



SAN FRANCISCO MARINA IMPROVEMENT AND REMEDIATION PROJECT FAQs

PROJECT WEBSITE: <https://bit.ly/sfmarinaproject>

To receive project updates and track the project schedule, send a request to subscribe to email updates to REC-SFMarinaProject@sfgov.org.

PROJECT INFORMATION

What is the Scope of Work of this project?

The San Francisco Marina Improvement and Remediation Project (the Project) is a unique opportunity for San Francisco Recreation and Park Department (RPD) to redevelop the SF Marina into a waterfront that serves the diverse communities of San Francisco, providing access to the San Francisco Bay for people of all ages and backgrounds. The Project will implement environmental remediation, improve the marina infrastructure and amenities, increase public access and recreational amenities in the Marina and parkland, and improve the Marina Bay Trail.

This project is a joint effort by RPD and Pacific Gas and Electric Company (PG&E) to ensure an environmentally and fiscally sustainable marina as defined in a 2021 Final Settlement Agreement (FSA), and to clean up contamination in the East Harbor from manufactured gas plants in the area over 100 years ago.

How does the project address Sea Level Rise (SLR)?

RPD is working with the San Francisco Capital Planning Committee and the San Francisco Bay Conservation & Development Commission (BCDC), incorporating established SLR projections for the near term and building in an adaptive management to take the project into the next century.

What is the Project Schedule?

- 2023: Public Engagement and Concept Design Development
- 2024-2025: Environmental Review and Detailed Design
- 2026: Advertisement and Award of Construction Contract and begin construction

NOTE: Construction phasing plans are in development. Plans will prioritize fuel dock availability, minimizing impact of temporary boat relocation, and the least community impact.

Total construction duration is estimated at 4 years.

What is the current Project status?

On October 18, 2023, the Recreation and Park Commission authorized RPD to proceed with planning and design for environmental review under CEQA. This work will include a financial feasibility study of the Marina with the objective of minimizing the number of slips in the West Harbor and identifying opportunities to add additional slips in the East Harbor. The environmental review process is expected to take 18-24 months and includes an Environmental Impact Report, which will be prepared by the Planning Department.



Once the review is complete, RPD will bring a proposed project back to the Recreation and Park Commission for approval with the adoption of CEQA findings; the project will consider both community feedback and the purpose of the settlement—to ensure an environmentally and financially sustainable marina.

Where is the funding for this project coming from?

Per the [Final Settlement Agreement](#) (FSA) between PG&E and the City, as approved by The Board of Supervisors and the Mayor in March 2021, the project is being funded by PG&E as work is performed. The City will repay PG&E a portion of the project costs starting three years after construction is complete to allow for full reoccupation and leasing of berths. The City Attorney’s office negotiated the terms of the FSA.

COMMUNITY ENGAGEMENT/PERMITTING APPROVALS

What public input have you gathered and how can I make future public comments?

PAST: In Summer 2022 professional service contracts for Marina Design and Environmental Review were presented at the Rec & Park Commission and received approval to award. In Spring 2023, public engagement was started by RPD and PG&E for the project, and the Regional Water Quality Control Board (Water Board) and PG&E for the remediation alternatives.

- March 11 & 15, 2023: RPD Community Meetings and Engagement Phase #1 (157 attendees)
- March 11-April 11, 2023: Online and Paper Project Survey 1 Open (657 received)
- April 24-June 9: Water Board Feasibility Study Public Comment & Public Meeting: May 11, 2023
- August 23 & 26, 2023: RPD and PG&E Community Meetings and Engagement Phase #2 (279 attendees)
- August 23-September 23, 2023: Online and Paper Project Survey 1 Open (171 received)
- October 4, 2023: Rec & Park Commission – Capital Committee presentation
- October 19, 2023: Rec & Park Commission – presentation

OPPORTUNITY FOR PUBLIC COMMENT:

- 2024: SF Planning’s CEQA Notice of Preparation
- 2024: BCDC Design Review Board Meeting
- 2025/2026: Rec & Park Commission adoption of CEQA findings
- 2025: PG&E Remedial Action Plan to Water Board
- 2025: Various Regulatory Permitting Reviews
- 2026: Rec & Park Commission, construction contract award

How have members of the public been notified about this project?

In addition to the community meeting mailers that were sent to people living within 1,000 feet of the project site, we also posted 30 2x3’ signs throughout the neighborhood for each community meeting, and for the Commission meetings. Additionally, we have over 1,000 people signed up to receive project updates directly, and both meetings were advertised in the Rec Park e-news, which has 108,000



subscribers, and on NextDoor. The Water Board meeting in May was publicized by the Water Board and additionally announced by Rec Park via our project updates webpage.

During the Environmental Review, in addition to Rec Park outreach as detailed above, the Planning Department will notify people of updates via the Planning Department's webpage of Environmental Review Documents and via email.

Who will approve this project?

Multiple departments and agencies will approve this project. The Recreation and Parks Commission is the approval body for the project and CEQA certification. Regional Water Quality Board (the Water Board), the State regulatory agency overseeing the remediation, will issue the Clean Up Order. City, regional, State, and Federal approvals and permits will be required before the start of construction. Some of the permitting agencies are: U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (USEPA), U.S. Coast Guard (USCG), California State Lands Commission (SLC), California State Water Resources Control Board (SWRCB) and the Water Board, San Francisco Bay Conservation and Development Commission (BCDC), Port of San Francisco (Port), National Park Service (NPS)/Golden Gate National Recreational Area (GGNRA), U.S. Fish and Wildlife Service (USFWS), NOAA National Marine Fisheries Service (NMFS), California Department of Fish and Wildlife (CDFW), Bay Area Air Quality Management District (BAAQMD) and the Regional Air Quality Management District.

MARINA

Why are you moving the boats from the East Harbor to the West Harbor Extension and why can't the East Harbor be fully dredged?

The Project will remediate the East Harbor to such an extent that the northern area of the East Harbor will be dredged and capped and slips will return to that area. In the southern area of the East Harbor, the natural sediment cover will be left in place and the depth will be maintained at approximately 4-feet deep at low tide, thus precluding dredging to a sufficient depth to allow larger watercrafts to be stored there. The berths in the southern basin would be reinstalled in an extension of the West Harbor, protected by new breakwaters. By relocating the docks and slips in the southern basin of the East Harbor, this area will open up for active water recreation and non-motorized crafts. If the natural sediment cover in the lower basin of the East Harbor is removed to accommodate the dredging required for the return of boats to this area, this would add two to three years to the project for remediation and would generate significantly more sediment waste that needs to be transported. The project elements are cost-constrained by the FSA and this increased remediation option (returning of boats to the lower East Harbor) is not covered by the funds in the FSA.

How will views be impacted?

The Project will relocate boat slips from the southern East Harbor to an extension of the West Harbor, north of Marina Green. While this will have an impact on the views from the Marina Green, the Project will add new open water views by providing public access to the existing East Harbor breakwater and including public access out over the water on the new West Harbor breakwater. The new West Harbor breakwaters will protect the new docks and berths in the proposed expansion.



Are you reinforcing the Marina Green Seawall?

The Project does not include structural reinforcement of the Marina Green Seawall (also referred to as the Fairs Seawall). However, the features of the Marina, such as gangways or utility lines that would otherwise be supported on the Seawall, will be supported on their own foundation so as not to impose additional load on the seawall and to maintain their functionality following a seismic event.

The new gas tank location is in fill, how will it be designed to withstand an earthquake?

The preliminary geotechnical investigation has identified the vulnerability of the Marina Green fill and has proposed modern seismic code compliant soil improvement measures for the fill that will support the relocated fuel tanks to ensure their integrity during a seismic event.

Why can't the gas dock stay in the current East Harbor location?

The lower basin of the East Harbor will become a shallow, active recreation basin with a low water depth of 4' maximum. The shallow water and the sediment cap in this part of the East Harbor will prohibit many motorized boats from accessing the docks. Also, their prop wash will disrupt the sediment cap designed to confine contaminants.

What are you going to do about flooding in the Marina?

Our project is taking into account Sea Level Rise and is building in adaptive management. As we expect increased water contact in the lower basin of the East Harbor with non-motorized boating activity, RPD will be working with the PUC and DPH to set up weekly water quality testing, as is done at other locations around the city.

Will RPD restart sand pit mining north of the jetty?

RPD is working with the design and permitting consultant team to investigate the permitting feasibility, operational viability, and the cost/benefit analysis of reinstalling the sand mining pit and restarting sand mining activities.

NOTE: There is not clear documentation linking the sediment accumulation problem was resolved in the past by the dredging of a 50 ft deep pit to refute allegations that it had not been effective, or that other changes in the dredging practices were directly responsible for the problem we face today – other than failure to perform scheduled maintenance.

What informed the new West Harbor breakwater design?

The proposed West Harbor breakwaters support a key requirement of the project to reduce the need to dredge in the West Harbor to less than once in ten years. Dredging is costly and therefore meeting this target is essential to ensure the SF Marina is financially sustainable. RPD and the design team are developing design and operational options to address the new West Harbor entrance.

Who is responsible for the overall management of the East and West Harbors (San Francisco Marina)?

The Marina (both the West and East Harbors) are managed by the Rec & Park Department, Marina Staff. For more information about the San Francisco Marina and its operations, you can visit the webpage [here](#).



BOATING

Will my boat need to be temporarily relocated during construction?

The Marina improvements and remediation will require temporary relocation of boats from the East Harbor slips. As the team develops the construction phasing plans, they will prioritize minimizing the relocation duration. A notice will be sent to berth holders who will be required to temporarily relocate at least 6 months prior to the date we need the Marina vacated. As an example, based on the current schedule, Rec & Park would send notifications in June 2025 for January 2026 vacancy. The notice will include information on the waitlist to return to the East Harbor, slip availability in the West Harbor, and options in other marinas for temporary berthing.

How is this new wave attenuator along Fort Mason's Pier 1 different from the one that was in the West Harbor?

RPD and Moffat & Nichol, the Marina engineers for this project, recognize that the environment at both East and West Harbor sites is similar and that the experience at West Harbor (2012 project) must not be repeated. The design team has performed shoaling and hydrodynamic model studies and investigated several design solutions before we settled on the current floating wave attenuator design. One key detail that significantly differentiates the current East Harbor wave attenuator is the use of fixed guide piling to restrain the Wave Attenuator's motions rather than mooring lines with anchors that permit excessive motions (affecting both Attenuator performance and structural survival).

What berthing sizes and quantities are being considered?

The design team is considering the current and future slip demand as we study the sizes and quantities of the berths in both the proposed West Harbor extension, and the rebuilt upper basin of the East Harbor. We have seen reduced demand for short- and long-term berthing for boats under 30-foot over the years. For this reason, the future design will include fewer small berths, but will include short term side tie spaces to accept boats under 30 feet. There is high demand regionally for 30–40-foot size berths and addressing that demand will help provide a rate structure that supports a financially sustainable marina. The quantities of berths will be approximately the same as the total number of berths that have historically been in the West and East Harbors, and the berths that will be in the East Harbor and West Harbor extension will be 40 feet.

The current slip counts in the West Harbor is 377 and in the East Harbor it is 344. As we study alternatives for the concept design and layout, we are still homing in on the exact count of the required number of slips post renovation to ensure the fiscal sustainability of the Marina, but do not expect a significant net increase in the number of slips.

Will the East Harbor berthing rates increase?

The new East Harbor berth rates will be the same as the current West Harbor rate structure. The new, totally rebuilt, East Harbor docks and slips will be protected by a new wave attenuator and improved breakwater and will match the quality of the West Harbor.

How will this project create a financially sustainable marina?

RPD and the City Attorney's Office prepared a financial model to ensure that the terms of the FSA would create a financially sustainable marina. The financial model looked at multiple factors including existing and projected revenues and expenses over a thirty-year period, the term of the loan per the FSA. Unlike



other divisions of RPD, the SF Marina operates like an enterprise division and the goal is to have the operational costs come solely from the revenue that is generated from the Marina. Currently, the Marina is subsidized by the General Fund of RPD, and over \$5M has gone to Marina operations and maintenance from the General Fund since 2018.

RECREATION AND TRANSPORTATION

Will swimming be allowed in the lower basin of the East Harbor?

The Project will not include a swimming beach or specific swimming access. The East Harbor will remain a very active Marina and we want to avoid conflicts between swimmers and boats entering and exiting the East Harbor. The focus of the marina will continue to be on boating, but the new vision for the lower basin of the East Harbor does put a much greater emphasis on smaller, non-motorized craft, such as kayaks and outrigger canoes.

Will a water taxi stop be included?

A water taxi dock is currently proposed adjacent to the new West Harbor entrance. The water taxi is not a ferry, and water taxis in the SF Bay are typically under 40-foot in length, and similar in size and shape to a regular recreational vessel. The water taxi will help with marina revenue and increase public access of the area.

Will there be any changes to parking?

The paved area of the Marina Green East parking lot may decrease but the project will not eliminate any spaces.

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