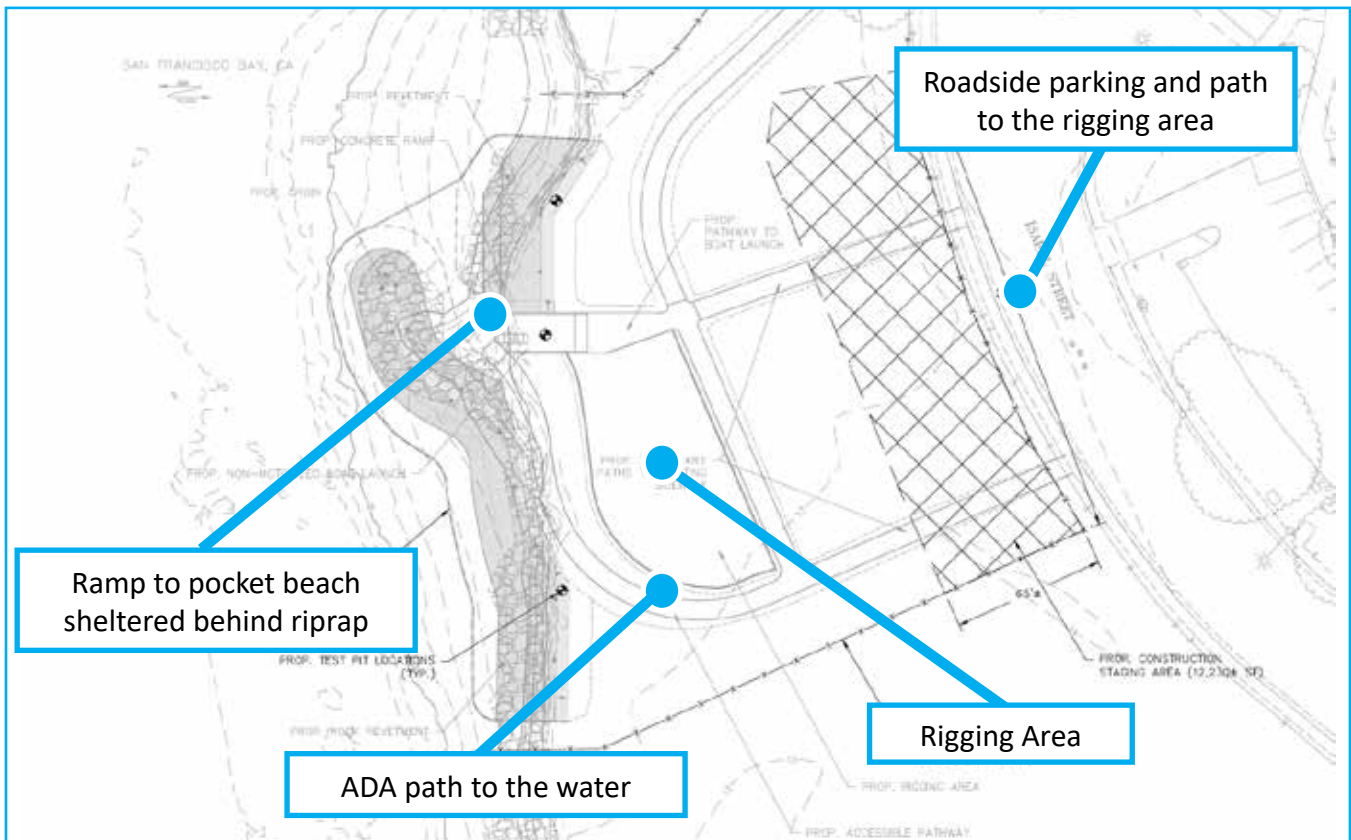
- Prevailing Winds: NW, WNW, W
- Use: Windsurfing



Point Isabel launch facilities were designed in close consultation with local windsurfers. This collaboration resulted in a facility that has been very well-received by the community due to its intuitive design, ease of use, and safe access to high quality winds.



Point Isabel receives high levels of use during peak season. The winds and new launch facilities provide an ideal location for windsurfers to launch and land equipment. Windsurfing use has grown since the project was completed, with users preferring the launch at Point Isabel rather than continuing to use less developed sites nearby.



Aerial not available as site construction was completed since last aerial image





Skill Level:  
**Intermediate**

# Point Pinole

**East Bay Regional Park District**

Point Pinole offers one of the only safe kite launch for direct entry into the vast San Pablo Bay. The wind here often blows when all other sites are calm and it is a particularly good site during the winter months. The upland grassy, open field offers ample space for launch and landing while the beach and soft bottom afford easy ingress and egress. No access occurs through marsh habitat. Public parking is available at the Atlas Road Staging Area, an approximately 3/4 mile walk from the launch.

**Use:** This site offers strong steady winds, unpopulated open space for launch and landing, sandy beach for entry and exit, and a soft shoreline largely absent of rip rap. Due to the long walk from the parking lot near the Atlas Road Staging Area, this spot does not see the volume of use of other sites around the Bay.

**Rigging / Launching:** The beach at the end of the Marsh Trail is surrounded by a large grassy field and a row of tall trees bordering the north-western shore. The soft field and open space make rigging, launch and landing comfortable and safe for experienced kites. Kites can also use the trees as a wind-shield in northerly winds to simply walk their kite into the shield for an easy self-landing.

**Safety:** This site is recommended for intermediate to advanced riders only. The side-shore winds can also be intimidating for some, as tacks take kites quickly into the broad open space of the Bay and closer to the active shipping channel leading to the Napa and Sacramento rivers. There are few obstacles in and out of the water that pose threats to kites, with the notable exception of the large slab of concrete on the eastern edge of the beach.

**Amenities:** The Atlas Road Staging Area offers 78 parking spaces, but the walk from the lot to the beach—at around 3/4 mile—requires investment of time and effort. There are also restrooms and fresh water at the staging area.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>• Water access with adequate space for boardsailing rigging and launching</li> <li>• Grass open area for rigging</li> <li>• Soft shoreline without riprap- rare among East Bay launches</li> <li>• Easy access from I-80 and much of the North Bay and East Bay</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>• Relatively long distance from parking to launch</li> <li>• Side-shore winds can take kites quickly into vast open water</li> <li>• Currents can be stronger than they appear, particularly near the shipping channel</li> <li>• Large concrete slab near the beach poses potential hazard</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>• Work with East Bay Regional Park District and other stakeholders to formalize access to protect and, if needed, enhance boardsailor access</li> <li>• Shallow waters and soft shoreline makes this a potential teaching site for intermediates</li> <li>• If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>• Loss of access from erosion and longer-term sea level rise</li> <li>• Kites straying into nearby sensitive habitats</li> <li>• Placement of new impediments between rigging area and the water (e.g., fencing)</li> </ul>





## LAUNCH SITE

# Point Pinole

East Bay Regional Park District

### Site Conditions

- Prevailing Winds: N, E, NE
- Use: Kiteboarding



Point Pinole offers one of the few boardsailing access locations directly onto San Pablo Bay. With grass upland and beach water access, it offers a safer launch location than many of the riprap armored launches prevalent in the Central Bay. The distance from parking to the launch is anticipated to limit site use, but this could be a suitable location for more concentrated use in the future.

Use of Point Pinole is low, but could grow as the popularity of the sport grows. No changes to facilities are anticipated to be necessary for boardsailing, but ensuring use growth does not impact park use or result in impacts to sensitive habitats should be the priority for the kiteboarding community and shoreline managers.



# Remillard Park

**City of Larkspur**

Remillard Park, informally known as “Larkspur”, provides a small dirt path from the roadside parking area to the rocky beach shore that has long been used for windsurfing. Windsurfers typically launch from the small access point located east of the main parking lot. The site is used by windsurfers due to its ease of access, free parking, and sufficiently wide area for rigging.

**Use:** Water access with nearby space for rigging and launching has made this a boardsailing site with a long history of use. Winds are less consistent here, but the shoreline can be used when the winds are blowing north or northwest. Limited parking and a public restroom that has been closed for years further reduces use.

**Rigging / Launching:** Windsurfers will park in the lot located adjacent to the beach and small commercial center. Gear is rigged on the beach or on a gravel area at the top of the beach.

**Safety:** This site is recommended for advanced riders only. The narrow beach, offshore winds, and nearby ferry terminal make the launch suitable for only for experienced riders. Mudflats are exposed at low tides so riders need to be aware of how tides may affect their ability to return to shore.

**Amenities:** This small park provides dedicated parking and opportunities to walk the shore on the Bay Trail. A restroom on site has been closed due to vandalism for several years.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Sand beach with adequate space for boardsailing rigging and launching</li> <li>Easy access from Marin and the East Bay</li> <li>Long history of boardsailing use</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Armored shoreline, proximity to the Larkspur Ferry Terminal, and lack of nearby other locations to get on and off the water make this site suitable only to more experienced boardsailors</li> <li>Lack of facilities</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with City of Larkspur and other stakeholders to formalize access to protect and, if needed, enhance boardsailor access through provision of a formal rigging area</li> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Loss of shore access from erosion and longer-term sea level rise</li> <li>Restrictions or loss of parking</li> <li>Placement of new impediments between parking / rigging area and the beach</li> <li>Collisions or impeding with ferry operations</li> </ul>



# LAUNCH SITE

## Site Conditions

- Prevailing Winds: NW, WNW, N
- Use: Windsurfing

# Remillard Park

City of Larkspur



Remillard Park has been used by windsurfers for decades. Gear can be rigged on the parking area or on the ruderal area along the shore. Limited frequency of suitable winds and lack of formal amenities limits use of the site.



Use of Remillard Park is low and there are no recommendations for immediate improvements at the site. Protecting parking and ensuring any future nearby development does not impact access for windsurfers should be the priority for shoreline managers.



Larkspur Ferry Terminal

Roadside parking and path to the shore

Google Earth

700 ft



# San Quentin

**Marin County**

San Quentin provides a small beach that has long been used for windsurfing, located north of the Richmond-San Rafael Bridge. The sandy beach is used by windsurfers due to its access to winds, free parking, a small grass rigging area, and a sufficiently wide beach with exceptional views.

**Use:** A sand beach with space for rigging and launching has made this a boardsailing site with a long history of use. Winds are less consistent here, but the beach can be used when the winds are blowing north or northwest. Limited parking further reduces use.

**Rigging / Launching:** Windsurfers will park along Main Street adjacent to the beach. Gear is rigged on a small grass area near the stairs at the top of the beach.

**Safety:** This site is recommended for intermediate to advanced riders only. The offshore winds and proximity to the Richmond-San Rafael Bridge make the launch suitable for only for experienced riders. Mudflats are exposed at low tides so riders need to be aware of how tides may affect their ability to return to shore.

**Amenities:** Access at this small beach informal so no amenities are provided.

SWOT	Analysis
<b>Strengths</b> <i>The site's relative advantages</i>	<ul style="list-style-type: none"> <li>Sand beach with adequate space for boardsailing rigging and launching</li> <li>Easy access from Marin and the East Bay</li> <li>Long history of boardsailing use</li> </ul>
<b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i>	<ul style="list-style-type: none"> <li>Offshore winds and the Richmond-San Rafael Bridge pilings make the site suitable only to experienced boardsailors</li> <li>Lack of facilities</li> </ul>
<b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i>	<ul style="list-style-type: none"> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<b>Threats</b> <i>Factors or trends that could threaten site use</i>	<ul style="list-style-type: none"> <li>Loss of beach from erosion and longer-term sea level rise</li> <li>Restrictions or loss of parking</li> <li>Placement of new impediments between parking / rigging area and the beach</li> </ul>



# LAUNCH SITE

# San Quentin

Marin County

### Site Conditions

- Prevailing Winds: NW, WNW, N
- Use Windsurfing



*San Quentin has been used by windsurfers for decades. Limited frequency of suitable winds and lack of formal amenities limits use of the site. Gear can be rigged on the beach.*



*Use of San Quentin is low and there are no recommendations for immediate improvements at the site. Protecting parking and ensuring any future nearby development does not impact access for windsurfers should be the priority for shoreline managers.*





Skill Level:  
**Intermediate**

# Shimada Park

*City of Richmond*

Shimada Park provides water access for windsurfers from a set of stairs that lead from the shore into the water in the small shoreline park. Rigging occurs on the lawn, which is located next to the parking lot and a short distance across the Bay Trail from the water. The convenience of parking, a grass rigging lawn, and water access make this a popular launch.

**Use:** Shimada Park has a set of stairs that lead through the riprap to the water along a south-facing segment of shoreline. The grass lawn provides an ideal rigging area. Typically, over 20 boardsailors a day launch and land at the beaches under ideal conditions.

**Rigging / Launching:** Rigging occurs on the grass lawn near the top of the stairs. Assembled rigs on the grass lawns are then walked across the Bay Trail and down the stairs into the water.

**Safety:** The shoreline adjacent to the beaches is armored with riprap that can present safety hazards to kilters entering or in the water. Shimada Park is also popular with families, so limiting interactions between sailors and other users between the lawn and the beach is critical to maintain safety.

**Amenities:** There is parking for vehicles in two lots, as well as restrooms, a water fountain, BBQ pits, and picnic tables. Space is shared with families, walkers, dogs, cyclists, and other park users.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Grass lawns adjacent to the beach provide adequate space for boardsailing rigging</li> <li>Long history of boardsailing use with moderate levels of existing use</li> <li>Access to calm water area in the lee of the breakwater west of Brooks Island</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Riprap shoreline armoring along the shoreline can be hazardous</li> <li>Lower steps are broken and in need of repair</li> <li>Rocks from the riprap can migrate onto the water entry area or just offshore underwater and can cut bare feet</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with City of Richmond and other stakeholders to fix the damaged steps and to ensure quality boardsailor access is maintained</li> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Sea level rise and loss of beach resulting in narrowed launching and landing area</li> <li>Placement of additional impediments between parking / rigging area and the water</li> <li>Boardsailors landing on or disturbing nesting birds and wildlife on Brooks Island</li> </ul>



# LAUNCH SITE

# Shimada Park

City of Richmond

### Site Conditions

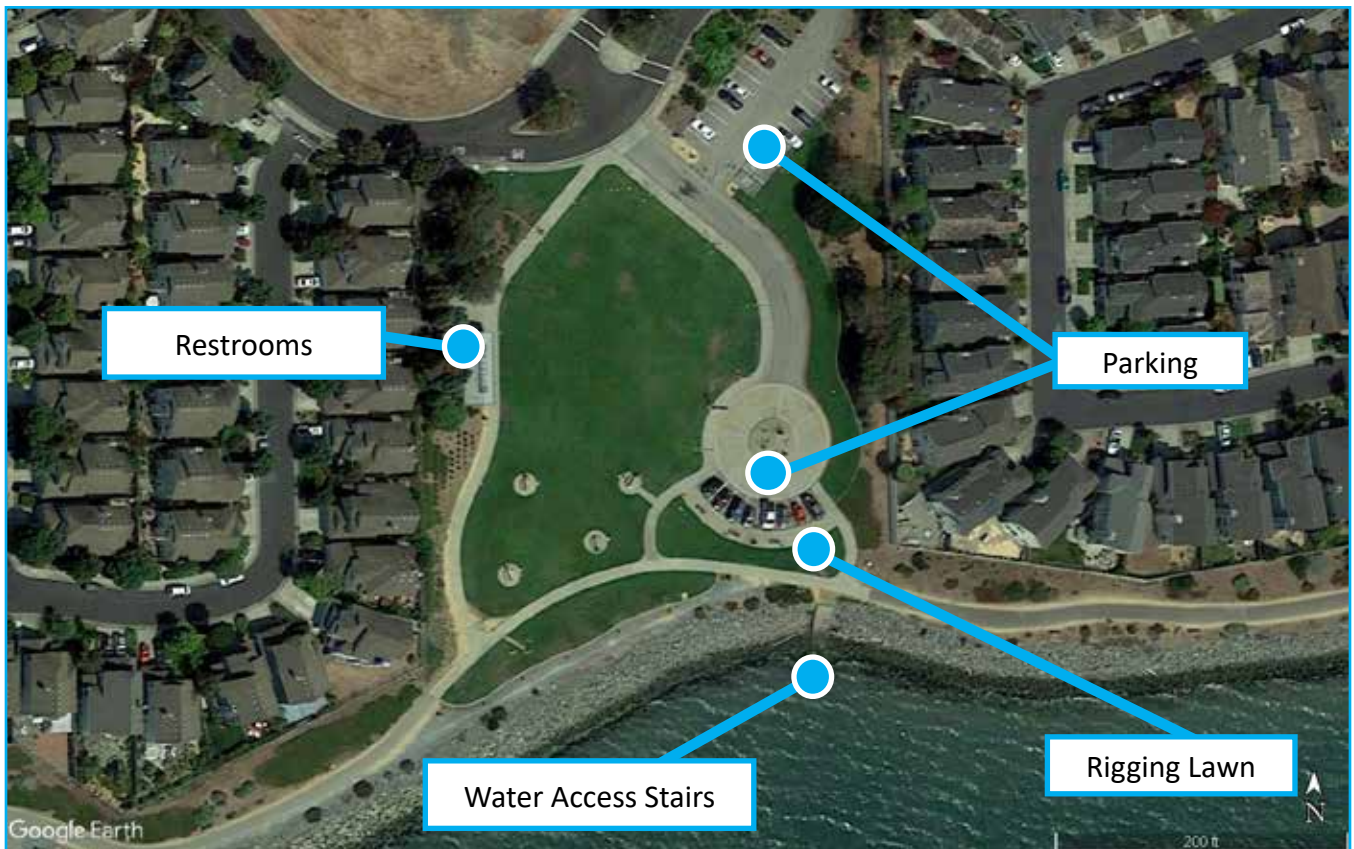
- Prevailing Winds: SW, WSW, S
- Use: Windsurfing



The grass lawns at Shimada Park provide a large, obstruction free area to rig windsurf boards. Ease of access from the parking area, grass lawn, and to the Bay make this a popular site.



The lower steps into the water are damaged and in need of repair. The riprap shoreline can also result in rocks washing into the water entry area requiring caution when entering and exiting the water. Boardsailors will occasionally move rocks from the entry path (Photo: David Fielder).



# Starkweather

*City of San Rafael*

Starkweather, informally known as “Rod and Gun”, provides a small beach that has long been used for windsurfing. Windsurfers typically launch from the small sand beach located north of the Richmond-San Rafael Bridge. A smaller path north of the beach can also provide water access when mudflats limit use of the beach. The site is used by windsurfers due to its ease of access, free parking, and sufficiently wide beach and area for rigging.

**Use:** A sand beach with space for rigging and launching has made this a boardsailing site with a long history of use. Winds are less consistent here, but the beach can be used when the winds are blowing north or northwest. The northern tip of the point above the beach can be used at lower tides to avoid mudflats by the beach. Limited parking and a public restroom that has been closed for years further reduces use.

**Rigging / Launching:** Windsurfers will park in the lot located adjacent to the beach and small commercial center. Gear is rigged on the beach or on a gravel area at the top of the beach.

**Safety:** This site is recommended for intermediate to advanced riders only. The narrow beach and proximity to roadways make the beach suitable for only for experienced riders. Mudflats are exposed at low tides so riders need to be aware of how tides may affect their ability to return to shore.

**Amenities:** This small beach provides dedicated parking and opportunities to walk the shore on the Bay Trail. A restroom on site has been closed due to vandalism for several years.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Sand beach with adequate space for boardsailing rigging and launching</li> <li>Easy access from Marin and the East Bay</li> <li>Long history of boardsailing use</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Proximity to roadways and the riprap shoreline, as well as the Richmond-San Rafael Bridge pilings make the site suitable only to experienced boardsailors</li> <li>Lack of facilities, including restrooms</li> <li>Mudflats at low tide from the beach</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with City of San Rafael and other stakeholders to formalize access to protect and, if needed, enhance boardsailor access through provision of a formal rigging area</li> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Loss of beach from erosion and longer-term sea level rise</li> <li>Restrictions or loss of parking</li> <li>Placement of new impediments between parking / rigging area and the beach</li> </ul>





- Prevailing Winds: NW, WNW, N
- Use: Windsurfing

# Starkweather

City of San Rafael



*Starkweather has been used by windsurfers for decades. Gear can be rigged on the beach or on the gravel area west of the beach. Use of Starkweather is low and there are no recommendations for immediate improvements at the site. Protecting parking and ensuring any future nearby development does not impact access for windsurfers should be the priority for shoreline managers.*

*Limited frequency of suitable winds and lack of formal amenities reduces use of the site. Additionally, mudflats extending from the main beach can limit use to higher tides. Some windsurfers will launch from a gap in the riprap north of the beach when mudflats obstruct beach use or when wind conditions make it preferable.*





Skill Level:  
**Advanced**

# Vincent Park

*City of Richmond*

Vincent Park provides water access at two small beaches that are popular with windsurfers and kites. For kites, rigging and launching occurs on the lawn, which requires the kiter to walk through a narrow area surrounded by trees or over a vegetated hillside to get to the water. The impediments between the rigging area and the beaches make this site only suitable to upper-intermediate to advanced kites. Windsurfers most often launch from the south beach and can rig either on the lawn or on the beach .

**Use:** Vincent Park has two beaches, one that faces south and one that faces west, providing access under a variety of wind directions. The grass lawn provides an ideal rigging area. Typically, over 20 sailors a day launch and land at the beaches under ideal conditions.

**Rigging / Launching:** Rigging occurs on the grass lawn in the middle of the park. Kites can be inflated and rigged on the grass lawns and then walked aloft from the lawn across the Bay Trail to the beach. The presence of large trees between the rigging area and launch require advanced skill to safely maneuver the kite. Windsurfers will typically rig on the lawn or on the beach, before launching from the south beach.

**Safety:** The shoreline adjacent to the beaches is armored with riprap and there is a long riprap jetty adjacent to the west beach that can present safety hazards to kites entering or in the water. Vincent Park is also popular with families, so limiting interactions between sailors and other users between the lawn and the beach is critical to maintain safety. Only advanced kites should launch here in part due to the potential risk to other park users.

**Amenities:** There is parking for 38 vehicles, as well as restrooms, a water fountain, BBQ area, playground, and picnic tables. Space is shared with families, walkers, dogs, cyclists, and other park users.

SWOT	Analysis
<b>Strengths</b> <i>The site's relative advantages</i>	<ul style="list-style-type: none"> <li>Grass lawns adjacent to the beach provide adequate space for boardsailing rigging</li> <li>Long history of boardsailing use with moderate levels of existing use</li> <li>Access to calm water area in the lee of Brooks Island</li> </ul>
<b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i>	<ul style="list-style-type: none"> <li>Trees and other park users create hazards to kites moving from the rigging lawn to the shore, making the site suitable only to experienced kites</li> <li>Rocks from the riprap can migrate onto the beach or just offshore underwater and can cut bare feet or damage equipment</li> <li>Popularity of Marina Bay can result in high demand for beach and lawn space resulting in more opportunities for negative interactions among user groups</li> </ul>
<b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i>	<ul style="list-style-type: none"> <li>Work with City of Richmond and other stakeholders to ensure boardsailor access is recognized and protected</li> <li>Use of open lot east of the parking area for rigging could reduce potential interaction with other park users, enhancing access and safety</li> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<b>Threats</b> <i>Factors or trends that could threaten site use</i>	<ul style="list-style-type: none"> <li>Sea level rise and loss of beach resulting in narrowed launching and landing area</li> <li>Placement of additional impediments between parking / rigging area and the water</li> <li>Boardsailors landing on or disturbing nesting birds and wildlife on Brooks Island</li> <li>Kites not following proper safety practices, resulting in hazards to other users</li> </ul>



# LAUNCH SITE

# Vincent Park

City of Richmond

### Site Conditions

- Prevailing Winds: SW, SSW, S
- Use: Both



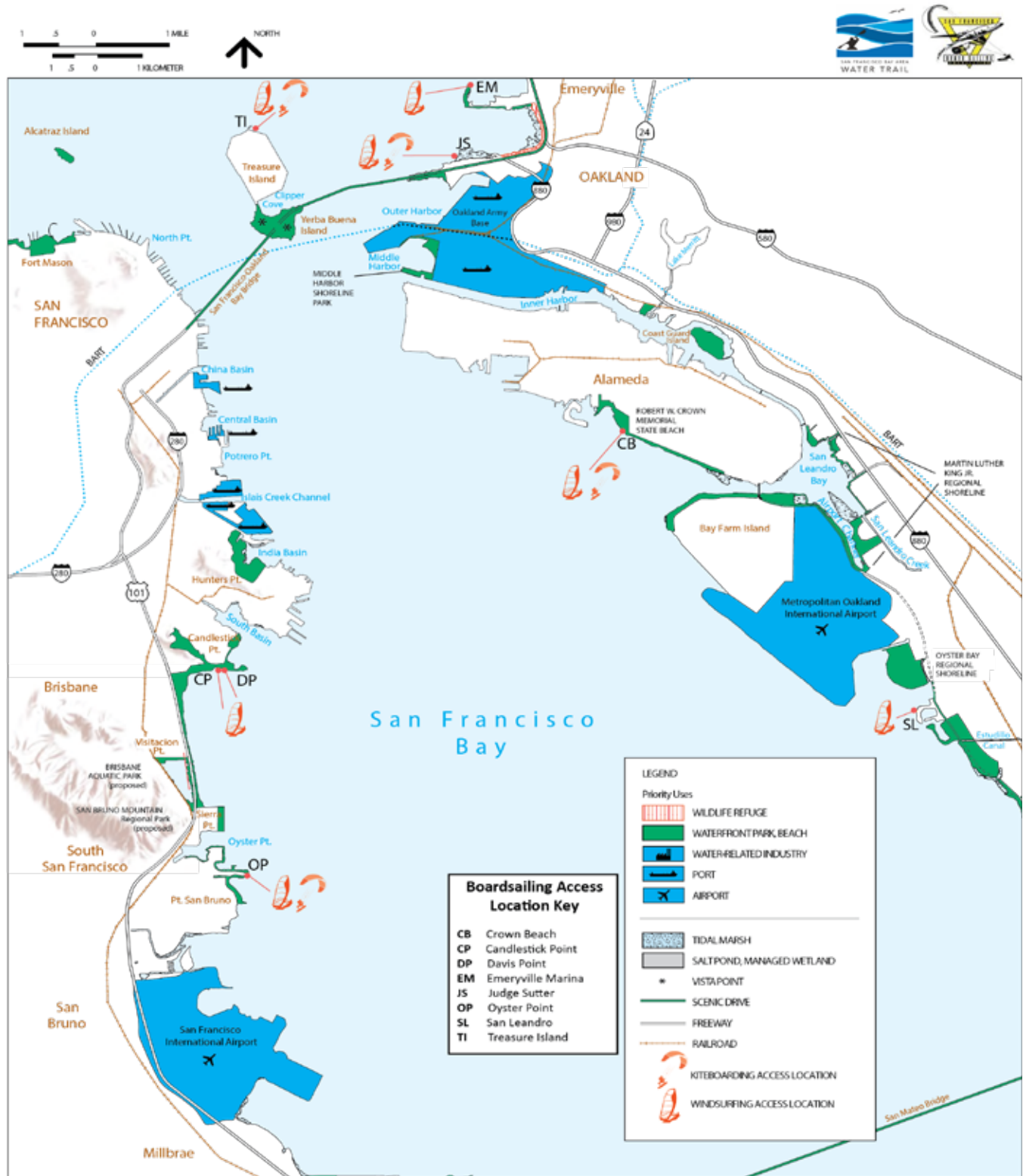
The grass lawns at Vincent Park provide a large, obstruction free area to rig and launch kites. Kites then walk their kites aloft from the lawn through a narrow window between trees or over a small hill and across the beach to the water. Picnic areas and a playground also make this a hazardous launch.



Boardsailing activity is primarily concentrated at the southern beach. Proximity of riprap shoreline and numerous potential hazards that could snag a kite or line make this site suitable only for more advanced kites.



# Central Bay



NOTE: THIS IS NOT AN OFFICIAL BCDC BAY PLAN MAP. THIS MAP IS ONLY INTENDED TO SHOW EXISTING BOARDSAILING ACCESS IN RELATION TO OTHER SHORELINE PRIORITY USES AS IDENTIFIED IN THE BCDC SAN FRANCISCO BAY PLAN.



# Central Bay

Crown Beach is one of the most popular kiteboarding beaches in the Bay Area. The wide sandy area, onshore winds, and concessionaire make it one of the safest places to learn. Most other locations in this region are suitable only for windsurfers or advanced kites.

Map Key	Launch	Access Type	Minimum Skill Required <sup>1</sup>	Level of Use	Kiteboarding	Windsurfing	In Water Trail Plan
CB	<b>Crown Beach (Alameda)</b>	Beach	B	High	X	X	X
CP	<b>Candlestick Point</b>	Path	I	Med	-	X	X
DP	<b>Davis Point</b>	Path	I	Med	-	X	X
EM	<b>Emeryville Marina</b>	Ramp	A	Low	-	X	X
JS	<b>Judge Sutter (Toll Plaza)</b>	Beach	I	Med	X	-	-
OP	<b>Oyster Point</b>	Beach and Ramp	A	Med	X	X	X
SL	<b>San Leandro</b>	Ramp	A	Low	-	X	X
TI	<b>Treasure Island</b>	Ramp	A	Low	X	X	X

1 A: Advanced; B: Beginner; I: Intermediate



# Crown Beach



Skill Level:  
**Beginner - Intermediate**

**East Bay Regional Park District**

Crown Beach, also known as “Alameda”, is a popular boardsailing site, particularly for beginning windsurfers and kiteboarders. Rigging and water access is concentrated on the beach in front of the concessionaire (Boardsports California). This area provides a sandy beach for rigging, launching and landing and a central hub of boardsailing activity to encourage safe use of the site and limit impacts to other beach-goers along the rest of the beach.

**Use:** Steady wind conditions that blow onshore, a wide beach, and the scenic location make Crown Beach one of the most popular boardsailing sites on San Francisco Bay, particularly for novices. Typically, over 100 sailors a day launch and land at the beach under ideal conditions.

**Rigging / Launching:** Rigging and water access is concentrated centrally on Crown Beach, adjacent to the concession building. Kites can be inflated and rigged in front of the concessionaire or on the grass lawn just to the east of the Bay Trail. The wide beach immediately south of the concessionaire is used for launching and landing.

**Safety:** Crown Beach offers one of the few suitable locations on the Bay for kiteboarders to learn. The wide sandy beach, presence of knowledgeable staff, and understanding among kites that many are beginners, contributes to a collaborative approach to safety. Winds are typically from the W, WNW, and WSW, which tends to push downed kites back to shore. Limiting obstructions and interactions between sailors and other users between the parking area and the beach is critical to maintain safety.

**Amenities:** There is parking for 300+ vehicles, as well as nearby restrooms, an outdoor shower, water fountain, and picnic tables. Space is shared with sunbathers, walkers, dogs, and other beach-goers

SWOT	Analysis
<p><b>Strengths</b>  <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Wide, sandy beach with adequate space for boardsailing rigging and launching makes the site suitable for novices</li> <li>The two mile long sandy beach, shallow warmer water, and light winds make this the best beginner location on the Bay for both windsurfing and kiteboarding</li> <li>Onshore winds push downed kites and windsurfers back to shore</li> <li>Partnership between EBRPD and the boardsailing community</li> <li>Long history of boardsailing use with high levels of existing use</li> <li>Concessions provide central hub of activity, lessons, equipment and guidance to encourage safe use of the site</li> </ul>
<p><b>Weaknesses</b>  <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Impediments south of the launching/landing area can be hazardous</li> <li>Water obstacles west of the launch area that include two storm drains marked by buoys and between the buoys is a line of rocks that are visible at low tide</li> <li>Popularity of Crown Beach can result in high demand for beach space resulting in more opportunities for negative interactions among user groups</li> </ul>
<p><b>Opportunities</b>  <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b>  <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Sea level rise and loss of beach resulting in narrowed launching and landing area</li> <li>Placement of new impediments between parking / rigging area and along the beach</li> <li>Kiters not following proper safety practices, resulting in hazards to other users</li> </ul>



# LAUNCH SITE

# Crown Beach

East Bay Regional Park District

**Site Conditions**

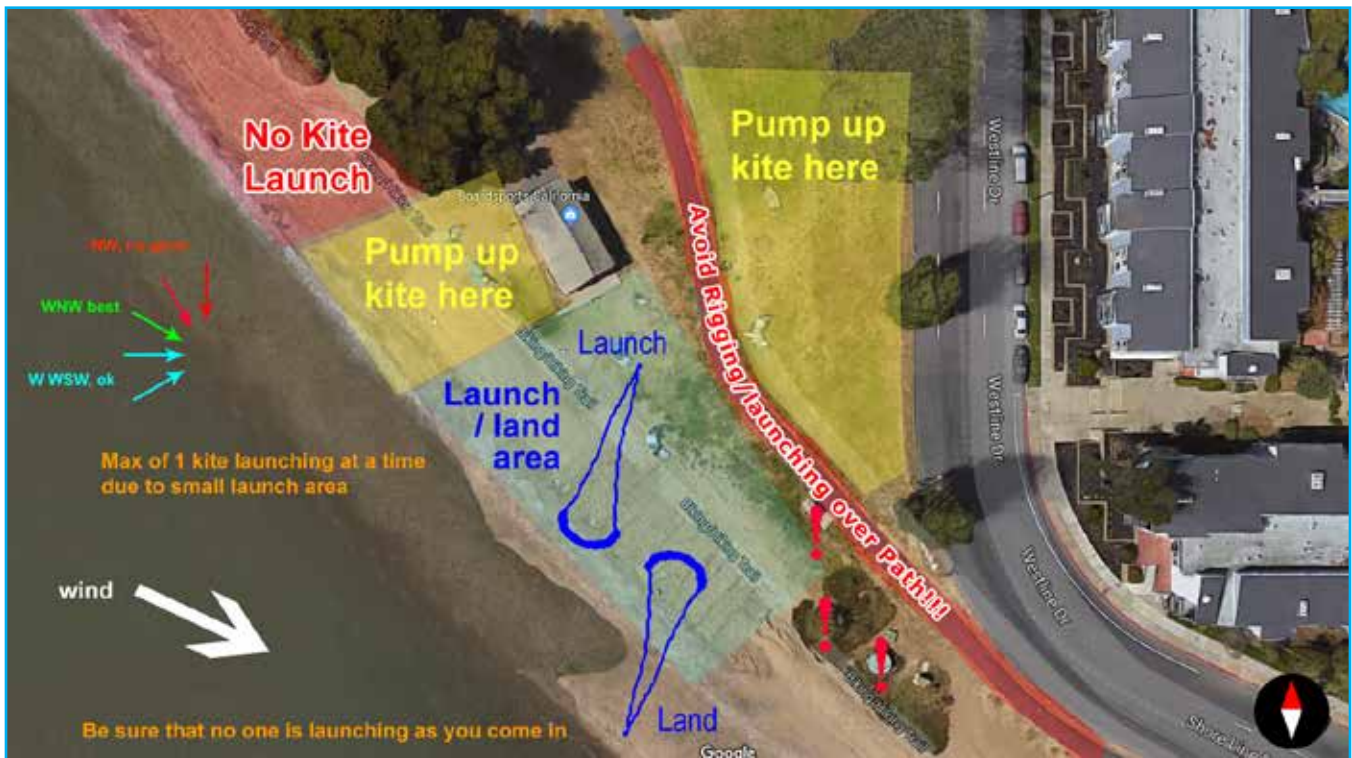
- Prevailing Winds: WNW, W, WSW
- Use: Both



Crown Beach provides one of the few locations on the Bay suitable for kilters to learn. The wide sandy beach, concessionaire offering lessons, and onshore winds contribute to a safe learning environment. Continued safety education and outreach is critical as the sport continues to grow in popularity.



Crown Beach receives high levels of use during peak season. The winds and wide beach provide an ideal location for boardsailors to launch and land equipment. Due to the importance of the site, it is critical that rigging surfaces and an unobstructed path to the beach be maintained.



# Candlestick Point

*California State Parks*

Candlestick Point, and adjacent Davis Point, provide informal access paths to the water that have long been used for windsurfing. Windsurfers typically rig in the open areas along the roadside parking, then carry equipment through a path in the small riprap to the water. The site is used by windsurfers due to its strong winds, ease of access, and free parking.

**Use:** Strong winds and sufficient space for rigging and launching has made this a windsurfing site with a long history of use. The shoreline is lightly armored, with small riprap that is relatively easy to navigate, making it a convenient launch location.

**Rigging / Launching:** Windsurfers will park along the road located adjacent to the access points. Gear is rigged on the open areas at the top of the riprap.

**Safety:** This site is recommended for advanced riders only. Winds blow offshore, so riders risk having to make a long swim or would be in need of rescue if the wind drops. Submerged rocks and other obstacles make booties or other foot protection important.

**Amenities:** This informal access provides parking and opportunities to walk the shore on the Bay Trail. Candlestick Point State Recreation Area offers a variety of amenities, including restrooms, picnic tables, and a campground.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>• Water access with adequate space for boardsailing rigging and launching</li> <li>• Easy access from San Francisco and the Peninsula</li> <li>• Long history of boardsailing use</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>• Offshore winds make it suitable only to more experienced boardsailors</li> <li>• Lack of facilities</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>• Work with State Parks and other stakeholders to formalize access to protect and, if needed, enhance boardsailor access through provision of a formal rigging area, parking, and water access</li> <li>• If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>• Loss of access from erosion and longer-term sea level rise</li> <li>• Restrictions or loss of parking</li> <li>• Placement of new impediments between parking / rigging area and the water</li> </ul>





## LAUNCH SITE

# Candlestick Point

California State Parks

### Site Conditions

- Prevailing Winds: NW, WNW, N
- Use: Windsurfing



*Candlestick and Davis Point have been used by windsurfers for decades. Lack of formal amenities limits use of the site. Gear can be rigged on the open areas between the roadside parking and the riprap.*



*Use of Candlestick is low, but could grow with provision of formal access. Protecting parking and ensuring any future nearby development does not impact access for windsurfers should be the priority for shoreline managers. Additionally, as Candlestick Park redevelops, provision of parking, a rigging area, and formal water access should be considered.*



# Emeryville

City of Emeryville



Skill Level:  
**Advanced**

The Emeryville Marina Point Launch is a cobble cement ramp located at the northern point of the Marina. The launch is a steep water entry ramp that is suitable for windsurfers. There is a washdown station at the top of the ramp and gear can be rigged on the grass lawns adjacent to the launch ramp.

**Use:** Windsurfers have been launching here for many years. The location at the tip of the marina offers access to optimal wind conditions at a convenient location. However, the steep and sometimes-slippery ramp and distance from the parking lot limits use of the site.

**Rigging / Launching:** Large grass lawns adjacent to the top of the ramp provide an ideal rigging area. Due to the distance of the lawns from parking, rigging can require several trips of a moderate distance that can deter use. The washdown at the top of the launch is a great amenity for boardsailors returning to shore at the Marina.

**Safety:** The bottom portion of the ramp can become slick with algae growth so users would need to use extreme caution carrying their rigs across this area. Additionally, the shoreline immediately around the Marina is all armored with riprap, requiring precision to return to the narrow access ramp.

**Amenities:** The site has ample parking and access to a variety of nearby amenities, including restaurants, walking paths, picnic areas, lawns, and restrooms. Ample paid parking is available in large lots at the site, and is allowed for up to 24 hours. Free 4-hour parking is provided in the furthest west parking lots, along the shoreline park, between 7AM and 10PM.

SWOT	Analysis
<b>Strengths</b> <i>The site's relative advantages</i>	<ul style="list-style-type: none"> <li>Quality windsurfing rigging and launching facility</li> <li>Long history of boardsailing use</li> <li>Design completed in close consultation with the boardsailing community</li> <li>Central Bay location with convenient access from several freeways</li> </ul>
<b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i>	<ul style="list-style-type: none"> <li>Distance from the parking area to the rigging area and launch can deter use</li> <li>Algae growth on bottom of ramp can cause slip hazards and require care to navigate</li> </ul>
<b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i>	<ul style="list-style-type: none"> <li>The Marina is ideally located for winds coming through the Golden Gate. With the presence of lawns for rigging, the provision of a wider ramp along the west side of the marina could make the area suitable for kiteboarding.</li> </ul>
<b>Threats</b> <i>Factors or trends that could threaten site use</i>	<ul style="list-style-type: none"> <li>Loss of shore access from erosion and longer-term sea level rise</li> <li>Restrictions or loss of parking</li> <li>Placement of new impediments between parking / rigging area and the launch</li> </ul>



# LAUNCH SITE

# Emeryville

City of Emeryville

### Site Conditions

- Prevailing Winds: NW, WNW, W
- Use: Windsurfing



The Emeryville Marina launch facilities were designed in consultation with local windsurfers and provides important wind access that otherwise would have been precluded from the Marina. Care needs to be taken when entering and existing the water, as the bottom portions of the ramp can be slick with algae.



The strong winds and Marina location provide important access for windsurfers to launch and land. Ease of use of nearby facilities makes Emeryville comparatively less popular, however, it still receives moderate use during peak season.



# Sutter Regional Shoreline

**East Bay Regional Park District**

Judge John Sutter Regional Shoreline, also known as “Toll Plaza” or “Radio Beach”, is a sandy beach located just north of the Bay Bridge toll plaza in Oakland. The beach is heavily used by kiteboarders due to its consistent winds, convenient location, and rigging space. Rigging and water access is concentrated at the southern and central portions of the beach, where the beach is widest and there is adjacent upland area to lay down equipment.

**Use:** Optimal wind conditions, a sandy beach, and the convenient location make Toll Plaza Beach an increasingly popular boardsailing site. The onshore winds and lack of obstructions make the beach suitable for intermediate kites. Typically, over 50 sailors a day launch and land at the beach under ideal conditions.

**Rigging / Launching:** Rigging and water access is concentrated at the south end of the beach, but well away from the bridge and traffic. Kites will park along the frontage road north of the bridge and walk their gear along the beach to rig and launch. Kites should be launched at least 150 feet away from high voltage power lines, which are active and can pose a threat to kites.

**Safety:** The lack of nearby obstructions, a relatively wide sandy beach, and onshore winds make Toll Plaza suitable for intermediate boardsailors. High voltage power lines located at the southern tip of the beach should be given a wide buffer. There are several radio towers located near the northern tip of the beach and kites should avoid kiting too close to avoid getting snagged on a tower.

**Amenities:** This is an undeveloped site. Users park along the frontage road then walk the beach to the rigging area. Additional amenities may be provided when the site is developed as part of Gateway Park. The space is lightly used other than boardsailing, primarily by people fishing or just walking the beach.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Sandy beach with adequate space for boardsailing rigging and launching</li> <li>Long history of boardsailing use with high levels of existing use</li> <li>Onshore winds that will carry downed kites back to shore</li> <li>Central Bay location with convenient access from several freeways</li> <li>Scenic views</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Sandy beach can be narrow at higher tides, leaving limited room for rigging and launching</li> <li>Emeryville Crescent (to the northeast) is extremely shallow and becomes mudflat at low tides and is not suitable for boardsailing</li> <li>Power lines and radio towers can pose hazards to kites</li> <li>Trash dumping and unauthorized camping</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with EBRPD and other stakeholders to ensure planned Gateway Park project does not diminish boardsailor access or create new safety/use hazards</li> <li>Provide an upland rigging and launching area to improve use at high tides</li> <li>Protect or enhance parking on north side of the Bay Bridge</li> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Loss of parking along frontage road in proximity to the beach</li> <li>Placement of new impediments along the beach (i.e., fencing)</li> <li>Kites not following proper safety practices, resulting in hazards to other users</li> </ul>



Site Conditions

- Prevailing Winds: NW, WNW, W
- Use: Kiteboarding

# Sutter Regional Shoreline

East Bay Regional Park District



The beach has ample space for several kites to launch and land at one time at low tides, but can be tight at higher tides. Kites will carry gear from the roadside parking area and inflate kites along the back of the beach before launching. A lack of obstructions, onshore winds, and sandy beach make Gateway Park suitable for intermediate kiteboarders (Photo: Andrew Sullivan).



Gateway Park received moderate levels of use during peak season. The winds and wide beach provide an ideal location for boardsailors to launch and land equipment. Due to the importance of the site, it is critical that parking, rigging surfaces, and an unobstructed path to and along the beach be maintained as part of Gateway Park improvements (Photo: Ben Botkin).



# Oyster Point

*City of South San Francisco*

The Oyster Point Marina provides formal water access for boardsailing. Windsurfers and kites typically rig on the grass lawns located adjacent to the ramp in the southeastern portion of the Marina. The site access was developed in partnership with windsurfers and remains popular due to its strong winds, ease of access, and free parking.

**Use:** Strong winds and sufficient space for rigging and launching has made this a windsurfing site with a long history of use. The shoreline is heavily armored, but an access path / ramp provides a way through to the water. A windsock helps users to gauge wind strength and direction. A kiteboard concessionaire is located within the marina.

**Rigging / Launching:** Boardsailors will park within the main parking lot along the western edge of the Marina. Gear is rigged on the grass lawns located adjacent to the parking lot at the top of the riprap.

**Safety:** This site is recommended for advanced riders only. Submerged rocks and other obstacles make booties or other foot protection important. Winds blow offshore, so riders risk a long swim or being blown towards the East Bay if equipment fails.

**Amenities:** This access provides parking and opportunities to walk the shore on the Bay Trail. The Oyster Point Marina offers a variety of amenities, including a concessionaire, restrooms, picnic tables, water, and a restaurant.

SWOT	Analysis
<b>Strengths</b> <i>The site's relative advantages</i>	<ul style="list-style-type: none"> <li>Formal water access with adequate space for boardsailing rigging and launching</li> <li>Easy access from San Francisco and the Peninsula</li> <li>Long history of boardsailing use</li> </ul>
<b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i>	<ul style="list-style-type: none"> <li>Offshore winds make it suitable only to more experienced boardsailors</li> </ul>
<b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i>	<ul style="list-style-type: none"> <li>Work with South San Francisco and other stakeholders to formalize access to protect and, if needed, enhance boardsailor access through provision of a formal rigging area, parking and water access</li> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<b>Threats</b> <i>Factors or trends that could threaten site use</i>	<ul style="list-style-type: none"> <li>Loss of access from erosion and longer-term sea level rise</li> <li>Restrictions or loss of parking</li> <li>Placement of new impediments between parking / rigging area and the water</li> </ul>



## LAUNCH SITE

# Oyster Point

City of South San Francisco

### Site Conditions

- Prevailing Winds: NW, WNW, N
- Use: Both



The Oyster Point Marina has been used by windsurfers due to its frequent winds and ease of use. Formal boardsailing water access was designed in partnership with the windsurfing community. Gear can be rigged on the grass lawn between the parking area and the ramp. Concessionaire primarily gives kiteboarding lessons via jetski and does not use the launch.



Use of Oyster Point is moderate, but could grow with additional development of the Oyster Point Marina. Ensuring any future nearby development does not impact access for windsurfers should be the priority for shoreline managers. Additionally, as the marina redevelops, provision of formal kiteboarding water access should be considered, including sufficient space for rigging and launching.



# San Leandro

*City of San Leandro*

The San Leandro Marina provides informal access paths to the water for windsurfing. Windsurfers typically rig on the grass lawns located adjacent to the parking lot, then carry equipment through a path in the riprap to the water. The site is used by windsurfers due to its strong winds, ease of access, and free parking.

**Use:** Strong winds and sufficient space for rigging and launching has made this a windsurfing site with a long history of use. The shoreline is heavily armored, but an access path / ramp provides a way through to the water.

**Rigging / Launching:** Windsurfers will park within the main parking lot along the western edge of the Marina. Gear is rigged on the grass lawns located adjacent to the parking lot at the top of the riprap.

**Safety:** This site is recommended for advanced riders only. Submerged rocks and other obstacles make booties or other foot protection important. Winds blow onshore and most of the surrounding shoreline is heavily armored, so riders risk being blown into the rocks if equipment fails.

**Amenities:** This informal access provides parking and opportunities to walk the shore on the Bay Trail. The San Leandro Marina offers a variety of amenities, including restrooms, picnic tables, water, and a restaurant.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>• Water access with adequate space for boardsailing rigging and launching</li> <li>• Easy access from the East Bay and South Bay</li> <li>• Long history of boardsailing use</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>• Onshore winds and armored shoreline make it suitable only to more experienced boardsailors</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>• Work with San Leandro and other stakeholders to ensure redevelopment of the marina and proposed facilities provide a quality rigging area, parking, and water access for windsurfers</li> <li>• If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>• Loss of access from erosion and longer-term sea level rise</li> <li>• Restrictions or loss of parking</li> <li>• Placement of new impediments between parking / rigging area and the water</li> </ul>





# LAUNCH SITE

# San Leandro

City of San Leandro

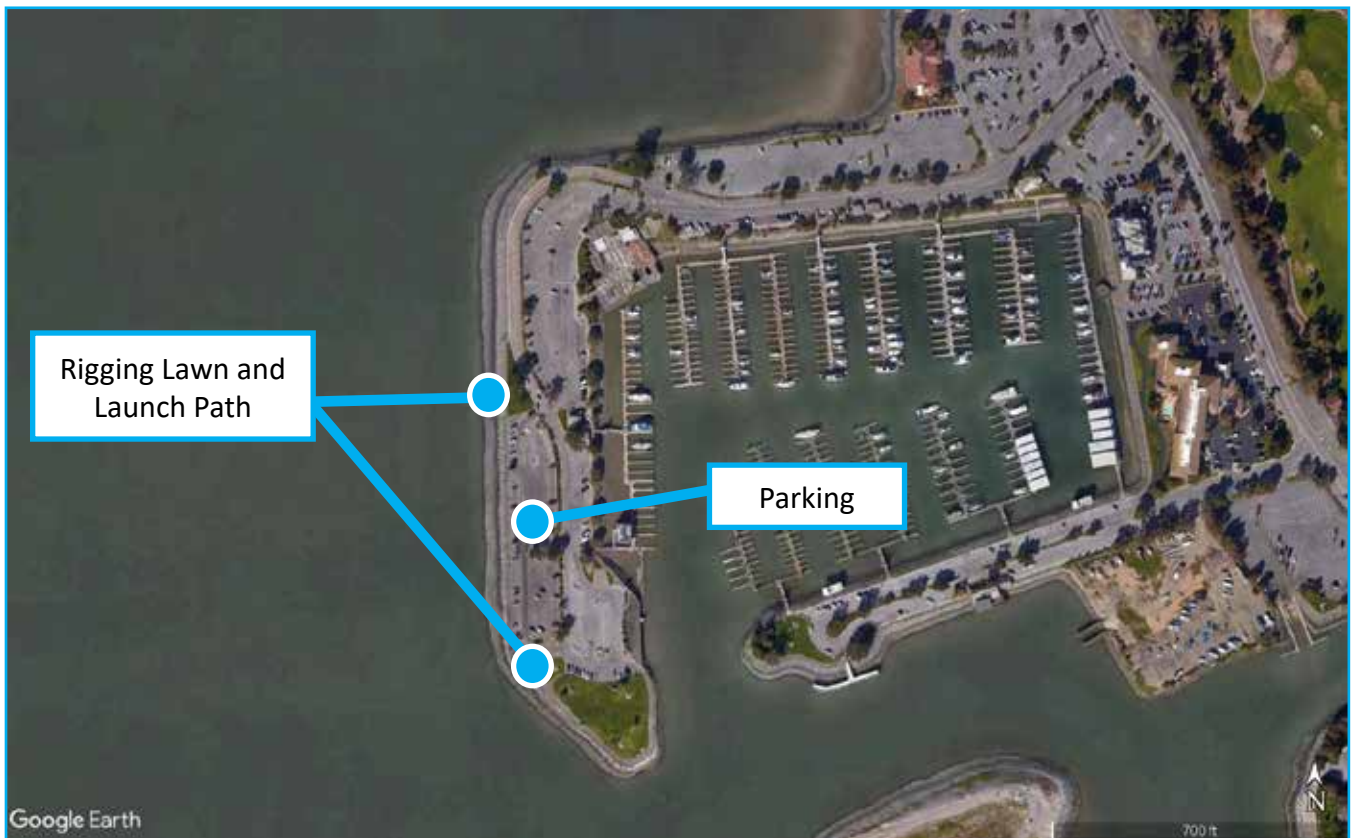
### Site Conditions

- Prevailing Winds: NW,WNW, N
- Use: Windsurfing



Use of San Leandro is low, but could grow with provision of formal access. Ensuring any future nearby development does not impact access for windsurfers should be the priority for shoreline managers. Additionally, as the marina redevelops, proposed water access should be developed in consultation with the boardsailing community.

The San Leandro Marina has been used by windsurfers due to its frequent winds and ease of use. Lack of formal boardsailing water access limits use of the site. Gear can be rigged on the grass lawn between the parking area and the riprap.



# Treasure Island

*Treasure Island Development Authority*

Treasure Island receives some of the best winds in the Bay Area, but access to the high-wind launch on the northeast corner of the Island is frequently limited by ongoing US Navy cleanup activities. Kiteboarders and windsurfers have been launching from a small ramp here when accessible, but access can be hazardous and is suitable only to advanced boardsailors. Treasure Island Sailing Center (TISC) in Clipper Cove (southeast corner of the Island) occupies an ideal location for beginner boardsailing instruction. Ongoing redevelopment of the Island offers a unique opportunity to enhance access.

**Use:** Windsurfers and kiteboarders launch from a ramp in a small cove at the northeastern end of the Island. This location offers access to optimal wind conditions, but can be hazardous due to the damaged, slippery and narrow ramp, nearby obstructions, and surrounding riprap shoreline. Difficulty in accessing the site during Navy cleanup activities also limits use. A boat supported concessionaire currently provides lessons near this launch.

**Safety:** The ramp is narrow and surrounded by riprap, including a jetty immediately to the north of the ramp. This requires skill to navigate in and out of, particularly for kites returning to shore at this location.

**Amenities:** There are currently no formal amenities at the site. Access is largely informal, with parking occurring along adjacent streets. Development of this site as a formal launch could make this a key location for Bay Area access due to high quality winds and riding experience.

**Rigging / Launching:** A small grass lawn is adjacent to the top of the ramp that can be used for rigging, but a couple of trees on the lawn near the top of the ramp can snag lines or kites. Parking is limited.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>• Access to some of the best, most-consistent winds in the Bay</li> <li>• Low-lying portions at the north end of the Island often create an area of calm water on the lee (east) of the Island, while kites still have access to winds blowing over the Island</li> <li>• Iconic location and existing boardsailing use for approximately 25 years</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>• Proximity of obstructions to the launch and surrounding armored shoreline block the wind and make the launch suitable only to advanced kites and windsurfers</li> <li>• Algae growth on bottom of ramp can cause slip hazards and require care to navigate</li> <li>• Intermittent area closure from site remediation or construction</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>• Redevelopment of the Island offers an opportunity to develop facilities to support boardsailing use</li> <li>• The Island is ideally located for winds coming through the Golden Gate. With the presence of lawns for rigging, the provision of a wider ramp and clearance of obstructions close to the water could make the area a world class location for boardsailing</li> <li>• Providing a second ramp to the southeast of the main ramp would allow for entry and exit that is further downwind and enhance safety</li> <li>• SFBA funded an engineering site assessment for improved launch infrastructure and beach creation</li> <li>• Possibility of collaboration with TISC for access to instruct beginners to intermediate boardsailors</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>• Loss of shore access from erosion and longer-term sea level rise</li> <li>• Restrictions or loss of parking</li> <li>• Placement of new impediments between parking / rigging area and the launch</li> </ul>



- Prevailing Winds: NW, WNW, W
- Use: Both

# Treasure Island

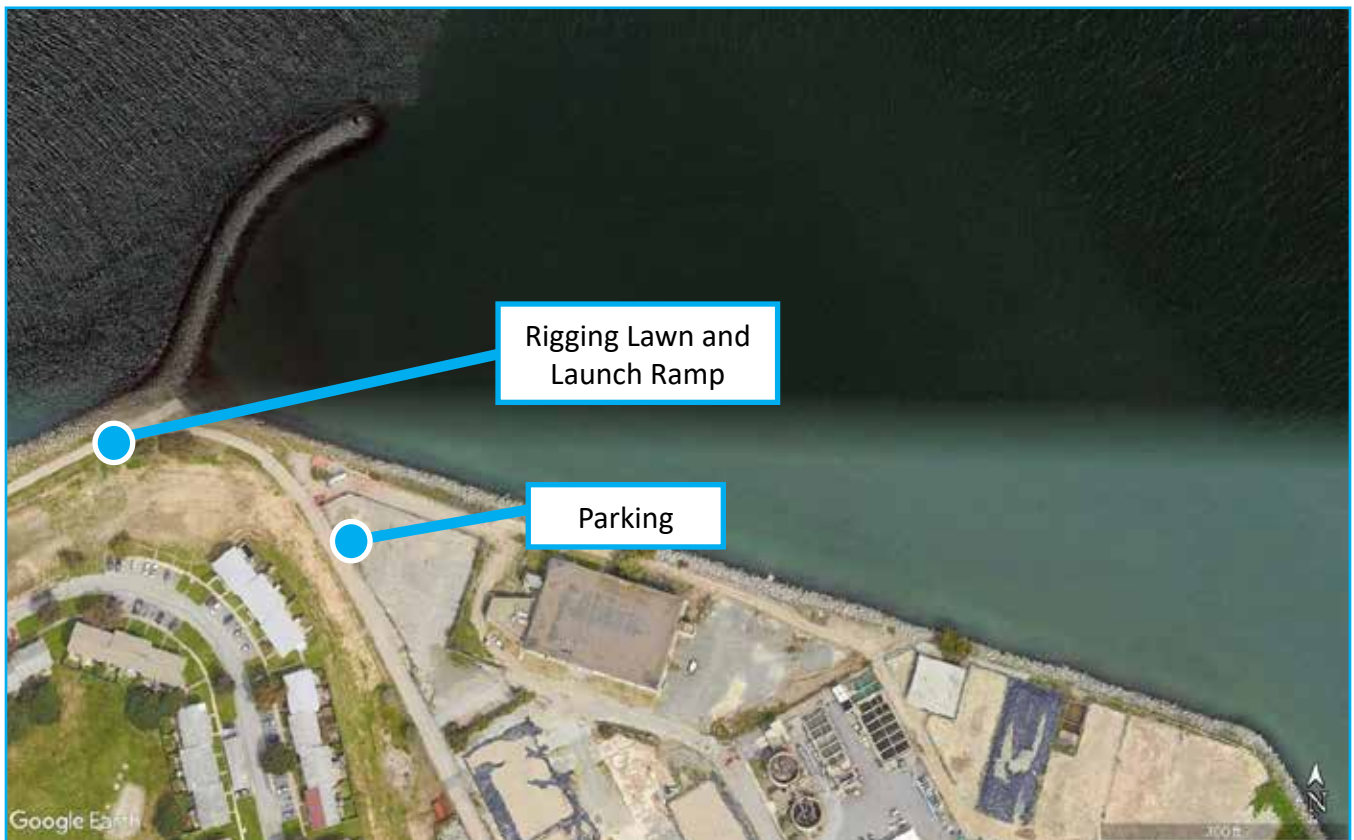
Treasure Island Development Authority



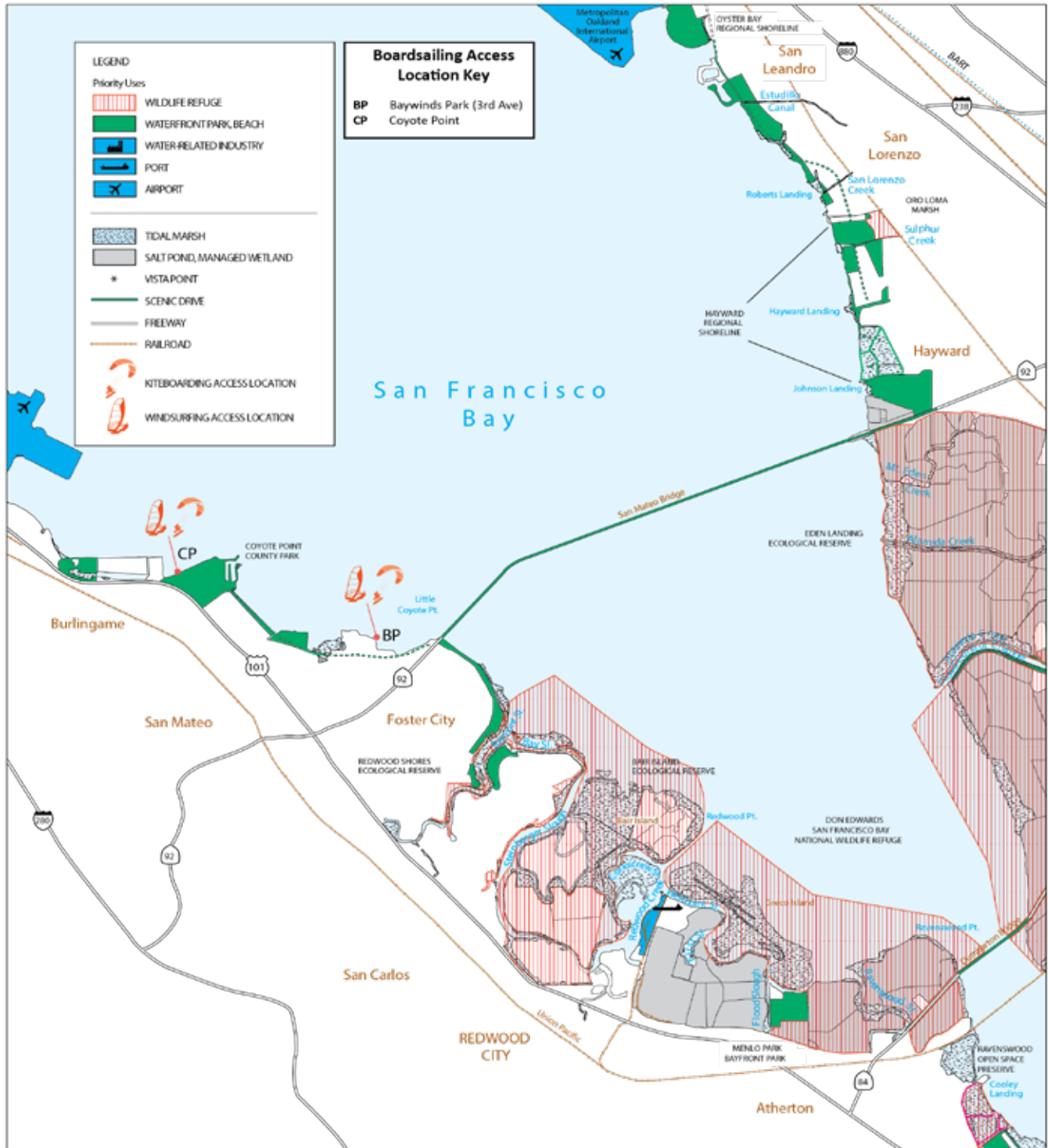
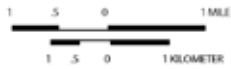
The site is only suitable for advanced riders and receives relatively low levels of use due to poor quality of access and launch/recovery space. For kites, the Island blocks some of the lower winds allowing for smooth water while kites catch the winds blowing over the Island. This can create ideal riding conditions with strong winds over flat water.



Redevelopment of the Island and open space in this area was designed to enhance boardsailing access at this iconic location, but delays have made its proper implementation questionable. Future redevelopment should incorporate access to the area's world-class winds (Photo: Erin Loscocco).



# Central Bay South



NOTE: THIS IS NOT AN OFFICIAL BCDC BAY PLAN MAP. THIS MAP IS ONLY INTENDED TO SHOW EXISTING BOARDSAILING ACCESS IN RELATION TO OTHER SHORELINE PRIORITY USES AS IDENTIFIED IN THE BCDC SAN FRANCISCO BAY PLAN.



# Central Bay South

Coyote Point and Baywinds Park are two of the most important boardsailing sites in the Bay Area, with a long history of access and use. Baywinds Park, in particular, can see over 300 boardsailors a day in peak season. Both sites are impacted by shoreline erosion and/or nearshore development that threatens to significantly degrade access.

Map Key	Launch	Access Type	Minimum Skill Required <sup>1</sup>	Level of Use	Kiteboarding	Windsurfing	In Water Trail Plan
BP	Baywinds Park (3rd Ave)	Beach & Ramp	I	High	X	X	X
CP	Coyote Point	Beach & Ramp	I	High	X	X	X

1 A: Advanced; B: Beginner; I: Intermediate





Skill Level:  
**Intermediate**

# Baywinds Park

*City of Foster City*

Baywinds Park, also known as “Third Ave”, is the most heavily used boardsailing site on San Francisco Bay. Water access for kilters is concentrated at the Upper Launch, which historically provided a wide sandy beach for rigging, launching, and landing. Narrow water access paths and beaches further to the south provide water access for windsurfers and more experienced kilters.

**Use:** Optimal world-class wind conditions, a historically wide beach, relatively warm water, and the presence of helpful locals and concessionaires all contribute to the popularity of this site. Typically, over 300 sailors a day launch and land under ideal conditions.

**Rigging / Launching:** Rigging and water access is concentrated at the Upper Launch because it offers unobstructed winds and a broad sand / mudflat area for launching and landing. Boardsailors will typically park at the lower parking lot and inflate kites on the turf rigging area then carry inflated kites along the Bay Trail to the Upper Launch, approximately ¼ mile. From the Upper Launch, kilters must walk their aloft kites through a break in the riprap to get to the water.

**Safety:** Baywinds Park is suitable for intermediate to experienced boardsailors. Novices may learn at the site under close supervision. Erosion has significantly narrowed the beach area in recent years, pushing sailors to rig closer to the riprap along the Bay Trail and increasing potential risk during launching. Mudflats can also be slippery when walking from launching area to the water.

**Amenities:** Baywinds Park offers parking, a turf rigging area, restrooms, a water fountain, picnic tables, and a seasonal concessionaire. The parking area and Lower Launch were designed collaboratively by the City of Foster City and the boardsailing community.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>World-class location with ideal winds</li> <li>Historically wide beach with adequate space for boardsailing rigging and launching</li> <li>Convenient location with easy access from several major freeways</li> <li>Lower Launch and parking area design recently completed in close consultation with boardsailing community</li> <li>Long history of boardsailing use with high levels of existing use</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Erosion of the Upper Launch has significantly narrowed space available for rigging and launching, resulting in crowding and increased hazards</li> <li>Lack of formal access from Bay Trail to Upper Launch Beach</li> <li>Nets from the golf course driving range can create wind pockets and swirls that reduce usability of launches downwind</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Replace deteriorated windsock and foundation</li> <li>Work with San Mateo County, Foster City, City of San Mateo, and other stakeholders to renourish and protect the beach, restore habitat, and enhance kiter access at the Upper Launch</li> <li>Provide boardsailor parking and access from the upper golf course parking lot</li> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Further loss of beach from erosion and longer-term sea level rise</li> <li>Placement of new impediments between parking / rigging area and the beach</li> <li>Kilters not following proper safety practices, resulting in hazards to other users</li> </ul>



# LAUNCH SITE

# Baywinds Park

City of Foster City

### Site Conditions

- Prevailing Winds: NW, WNW, W
- Use: Both



Baywinds Park receives high levels of use during peak season. Due to erosion of the beach, it is critical that long-term solutions be planned and implemented to protect and renourish the beach area to maintain safe access. A multi-benefit project could also provide habitat restoration, flood protection, and additional access enhancements (Photo: Cavian Cav).



Baywinds Park is suitable for intermediate to advanced boardsailors. The consistent winds, rigging area, and beach provide a popular location for boardsailors to launch and land equipment. A lack of obstructions, low levels of vessel traffic, and an abundance of helpful kilters all contribute to a safer kiting environment (Photo: Cavian Cav).



# Coyote Point

*San Mateo County Parks*

Coyote Point is a popular boardsailing site, particularly for intermediate boardsailors. Rigging and water access is concentrated on the lawn to the west of the concessionaire. This area provides a broad grassy area for rigging adjacent to wide specially designed ramps that provide access through the riprap to the beach and water.

**Use:** Steady wind conditions, rigging areas, and a long history of use make Coyote Point a popular boardsailing site. Typically, over 80 sailors a day launch and land at the beach under ideal conditions.

**Rigging / Launching:** Rigging and water access is concentrated in the western portion of Coyote Point, adjacent to the concession building. Kites can be inflated and rigged on the grass lawns and then walked aloft from the lawn down cement ramps to the beach. Windsurfers often launch farther to the west, where water hazards were removed, and a pea gravel rigging area and water access ramps were recently completed in coordination with the boardsailing community.

**Safety:** The shoreline above the beach is armored with riprap that can present safety hazards to kites during launching and landing. Limiting obstructions and interactions between sailors and other users between the lawn and the beach is critical to maintain safety.

**Amenities:** There is parking for 300+ vehicles, as well as nearby restrooms with hot showers, an outdoor shower, water fountain, snack bar at concession building, and picnic tables. Space is shared with sunbathers, walkers, dogs, and other beach-goers.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Grass lawns adjacent to the beach provide adequate space for boardsailing rigging and launching</li> <li>Onshore winds push downed kites back to shore</li> <li>Partnership between San Mateo County and the boardsailing community</li> <li>Long history of boardsailing use with high levels of existing use</li> <li>Concessions provide central hub of activity, lessons, equipment and guidance to encourage safe use of the site</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Riprap shoreline armoring along the beach can be hazardous</li> <li>Rocks on the beach can cut bare feet</li> <li>Popularity of Coyote Point can result in high demand for beach and lawn space resulting in more opportunities for negative interactions among user groups</li> <li>Recent commercial construction of buildings to the W and NW of the site have already significantly disrupted the natural wind flow to the site and have degraded boardsailing conditions</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with San Mateo County Parks and other stakeholders to ensure planned Eastern Promenade project does not diminish boardsailor access or create new safety/use hazards</li> <li>Implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Sea level rise and loss of beach resulting in narrowed launching and landing area</li> <li>Placement of new impediments between parking / rigging area and the water</li> <li>Construction of tall structures to the west of the beach that further impact wind conditions at the site</li> <li>Kiters not following proper safety practices, resulting in hazards to other users</li> </ul>





# LAUNCH SITE

# Coyote Point

San Mateo County Parks

### Site Conditions

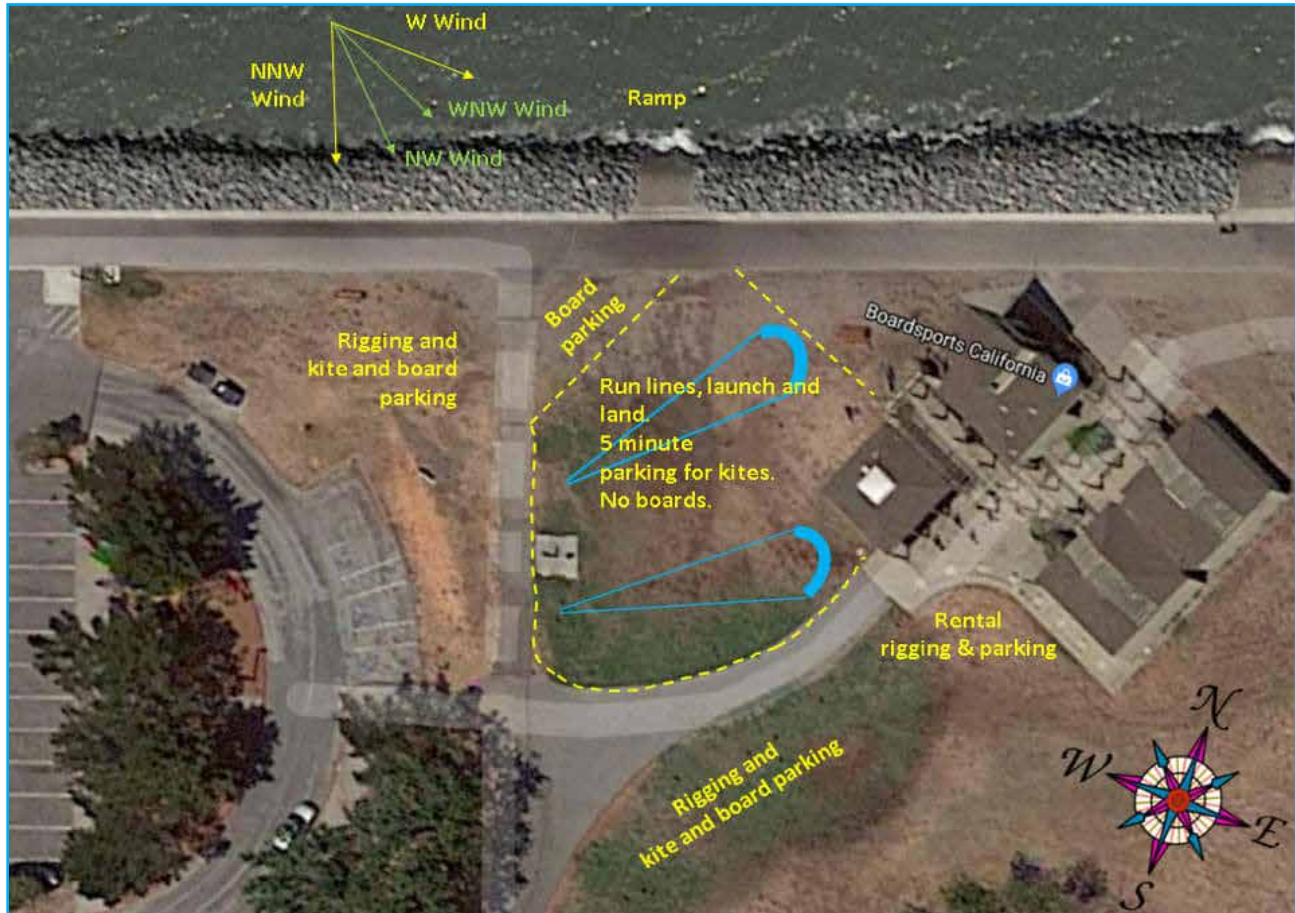
- Prevailing Winds: NW, WNW, W
- Use: Both



The grassy lawns at Coyote Point provide a large, obstruction free area to rig and launch kites. Kilters then walk their kites aloft from the lawn down the ramps and across the beach to the water (Photo: Boardsports California).

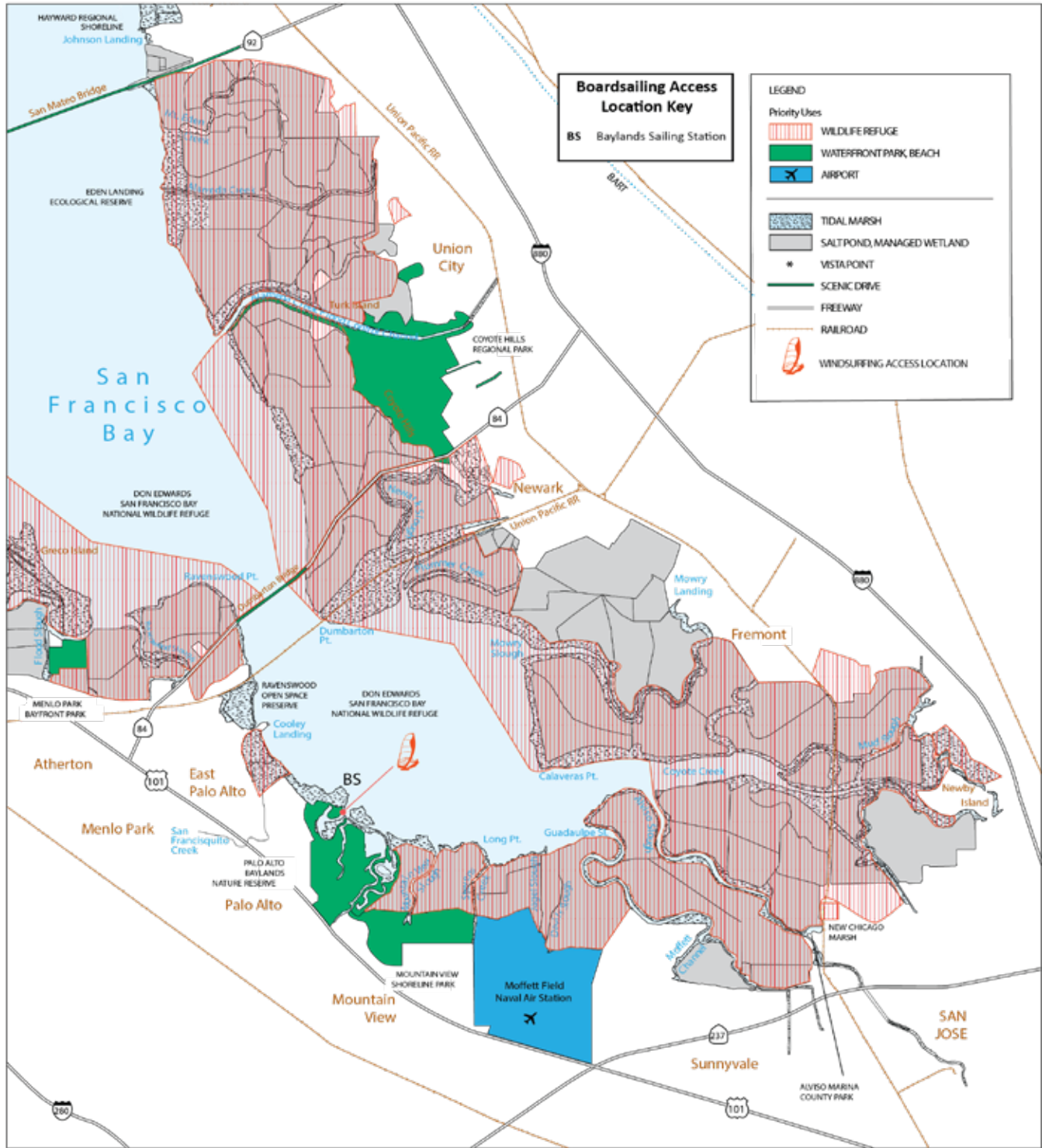
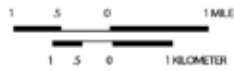


Boardsailing activity is primarily concentrated in the western portion of the park; however, launching and landing does occur further south/east. It is critical that rigging surfaces and an unobstructed path into and out of the water be maintained, including to existing ramps.



# BAY AREA ACCESS

## South Bay



NOTE: THIS IS NOT AN OFFICIAL BCDC BAY PLAN MAP. THIS MAP IS ONLY INTENDED TO SHOW EXISTING BOARDSAILING ACCESS IN RELATION TO OTHER SHORELINE PRIORITY USES AS IDENTIFIED IN THE BCDC SAN FRANCISCO BAY PLAN.



# South Bay

Mudflats, marshes, and less frequent wind limit the number of boardsailing sites in the South Bay.

Map Key	Launch	Access Type	Minimum Skill Required <sup>1</sup>	Level of Use	Kiteboarding	Windsurfing	In Water Trail Plan
BS	Baylands Sailing Station	Dock	A	Low	-	X	X

<sup>1</sup> A: Advanced; B: Beginner; I: Intermediate





# Baylands Sailing Station

*City of Palo Alto*

The Palo Alto Baylands Sailing Station provides formal water access for windsurfing. Windsurfers typically rig on the unpaved parking lot, then carry their rig down the gangway and launch from the dock. The site receives low levels of use due to mudflats that constrain access to a narrow channel during lower tides. At higher tides, it provides a quality access locations with strong winds, ease of access, and free parking.

**Use:** Strong winds and sufficient space for rigging and launching has made this a windsurfing site with a long history of use. The gangway is wide, but still typically requires windsurfers to carry rigs over their head, which can be strenuous particularly at the end of a sail.

**Rigging / Launching:** Boardsailors will park within the Sailing Station parking lot at the end of Embarcadero Road. Gear is rigged on the unpaved parking lot or a small cement pad adjacent to the parking lot at the top of the gangway.

**Safety:** This site is recommended for advanced riders only. Winds blow offshore, so riders risk a long swim or being blown towards the East Bay if equipment fails. Mudflats can restrict access to a narrow channel from the dock to the Bay, which requires skill to navigate or a boardsailor can become stuck in the mud.

**Amenities:** The Sailing Station provides parking, portable restrooms, and gear washdown. The Lucy Evans Baylands Nature Center offers a variety of amenities, including restrooms, picnic tables, water, and a restaurant.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>• Formal water access with adequate space for windsurfing rigging and launching</li> <li>• The only formal windsurfing site in the South Bay</li> <li>• Long history of boardsailing use</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>• Offshore winds make it suitable only to more experienced boardsailors</li> <li>• Mudflats restrict access to a narrow channel at lower tides</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>• If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>• Loss of access from continued siltation</li> <li>• Restrictions or loss of parking</li> <li>• Placement of new impediments between parking / rigging area and the water</li> </ul>



- Prevailing Winds: NW,WNW, N
- Use: Windsurfing

# Baylands Sailing Station

City of Palo Alto



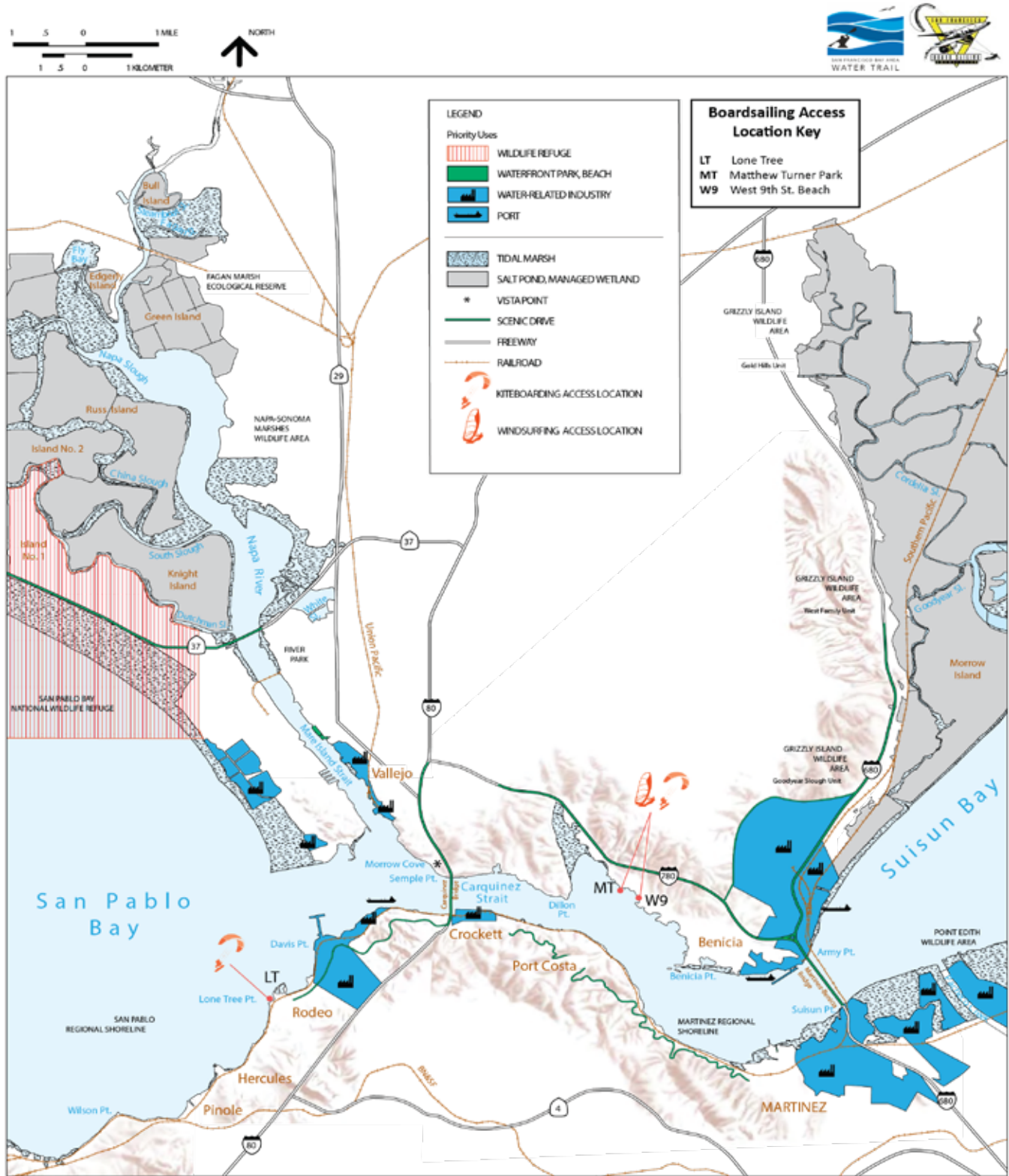
The Baylands Sailing Station has been used by windsurfers due to its frequent winds and ease of use. Gear can be rigged on the parking area or adjacent open spaces between the parking area and the ramp. Windsurfers typically have to carry their rig over their head along the gangway.



Use of the Baylands Sailing Station is low. Mudflats restrict use at lower tides to a narrow channel, which requires advanced skills to remain within and avoid getting stuck in the mud. Windsurfers must be keenly aware of tides and the location of the deeper water channel to avoid getting stuck in the mud far from shore.



# Carquinez Strait



NOTE: THIS IS NOT AN OFFICIAL BCDC BAY PLAN MAP. THIS MAP IS ONLY INTENDED TO SHOW EXISTING BOARDSAILING ACCESS IN RELATION TO OTHER SHORELINE PRIORITY USES AS IDENTIFIED IN THE BCDC SAN FRANCISCO BAY PLAN.



# Carquinez Strait

While the winds are frequently good, suitable access locations on the Strait are more limited. The low-tide beach at West 9th Street is sufficiently wide to launch a kite, but water access is can be challenging. Matthew Turner Park offers a lawn that can be used for rigging and an access path to the water, and is used for kiteboarding lessons by a local concessionaire. Located just outside the Strait, Lone Tree Point receives less suitable winds, but has sufficient space to launch and land adjacent to a small beach.

Map Key	Launch	Access Type	Minimum Skill Required <sup>1</sup>	Level of Use	Kiteboarding	Windsurfing	In Water Trail Plan
LT	Lone Tree	Beach	I	Low	X	-	X
MT	Matthew Turner Park	Path	A	Low	X	X	X
W9	West 9th Street Beach	Beach	A	Med	X	X	X

1 A: Advanced; B: Beginner; I: Intermediate





Skill Level:  
**Intermediate**

# Lone Tree Point

**East Bay Regional Park District**

Lone Tree Beach, informally known as “Rodeo Beach”, currently offers informal boardsailing water access to San Pablo Bay from a small beach south of the Rodeo Marina. Parking is available near the bridge over the railroad and boardsailors can use a path down to the beach. The beach is narrow to non-existent at higher tides, but sufficiently wide to launch at mid to lower tides.

**Use:** Strong winds and sufficient space for rigging and launching has made this a suitable site for boardsailing use. The low tide beach with a path offers a informal launch location, though access to the site may be improved in the future. Access is only suitable at lower tides, as the beach is narrow at higher tides.

**Rigging / Launching:** Boardsailors will park along the road near the railroad bridge. Gear is carried approximately 1/4 mile and rigged on the beach or on the grass area at the top of the path to the beach.

**Safety:** This site is recommended for intermediate to advanced riders only. Winds blow side-shore / onshore. Submerged rocks and old pilings along the nearby shoreline require extreme caution when entering and exiting the water. The lone tree at the southern edge of the beach and a bench at the top of the beach could also snag a kite or lines.

**Amenities:** This informal shoreline park offers water access and is primarily used for fishing. There is a bench and picnic tables, but no other amenities are provided.

SWOT	Analysis
<b>Strengths</b> <i>The site's relative advantages</i>	<ul style="list-style-type: none"> <li>Water access with adequate space for boardsailing rigging and launching</li> <li>Grass lawn for rigging</li> <li>Free parking a short walk to rigging area</li> </ul>
<b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i>	<ul style="list-style-type: none"> <li>Beach launch is limited to mid to low tide use</li> <li>Offshore semi-submerged obstacles including rocks and old pilings require extreme caution</li> </ul>
<b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i>	<ul style="list-style-type: none"> <li>Work with East Bay Regional Park District and other stakeholders to formalize access to protect and, if needed, enhance boardsailor access</li> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<b>Threats</b> <i>Factors or trends that could threaten site use</i>	<ul style="list-style-type: none"> <li>Loss of access from erosion and longer-term sea level rise</li> <li>Placement of new impediments between parking / rigging area and the water</li> </ul>





## LAUNCH SITE

### Site Conditions

- Prevailing Winds: E, NE, N
- Use: Kiteboarding

# Lone Tree Point

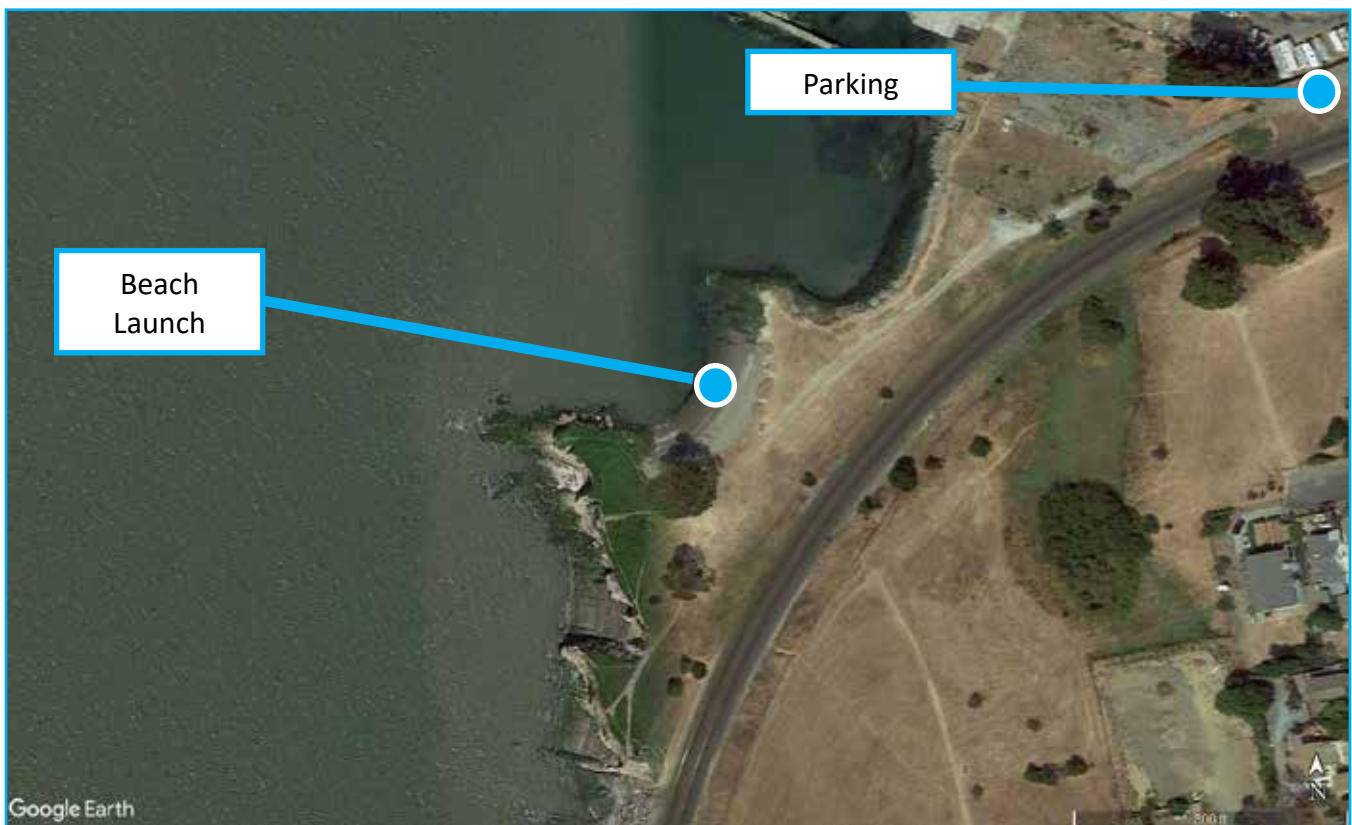
East Bay Regional Park District



Lone Tree Point offers a convenient access location, with grass lawn and beach water access a short walk from parking. Semi-submerged hazards offshore require extreme caution, making the site suitable only for intermediate-advanced riders.



Use of Lone Tree Point is low, but could grow as the popularity of the sport grows. No changes to facilities are anticipated to be necessary for boardsailing, but ensuring use growth does not impact park use or result in hazardous conditions to users should be the priority for shoreline managers.



# Matthew Turner

**City of Benicia**

Matthew Turner Park, informally known as “12th Street”, is a small pocket park that offers informal water access to the Carquinez Strait via dirt paths to small pocket beaches. Public parking is available next to the shore and the grass lawns can be used to rig and launch. Rocks and old pilings located offshore can make navigating from the launch to deeper water somewhat hazardous if users launch or return in the wrong location. This park is used by kiteboarders and windsurfers.

**Use:** Strong winds and sufficient space for rigging and launching has made this a suitable site for boardsailing use. The shoreline is lightly armored, with small riprap that is relatively easy to navigate, making it a convenient launch location.

**Rigging / Launching:** Boardsailors will park in the parking lot and gear is rigged on the grass lawn area at the top of the riprap.

**Safety:** This site is recommended for intermediate to advanced riders only. Winds blow side-shore / onshore, so riders risk being blown into the armored shoreline. Submerged rocks and old pilings require caution when entering and exiting the water and booties are recommended.

**Amenities:** This informal water access provides parking and opportunities to enjoy the view from benches and picnic tables. A concessionaire runs kiteboard lessons from the park by appointment.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Water access with adequate space for boardsailing rigging and launching</li> <li>Grass lawn for rigging</li> <li>Free parking adjacent to rigging area</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Offshore semi-submerged obstacles including rocks and old pilings require extreme caution</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with City of Benicia and other stakeholders to formalize access to protect and, if needed, enhance boardsailor access</li> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Loss of access from erosion and longer-term sea level rise</li> <li>Placement of new impediments between parking / rigging area and the water</li> </ul>



- Prevailing Winds: W
- Use: Both

# Matthew Turner

City of Benicia



Matthew Turner Park offers a convenient access location, with grass lawn and water access located adjacent to parking. Semi-submerged hazards offshore require extreme caution, making the site suitable only for intermediate-advanced riders.



Use of Matthew Turner is low, but could grow as the popularity of the sport grows. Access is anticipated to remain informal, but ensuring user growth does not impact park use or result in hazardous conditions to users should be the priority for shoreline managers.





Skill Level:  
**Advanced**

# West 9th Street

**City of Benicia**

West 9th Street Park offers boardsailing water access to the Carquinez Strait via a low-tide beach. Public parking is available within the park and boardsailors can use a path down to the beach. The beach is narrow to non-existent at higher tides, but sufficiently wide to launch at mid to lower tides. Due to the narrow beach, backed by steep bluffs, this site is rarely suitable for launching and landing.

**Use:** Strong winds and sufficient space for rigging and launching has made this a suitable site for boardsailing use. The low tide beach with a path from a popular park offers a convenient launch location. Access is only suitable at lower tides, as the beach is extremely narrow at higher tides. Boardsailors will sometimes exit here, if unable to return to Matthew Turner Park.

**Safety:** This site is recommended for intermediate to advanced riders only. Winds blow side-shore / onshore, so riders would be blown into the armored shoreline if they miss the beach. Submerged rocks and old pilings along the Benicia shoreline require extreme caution when entering and exiting the water.

**Rigging / Launching:** Boardsailors will park in the parking lot and gear is rigged on the beach or on the grass lawn area at the top of the path to the beach.

**Amenities:** This popular park offers water access provides parking and contains a picnic area, restrooms, BBQ pits, lawns, playground, and a boat launch.

SWOT	Analysis
<p><b>Strengths</b> <i>The site's relative advantages</i></p>	<ul style="list-style-type: none"> <li>Water access with adequate space for boardsailing rigging and launching</li> <li>Grass lawn for rigging</li> <li>Free parking adjacent to rigging area</li> </ul>
<p><b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i></p>	<ul style="list-style-type: none"> <li>Beach launch is limited to mid to low tide use</li> <li>Steep bluffs back the beach and limit space for launching</li> <li>Offshore semi-submerged obstacles including rocks and old pilings require extreme caution</li> </ul>
<p><b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i></p>	<ul style="list-style-type: none"> <li>Work with City of Benicia and other stakeholders to formalize access to protect and, if needed, enhance boardsailor access</li> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> </ul>
<p><b>Threats</b> <i>Factors or trends that could threaten site use</i></p>	<ul style="list-style-type: none"> <li>Loss of access from erosion and longer-term sea level rise</li> <li>Placement of new impediments between parking / rigging area and the water</li> </ul>



- Prevailing Winds: W
- Use: Both

# West 9th Street

City of Benicia



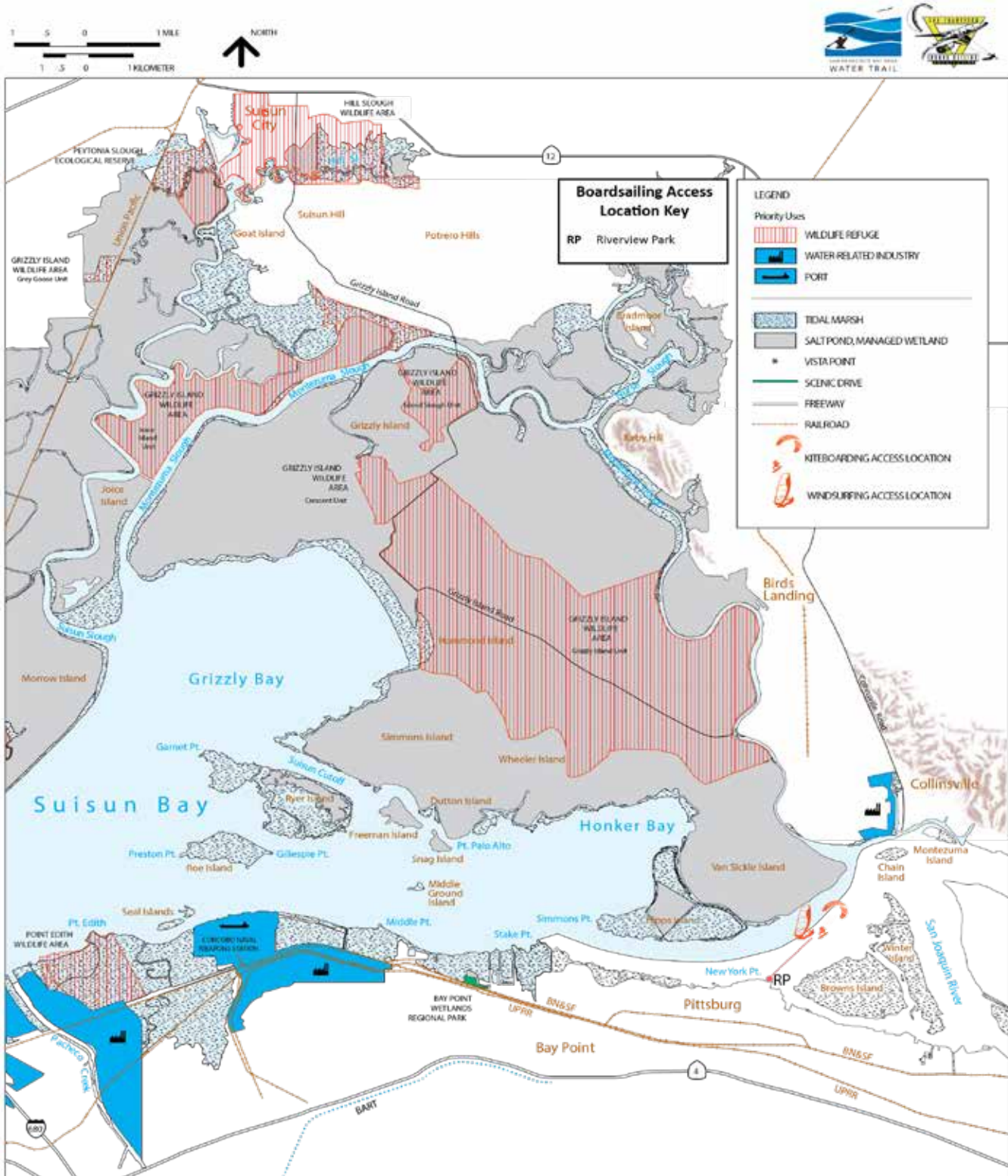
West 9th Street offers a convenient access location, with grass lawn and beach water access a short walk from parking. Semi-submerged hazards offshore require extreme caution, making the site suitable only for intermediate-advanced riders.



Use of West 9th Street is low, but could grow as the popularity of the sport grows. No changes to facilities are anticipated to be necessary for boardsailing, but ensuring use growth does not impact park use or result in hazardous conditions to users should be the priority for shoreline managers.



# Suisun Bay and Marsh



NOTE: THIS IS NOT AN OFFICIAL BCDC BAY PLAN MAP. THIS MAP IS ONLY INTENDED TO SHOW EXISTING BOARDSAILING ACCESS IN RELATION TO OTHER SHORELINE PRIORITY USES AS IDENTIFIED IN THE BCDC SAN FRANCISCO BAY PLAN.



# Suisun Bay and Marsh

Mudflats, marshes, and less shoreline access locations limit the number of boardsailing sites in the Suisun Bay and Marsh area.

Map Key	Launch	Access Type	Minimum Skill Required <sup>1</sup>	Level of Use	Kiteboarding	Windsurfing	In Water Trail Plan
RP	Riverview Park	Ramp	A	Low	X	X	-

1 A: Advanced; B: Beginner; I: Intermediate





Skill Level:  
**Advanced**

# Riverview Park

**City of Pittsburg**

Riverview Park is a popular advanced kiteboarding launch due to the optimal wind conditions and support amenities. This site can also be used by windsurfers. The water access features two cement ramps from the top of the riprap jetty that extends north from Riverview Park and protects the Pittsburg Marina to the east. There is a sandy shoulder area on the top of the jetty that provides sufficient width for laying down kites or kites can be rigged on the grass lawn in the park. The site hosts a popular kiteboarding competition annually.

**Use:** Strong winds and sufficient space for rigging and launching has made this a kiteboarding site that is popular with advanced kites. The shoreline is heavily armored, but an access path / ramp provides a way through to the water. The site hosts an annual kiteboarding competition – The Delta Board Meeting - run by the City of Pittsburg Waterfront Division and professional kiteboarders.

**Rigging / Launching:** Boardsailors will park within the main parking lot. Gear is rigged on the grass lawns located within the park adjacent to the top of the jetty. Kites are launched on a wider portion of the jetty. Two self-launch anchors are provided to allow self launching.

**Safety:** This site is recommended for advanced riders only. The narrow jetty top, armored with riprap on both sides, leaves little margin for error. Along the top of the jetty “kiteboarding zone” has been stenciled on the path to let others know to be aware of kites. A detailed kiteboarding safety sign located at the entrance of the jetty provides use rules and safety etiquette for site use.

**Amenities:** Riverview Park is a 4-acre park located along the edge of the San Joaquin / Sacramento River. There is a large picnic area with five picnic tables and a large bbq pit. Additional facilities include restrooms with an outdoor shower, lawns, a playground, and walking trails.

SWOT	Analysis
<b>Strengths</b> <i>The site's relative advantages</i>	<ul style="list-style-type: none"> <li>Formal water access with adequate space for kiteboarding and windsurfing rigging and launching</li> <li>One of few access locations on the lower San Joaquin/Sacramento River</li> <li>Popular with advanced riders and hosts a professional competition every year</li> <li>Signage and a designated kiteboarding zone help encourage safe site use</li> <li>Self-launch anchors for use by advanced kites</li> <li>Narrow jetty top launch lined with riprap make it suitable only to advanced kites</li> <li>Continue to grow and encourage competitions at the site</li> <li>If site use grows, implement SFBA safety program, plus docents &amp; outreach materials to ensure visitors and those less familiar with the site understand proper use and etiquette</li> <li>Kites not following proper site safety procedures</li> <li>Placement of new impediments between parking / rigging area and the water</li> </ul>
<b>Weaknesses</b> <i>Issues or characteristics that limit or degrade site use unless they are eliminated or minimized</i>	
<b>Opportunities</b> <i>Actions that could contribute to improved site use and/or user experience</i>	
<b>Threats</b> <i>Factors or trends that could threaten site use</i>	





## LAUNCH SITE

# Riverview Park

City of Pittsburgh

### Site Conditions

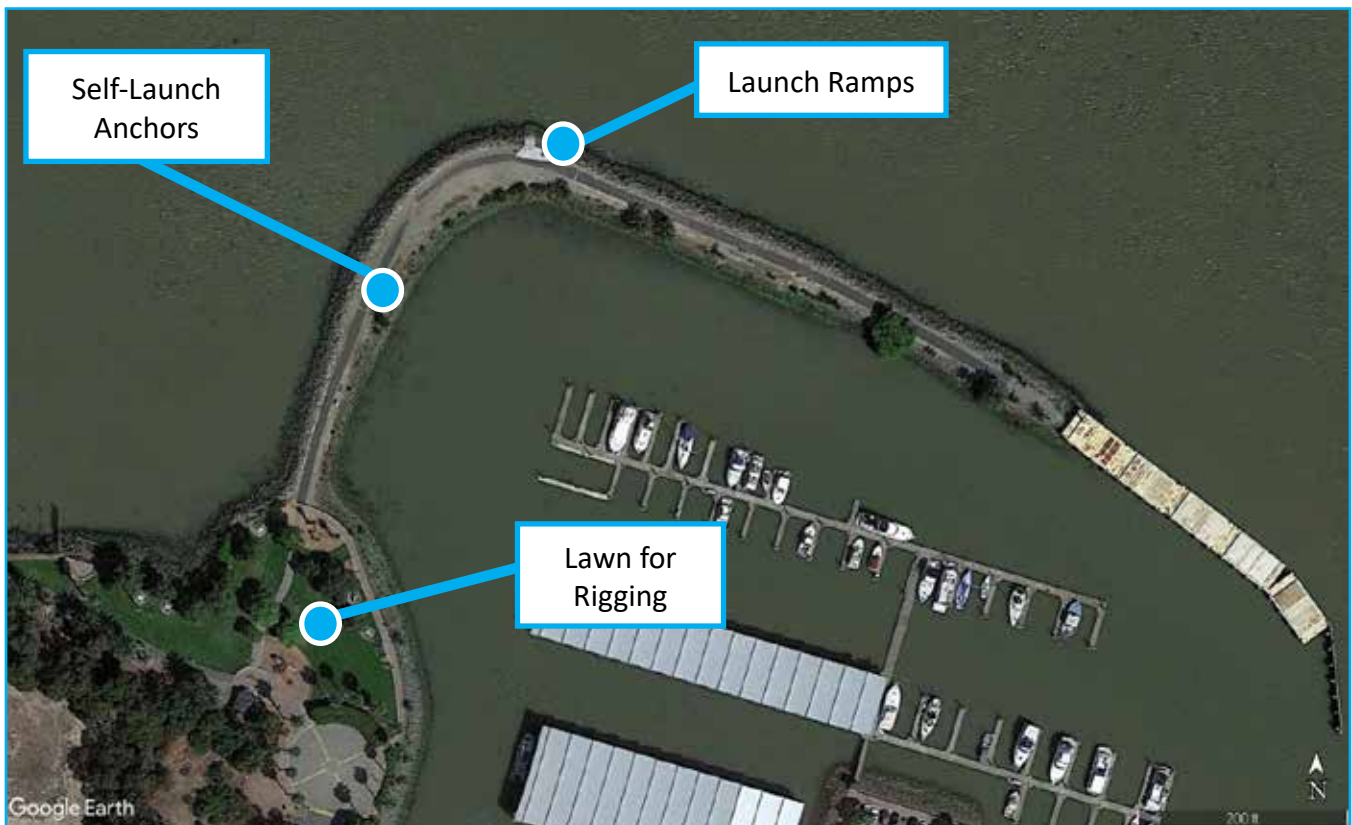
- Prevailing Winds: W, WNW
- Use: Both



Riverview Park hosts the Delta Board Meeting kiteboarding competition every year. This event draws kiteboarders from across the country to compete in a variety of challenges, including slalom races, big air, freestyle, and poker runs. There are bleachers set up for the public to watch (Photo provided by City of Pittsburgh).



Use of Riverview Park is limited to advanced kites only. The riprap that lines the narrow jetty can be hazardous. Once kites are aloft, the rider will quickly walk down the ramp, put on their board, and go. Detailed safety signage and a designated "kiteboarding zone" helps to encourage safe use of the site.





# 4.0 Enhancing Access



Cavian Cav



# Next Steps

This section provides identified priorities of the boardsailing community for site improvements to enhance access safety and quality for kiteboarders and windsurfers. Recommendations are based upon input from the boardsailing community (Appendix A) and an analysis of the opportunities and constraints at each site (refer to Section 3.0). Feedback received during the public draft phase of this document will also be incorporated into the final document.

Maintaining quality access and, where feasible, creating new access should be a priority for shoreline managers and regulators to encourage safe and sustainable boardsailing. Most recommendations are intended to enhance access at existing boardsailing locations, though continued growth and popularity of the sports may encourage provision of new access at suitable locations. If implemented appropriately, San Francisco Bay could become a safer and more sustainable destination for boardsailors, provide an important recreational amenity for a growing number of Bay Area residents, and will help cultivate a new generation of Bay stewards.

Recommendations provided in this section are intended to be conceptual, with an understanding that detailed site engineering, geo-technical constraints, and cost considerations may result in changes to the suggested design or approach to site enhancement. Progress will be assessed on a regular basis and shared in a public forum, such as the quarterly Water Trail Implementation Meetings and on the SFBA website and social media.



Ben Botkin



# Access Issues

Issues impacting boardsailing access have been documented in Section 3. Based on this analysis, access issues have been categorized into three priority issue area - safety, infrastructure, and shoreline conditions - that the boardsailing community seeks to have addressed. SFBA and the Water Trail are committed to work collaboratively with shoreline owners and manager and other stakeholders in addressing identified concerns in an appropriately and timely manner.

Issues Impacting Boardsailing Access	
Priority Issues:	
Safety	<ul style="list-style-type: none"><li>• Issues that result in safety hazards to boardsailors and/or other users of the launch space</li></ul>
Infrastructure	<ul style="list-style-type: none"><li>• Facility improvements and amenities that would result in an enhanced user experience</li></ul>
Shoreline Conditions	<ul style="list-style-type: none"><li>• Erosion or shoreline development that adversely affects water access or winds, including longer-term sea level rise impacts</li></ul>



# Community

Boardsailors are among the most active users of the shoreline in many of the locations discussed in Section 3. Among 320+ boardsailors that completed the informal survey, over 50 percent said they boardsail 3+ days per week during the wind season (Appendix A). This frequent use and an already established sense of community at many sites makes boardsailors ideal stewards to monitor and encourage appropriate site use and to provide stewardship of site facilities and the local environment.

## Safety

As boardsailing gains popularity, there is a growing need to introduce new boardsailors - and boardsailors new to a site - in a way that encourages safe behavior. Building a sense of community among boardsailors at each launch will continue to be critical in order to share best practices and discourage unsafe site use that can jeopardize long-term access. This is particularly critical to kiteboarding, as the equipment poses a greater potential for injury to the rider and other site users if not controlled properly. The Water Trail, SFBA, concessionaires, online forums, and The 411 - a collective of local site stewards that was formed to improve safety and communication - all play a role in building a community that proactively encourages safe boardsailing.

## Stewardship

Those who recreate on the Bay are tangibly invested in quality access, clean water, and a thriving environment. The San Francisco Bay Plan notes that recreational activities on the Bay can “inspire an appreciation of the Bay and motivate people to participate in the responsible management and protection of the Bay”. For decades, boardsailors have helped to maintain access at individual sites, while also advocating for broader policy, infrastructure, and habitat protection to enhance their “playground”. The SFBA and Water Trail are committed to supporting local community users to build-off of their success to assist in appropriate site maintenance, shoreline clean-ups, and encouraging environmental best practices.



*Boardsailors provide important site stewardship at launches across the Bay (Photo: David Fielder and crew at Point Isabel)*



# Enhancement Priorities

There are many needed enhancements to water access across the Bay Area. This list is not intended to be comprehensive, but to provide a few of the higher priorities for enhancement based on the level of site use, boardsailor input, and conditions or severity of concerns at the site.

Launch	Access Type	Kiteboarding	Windsurfing	In Water Trail Plan
<b>Albany Beach (Race Track)</b>	Beach	X	-	X
<b>Baywinds Park (3rd Ave)</b>	Beach and Ramp	X	X	X
<b>Coyote Point</b>	Beach and Ramp	X	X	X
<b>Crissy Field</b>	Beach	X	X	X
<b>HS Lordships (Berkeley)</b>	Informal Ramp	-	X	X
<b>Judge Sutter (Toll Plaza)</b>	Beach	X	-	-
<b>Treasure Island</b>	Ramp	X	X	X





# Albany Beach

*East Bay Regional Park District, Eastshore State Park*

Albany Beach, also known as “Race Track”, is a very important kiteboarding launch due to its sandy beach, exceptional winds, and central Bay location. Recent construction of the Bay Trail and other site improvements have and will significantly changed how the site has historically been used. Once current construction is completed, it will be important to assess how the site functions and to ensure that it continues to provide a quality and safe kiteboarding launch. User education will also be critical to ensuring safe, shared use of this popular beach.

Issue	Enhancement Objective
<p><b>Safety</b> <i>Obstacles and other shoreline visitors between the rigging/launching area and the water</i></p>	<ul style="list-style-type: none"> <li>• Safe, shared use of Albany Beach</li> <li>• Awareness and clear guidance for kilters about appropriate launch / landing locations and site use</li> <li>• Signage or other management measures (similar to Crown Beach) to alert Bay Trail users and other beach goers about launching and landing zones</li> </ul>
<p><b>Infrastructure</b> <i>Obstacles between the rigging/launching area and the water</i></p>	<ul style="list-style-type: none"> <li>• Reduced obstructions between the upland rigging area and the beach</li> </ul>
<p><b>Shoreline Conditions</b> <i>Beach erosion resulting in narrowed access and/or exposure of riprap or other obstacles</i></p>	<ul style="list-style-type: none"> <li>• Maintaining longer-term adequate beach width away from shoreline armoring and an unobstructed path from the rigging area to the water.</li> </ul>



*Kiteboarding use of Albany Beach has grown significantly in recent years, rapidly becoming one of the most heavily used sites in the East Bay. This growth in use has occurred despite ongoing construction and site changes. Once construction is finished, an open space east of the Bay Trail will also accommodate rigging. The open space will require kilters to traverse the Bay Trail, then hurdle an 18”-36” sand wall, then across the southern end of the beach. Provision of signs to demarcate a launching zone and path, similar to those on Crown Beach, could help enhance safety and minimize user conflicts. Over the long term, ensuring sufficient beach width away from shoreline armoring will be important to maintain safe access.*







Skill Level:  
**Intermediate**

# Baywinds Park

*City of Foster City, San Mateo County*

Baywinds Park, also known as “Third Ave”, is the most heavily used boardsailing site on San Francisco Bay. Shoreline erosion has significantly narrowed the beach area in recent years, pushing boardsailors to rig closer to the riprap along the Bay Trail and increasing potential risk during launching and landing. A multi-benefit project to protect and expand this beach access is critical to continued user safety and sustained use of this very important site.

Issue	Enhancement Objective
<p><b>Safety</b> <i>Eroded beach that is forcing kites to rig close to riprap</i></p>	<ul style="list-style-type: none"> <li>Consider short-term safety enhancements that could be implemented while planning for a larger multi-benefit project</li> <li>Expanded beach / upland area for rigging and launching away from riprap</li> <li>Cover riprap with softer or less injurious materials</li> </ul>
<p><b>Infrastructure</b> <i>Informal access from Bay Trail to the beach and degraded windsock</i></p>	<ul style="list-style-type: none"> <li>Replace deteriorated windsock and foundation</li> <li>Enhance access from Bay Trail to beach with a formal ramp or other access infrastructure</li> <li>Consider amenities for formal teaching school / club to cultivate and train younger boardsailors for competitive boardsailing</li> </ul>
<p><b>Shoreline Conditions</b> <i>Beach erosion resulting in narrowed access and/or exposure of riprap or other obstacles</i></p>	<ul style="list-style-type: none"> <li>Multi-benefit project to renourish and protect the beach, restore adjacent habitat, and enhance access at the Upper Launch that is resilient to sea level rise</li> <li>Ensure any potential future redevelopment of the golf course does not adversely impact winds</li> </ul>



*In recent years, the Baywinds Park Upper Launch has deteriorated substantially as previously protected reaches of shore have been exposed to the Bay tides and waves. As the site has eroded it has concentrated kiteboarders onto a smaller sliver of beach that is creating safety concerns due to crowding and proximity to the riprap armored levee that borders the south end of the site. Swift implementation is needed of a multi-benefit project to protect and restore the beach and habitat, and to preserve shoreline recreation opportunities including kiteboarding water access, utilizing practical methods that incorporate living shorelines that have the potential to enhance existing and proposed resilience measures to erosion and sea level rise.*





Skill Level:  
**Intermediate**

# Coyote Point

*San Mateo County*

Coyote Point has been a popular boardsailing site for decades; however, recent projects have significantly impacted the quality of winds and access. Addressing access issues and planning for modified use of the site in response to altered wind conditions could help ensure a quality access experience.

Issue	Enhancement Objective
<p><b>Safety</b> <i>Rocks littering the beach can cut feet and degrade access</i></p>	<ul style="list-style-type: none"> <li>• Safe, shared use of western end of the Eastern Promenade</li> <li>• Awareness and clear guidance for kites about appropriate launch / landing locations and site use</li> <li>• Address root causes of rocks on beach and avoid placement of new cobble</li> </ul>
<p><b>Infrastructure</b> <i>Obstacles between the rigging/launching area and the water and substandard space at the concessionaire</i></p>	<ul style="list-style-type: none"> <li>• Ensure development of the Eastern Promenade does not result in significant new obstructions between rigging/launching area and the water</li> <li>• Expand facilities at concessionaire building to provide additional amenities to boardsailors</li> </ul>
<p><b>Shoreline Conditions</b> <i>Beach erosion resulting in narrowed access and/or exposure of riprap or other obstacles</i></p>	<ul style="list-style-type: none"> <li>• Recent construction west of the beach has impaired wind patterns at the Western Promenade, so ensuring access can be accommodated at the western end of the Eastern Promenade will be important to provide access to quality winds</li> <li>• Maintaining longer-term adequate beach width and an unobstructed path from the rigging area to the water.</li> </ul>



*Recent commercial construction west of Coyote Point have already significantly disrupted the natural wind flow and degraded boardsailing conditions. Additionally, improper riprap used during construction of the Western Promenade has resulted in small rocks coming loose and becoming strewn across the beach. These rocks have been settled on by invertebrates and are very sharp, impacting safe and comfortable use of the beach. Reducing the amount of rocks on the beach and further offshore, as well as designing the Eastern Promenade to accommodate access in areas with less rocks and wind turbulence would help to enhance access at this important site that is otherwise very well suited for boardsailing.*

*(Photo: Boardsports California)*



# Crissy Field

*Golden Gate National Recreation Area*

Crissy Field is a world-class boardsailing site that has been heavily used by boardsailors for more than 40 years. The site’s current design was completed in close coordination with the boardsailing community, which resulted in a quality access design and user experience. Given the importance of this site for boardsailing, ensuring the redesign of Crissy Field continues to provide a safe and quality access experience is a top priority.

Issue	Enhancement Objective
<p><b>Safety</b> <i>Potential for increased obstructions and incompatible structures between rigging area and the beach</i></p>	<ul style="list-style-type: none"> <li>• Provide a sufficiently wide path of travel from car-side rigging space, across the Bay Trail / Promenade to the beach and water</li> <li>• Limit construction of new structures or obstructions around the western portion of the East Beach parking lot</li> <li>• Awareness and clear guidance for kites about appropriate site use and safety considerations</li> <li>• Signage or other management measures to alert users and other beach goers about launching and landing zones</li> </ul>
<p><b>Infrastructure</b> <i>Need for adequate space for rigging adjacent to vehicles</i></p>	<ul style="list-style-type: none"> <li>• Parking area with sufficient access to lawn/open space to allow gear rigging adjacent to vehicles</li> <li>• Shower tower for rinsing</li> </ul>
<p><b>Shoreline Conditions</b> <i>Beach erosion resulting in narrowed access and/or exposure of riprap or other obstacles</i></p>	<ul style="list-style-type: none"> <li>• Maintaining longer-term adequate beach width and an unobstructed path from the rigging area to the water</li> </ul>



*It is hard to overstate the importance of Crissy Field as a boardsailing launch. This iconic site draws heavy use from boardsailors across the Bay Area and is a “bucket list” site for boardsailors throughout the world. It also regularly hosts boardsailing competitions (photo, above) and serves as a training site for elite competitors vying for the 2024 Paris Summer Olympics. Ensuring any redesign of the site prioritizes the needs of the boardsailing community is critical. As this Boardsailing Plan demonstrates, unlike some other types of shoreline recreation, boardsailing can only occur at a limited number of sites and degradation of access at such a high profile site would be a significant detriment to Bay Area boardsailing and public access. (Photo: Cavian Cav)*



# HS Lordships

City of Berkeley

Located in the southwestern portion of the Berkeley Marina, adjacent to the former-HS Lordships restaurant, an informal path has provided informal access for more advanced windsurfers for decades. Providing a formal ramp / path and rigging area would significantly improve access quality and launch safety.

Issue	Enhancement Objective
<p><b>Safety</b> <i>Riprap submerged in the launch area and a slippery access path make ingress/egress hazardous</i></p>	<ul style="list-style-type: none"> <li>• Improve ramp / path from parking area to the water to reduce slip hazard</li> <li>• Reinforce riprap at appropriate size to limit migration into launch path</li> </ul>
<p><b>Infrastructure</b> <i>Need for formal launch facilities, including a rigging area and water access ramp / path</i></p>	<ul style="list-style-type: none"> <li>• Develop ramp / path from parking area to the water</li> <li>• Designated rigging area with suitable surface near the top of the water access path and adjacent to parking</li> </ul>
<p><b>Shoreline Conditions</b> <i>Reinforce riprap to protect water access path and reduce migration of riprap</i></p>	<ul style="list-style-type: none"> <li>• Reinforce riprap at appropriate size to limit migration into launch path</li> </ul>



*Even with developed facilities in the nearby South Sailing Basin, access at HS Lordships is important because the Basin tends to be sheltered, which can make it difficult to access the stronger winds outside the Basin without a larger sail; however, if windsurfers use a larger sail they are often then overpowered for the stronger winds outside the Basin. Provision of a formal access path, reinforcement of the riprap protection wall, and a formal rigging area would significantly enhance this important and long-used windsurfing site that provides access to some of the best winds in the Bay.*



# Judge Sutter

*East Bay Regional Park District*

Judge John Sutter Regional Shoreline, also known as “Toll Plaza” or “Radio Beach”, is a sandy beach north of the Bay Bridge toll plaza in Oakland. The beach has become popular as one of the few sandy beaches with convenient access in the East Bay. As this regional shoreline undergoes development into a more formal park in coming years, this beach provides an important opportunity for beginner-intermediate kiteboard access protection and enhancement.

Issue	Enhancement Objective
<p><b>Safety</b> <i>Potential for increased obstructions and incompatible structures between rigging area and the beach</i></p>	<ul style="list-style-type: none"> <li>• Limit construction of new structures or potential obstructions (e.g., fences) near the beach</li> <li>• Awareness and clear guidance for kites about appropriate site use and safety considerations, including launching in central portions of the beach away from power lines</li> <li>• As use grows, provide signage or other management measures to alert users and other beach goers about launching and landing zones</li> </ul>
<p><b>Infrastructure</b> <i>Need for formal parking, upland rigging space and additional amenities</i></p>	<ul style="list-style-type: none"> <li>• Formal parking area</li> <li>• Maintain sufficient open space above the high tide line for rigging and launching</li> <li>• Consider additional access amenities including a concessionaire and/or restrooms, as appropriate</li> </ul>
<p><b>Shoreline Conditions</b> <i>Beach erosion resulting in narrowed access and/or exposure of riprap or other obstacles</i></p>	<ul style="list-style-type: none"> <li>• Upland rigging space to allow access at all tides</li> <li>• Maintaining longer-term adequate beach width and upland rigging area</li> </ul>



*The Judge John Sutter Regional Shoreline planning and development process offers a unique opportunity for significant enhancements to beach access that could make this site a hub of kiteboarding activity. The convenient location, wide sandy beach, shallow water, lack of nearby riprap, and side-shore/onshore winds make it a safer launch than many in the Central Bay and provide an ideal location for access enhancement. Concentrating access along the central portion of the beach in the area west of the existing radio tower access road would be important to protect habitat to the east and provide a safer launch space away from power lines, roads, and radio towers (Photo: SFBA).*

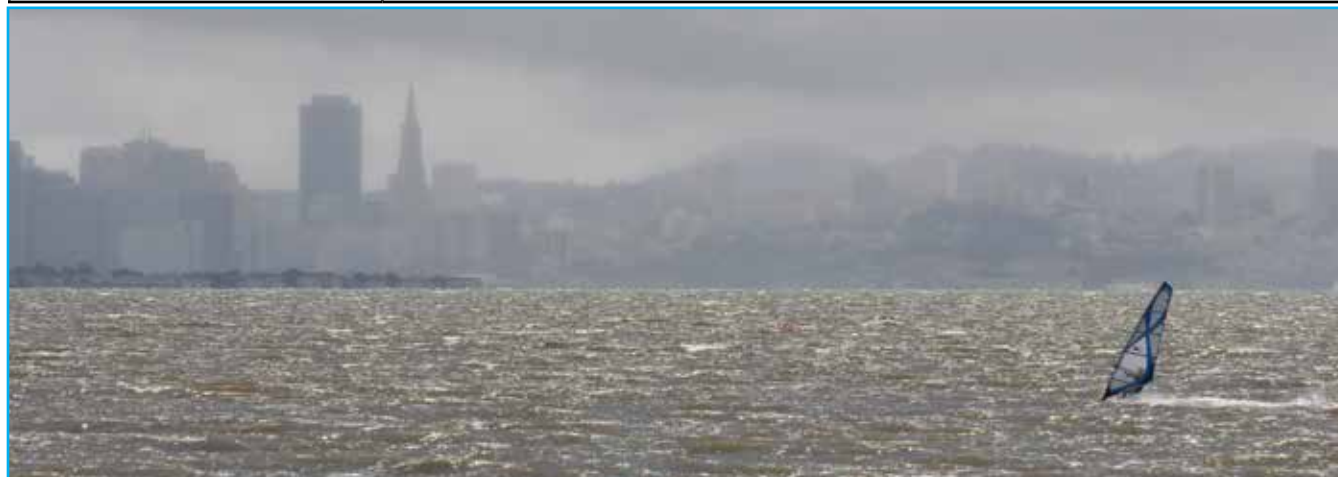


# Treasure Island

*Treasure Island Development Authority*

Treasure Island currently provides water access from a small ramp at the northeastern corner of the Island, but access is hazardous and only suitable for advanced boardsailors. Redevelopment of the Island offers a unique opportunity to enhance access to the strong, steady winds that are prevalent in this area. Building and expanding on SFBA funded engineering site assessments for improved launch infrastructure could make this a world-class boardsailing site.

Issue	Enhancement Objective
<p><b>Safety</b> <i>Potential for increased obstructions and incompatible structures between rigging area and the beach</i></p>	<ul style="list-style-type: none"> <li>• Sufficiently wide path of travel from rigging space to the water</li> <li>• Identify and implement softer shoreline protection options in the vicinity of water access</li> <li>• Several ingress/egress ramps to allow for access on/off the water at varying wind conditions and in case riders are unable to get back upwind to a single launch site</li> <li>• Limit new structures or obstructions around the northeastern portion of the Island</li> <li>• Awareness and clear guidance for boardsailors about appropriate site use and safety considerations</li> </ul>
<p><b>Infrastructure</b> <i>Need for adequate space for rigging adjacent to vehicles and the water</i></p>	<ul style="list-style-type: none"> <li>• Rigging lawn or other appropriate surface adjacent to launch ramps</li> <li>• Parking area with sufficient access to lawn/open space to allow gear rigging in vicinity of vehicles</li> <li>• Explore collaboration with Treasure Island Sailing Center for access to instruct beginner to intermediate boardsailors</li> </ul>
<p><b>Shoreline Conditions</b> <i>Sea level rise resulting in diminished access and/or migration of riprap or other obstacles</i></p>	<ul style="list-style-type: none"> <li>• Maintaining longer-term adequate water access and an unobstructed path from the rigging area to the water</li> <li>• Avoid placement of riprap adjacent to launch ramps that could migrate into the access path</li> </ul>



*Redevelopment of Treasure Island offers a unique opportunity for significant enhancements to access that could make the Island a major destination for boardsailing activity. The launch site at the northeastern portion of the Island is likely to continue to be primarily suitable for advanced boardsailors, but given the consistent winds and smooth water conditions in the lee of the Island, this location could become one of the top boardsailing conditions on the Bay. Access and collaboration with the Treasure Island Sailing Center could provide access to less experienced windsurfers in this iconic location (Photo: Ben Botkin).*



## New Access

As the popularity of kiteboarding and windsurfing grows and as the population of the Bay Area continues to rise, facilities capable of meeting demand - particularly for beginner and intermediate boardsailors - will be essential to enhancing safe and sustainable boardsailing on the Bay. SFBA and the Water Trail are committed to work collaboratively with shoreline owners and manager and other stakeholders in identifying suitable new access locations and ensuring designs minimize potential impacts to sensitive habitats or wildlife. Below are examples of several locations that could be enhanced to provide suitable new boardsailing access locations.

Potential New Access Locations	
Alameda Point	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>• Excellent winds</li> <li>• Site redevelopment offers unique opportunity to design premier facilities</li> </ul>
	<p><b>Enhancement Objective</b></p> <ul style="list-style-type: none"> <li>• Access path/ramps to water</li> <li>• Formal rigging area</li> <li>• Limit exposure to riprap shoreline</li> </ul>
Burlingame Shoreline Park	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>• Excellent winds</li> <li>• Likely redevelopment as public park offers unique opportunity to design premier facilities</li> <li>• Convenient South Bay location</li> </ul>
	<p><b>Enhancement Objective</b></p> <ul style="list-style-type: none"> <li>• Provide access to water and boardsailing amenities at northwestern portion of the park for kiteboarders and a downwind launch for windsurfers</li> </ul>
Caesar Chavez (Berkeley Marina)	<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>• Excellent winds</li> <li>• Under-utilized grass areas suitable for rigging</li> <li>• Abundance of nearby facilities in convenient East Bay location</li> </ul>
	<p><b>Enhancement Objective</b></p> <ul style="list-style-type: none"> <li>• Provide access path/ramps to water at northern portion of the park or other suitable location</li> <li>• Formal rigging area</li> <li>• Limit exposure to riprap shoreline</li> </ul>



# Appendices

**Appendix A.** Boardsailor Survey Results (available at [sfba.org](http://sfba.org))

**Appendix B.** Bay Area Water Trail Plan (available at [sfbaywatertrail.org](http://sfbaywatertrail.org))



Cavian Cav









**We are grateful for funding provided by**



**Coastal  
Conservancy**  
**STATE *of* CALIFORNIA**