SAN FRANCISCO MARINA IMPROVEMENT AND REMEDIATION PROJECT FAQS

PROJECT WEBSITE:  https://sfrecpark.org/marinaproject

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 strategy to take the project into the next century.

What is the Project Schedule?
- 2023-2024: 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 minimizing impact on the community and of temporary boat relocation.

Total construction duration is estimated at 4 years.

What is the current Project status?
In February 2024, the San Francisco Board of Supervisors passed an ordinance that limits the expansion of the West Harbor Marina beyond the Wave Organ’s western edge. Rec Park is now assessing what adjustments to our plans are needed to comply with this ordinance and the terms of the settlement agreement. We plan to share a detailed update with the community and stakeholders later this spring.

On October 18, 2023, the Recreation and Park Commission authorized RPD to proceed with planning and design for environmental review under CEQA. 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 solely out of Marina revenue 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

FUTURE 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, posted on the project website blog, and on NextDoor. The Water Board meeting in May 2023 was publicized by the Water Board and additionally announced by RPD 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 governmental review and permit 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
Are the proposed berthing rate increases caused by this Project?
No. The proposed berthing rate increases are informed by the Board of Supervisors Budget and Legislative Analyst’s report (link here) that determined that in order to eliminate the General Fund Subsidy of the Marina at the current time, berthing rates should be increased. The need for the current subsidy is due to the high cost of maintaining and operating the Marina, which requires annual dredging of the West Harbor entry channel and has suffered significant damage from recent storms. This is beyond the “dredging fee” presented charged to west marina boaters and includes other repairs to the marina such as interior and exterior seawalls.

Can the East Harbor be fully dredged and all existing docks reinstalled in their original location?
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. By removing 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 increase impacts and generate significantly more sediment waste that needs to be transported. The project elements are also 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.
Can East Harbor Slips be relocated north of the existing breakwater?
The expansion of the East Harbor to the north of the existing breakwater was studied by the design team. Berthing conditions in an expanded harbor would be poor due to the location further out into the deeper waters of the Bay, including increased exposure to winds, waves and currents, and the location in deeper water significantly increases the construction cost.

How will views be impacted?
The Project will add new open water views by providing public access on the renovated existing East Harbor breakwater.

Why can't the fuel 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-foot maximum. The shallow water and the sediment cap in this part of the East Harbor will prohibit most motorized boats from accessing the docks. Also, their prop wash will disrupt the sediment cap designed to confine contaminants. Prior to the February 2024 Ordinance, the Project was going to relocate the fuel dock to the West Harbor. Given the current project constraints, this is no longer feasible.

Where will boaters and emergency service vessels get their fuel when the fuel dock is decommissioned?  
The nearest fueling option is diesel only at Hyde Street Pier. For gas and diesel, recreational vessels will have to go to Sausalito. The larger SFFD vessels are already getting their fuel in San Francisco at the recently opened floating Fire Station 35, located at Pier 22 1/2.

Will RPD restart sand pit mining north of the jetty?  
RPD is working with the design and permit consultant team to investigate the permitting feasibility, operational viability, and the benefit/cost of reactivating the sand mining permit and restarting sand mining activities to reduce the impact of shoaling on the entrance channel.

Who is responsible for the overall management of the East and West Harbors (San Francisco Marina)?  
The Marina (both the West and East Harbors) is managed by RPD, 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, RPD would send notifications in June 2025 for January 2026 vacancy. The notice will include information on the 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 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 size and number of berths in 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 current slip counts in the West Harbor is 377 and in the East Harbor it is 344.

Will the East Harbor berthing rates increase?
The new East Harbor berth rates will be on parity with the 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 docks.

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 as 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.

What are you going to do about flooding in the Marina?
Our project is taking into account Sea Level Rise (SLR) and is building in adaptive management in the design of docks and other Marina infrastructure.
How will water quality of the Shallow Water Basin be monitored?
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. See related information on this program here: https://sfpuc.org/programs/ocean-and-beach-monitoring.

Will there be any changes to parking?
The paved area of the Marina Green East parking lot may decrease, and parking may be reconfigured, but the project will not eliminate any boater or public parking spaces.

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