



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 San Francisco 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 (MGPs) that operated 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
- 2025-2026: Environmental Review and Detailed Design
- 2027: Award of Construction Contract and begin construction

NOTE: Construction phasing plans are in development. Plans will prioritize minimizing impacts on the community and of temporary boat relocation.

Total construction duration is estimated at 3 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. RPD has been studying adjustments to our plans that are needed to comply with this ordinance and the terms of the FSA. We shared a detailed update with the community and stakeholders on December 5, 2024, at Community Meeting #3.

On October 18, 2023, the Recreation and Park Commission authorized RPD to proceed with planning and design for environmental review under CEQA and we plan to initiate this process in early 2025. The



environmental review process is expected to take 18-24 months once the CEQA application is submitted and will be conducted by the Planning Department.

Once the environmental review is complete, RPD will bring a proposed project back to the Recreation and Park Commission for approval with the adoption of CEQA findings.

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
- December 5, 2024: RPD Community Meeting & Engagement Phase #3 (84 attendees)
- December 19, 2024: Rec & Park Commission – presentation
- January 6, 2025 : BCDC Design Review Board Meeting

FUTURE OPPORTUNITY FOR PUBLIC COMMENT:

- 2025 PG&E Remedial Action Plan to Water Board
- 2025/2026 Various Regulatory Permitting Reviews
- 2026 Rec & Park Commission adoption of CEQA findings
- 2027 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 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 environmental review, in addition to RPD 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. 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, 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) and Bay Area Air Quality Management District (BAAQMD).

MARINA

Are the 2024 berthing rate increases caused by this Project?

No. The berthing rate increases are informed by the Board of Supervisors Budget and a 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" presently 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 includes dredging and capping remedial activities in the northern area of East Harbor and returning slips to that area. In the southern area of the East Harbor, the Project remediation leaves the natural sediment cover in place, and the depth at low tide will remain at approximately 4 feet deep. The docks and slips in the southern basin of East Harbor will be removed, opening up the area 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, then two to three additional years would be required for remediation without significantly adding to the protectiveness of the remedy. Additional dredging would also prolong construction impacts to the neighborhood and generate significantly more sediment waste that needs to be transported and disposed of at a landfill.



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.

How will the new breakwater at the West Harbor Jetty help with the sedimentation rates?

We conducted extensive morphological modeling of this 225' sheetpile breakwater and have found that it will decrease our need to dredge the West Harbor entry channel by 10-15 years following construction, and following the initial post-construction dredge, we will reduce our dredging frequency to every 2-3 years (as opposed to annually as we are now doing).

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, which would be incompatible with having motorized boats in the area. The shallow water and the sediment cover in this part of the East Harbor will prohibit most motorized boats from accessing the fuel dock. Also, their prop wash will disrupt the sediment cover designed to confine contaminants. We are currently working with the Fire Department and Police Department on a potential fuel dock in the West Harbor, in the area of the old Harbor Master's office.

Where will boaters and emergency service vessels get their fuel when the fuel dock is decommissioned and/or during construction?

The nearest fueling option is diesel-only at Pier 45. For gas and diesel, vessels will have to go to Sausalito or Oakland. The larger SFFD vessels get their fuel in San Francisco at the recently opened floating Fire Station 35, located at Pier 22 1/2, as well as diesel fueling by tanker truck at Pier 26 and by fuel barge at Pier 50.

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 2026 for January 2027 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.

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 designed slip counts in the West Harbor is 377 and in the East Harbor it is 344. However, because docks have been removed due to damage or sedimentation, the current count of slips is 347 in the West Harbor and 128 in the East Harbor.

Will the East Harbor berthing rates increase?

Following construction, the new East Harbor berth rates will increase to be on parity with the West Harbor rate structure. The new, totally rebuilt, East Harbor docks and slips will be protected by a new 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. Following the 2024 Ordinance restricting the scope of the project, an updated financial model was prepared by an outside consultant. This model shows the Marina will be financially sustainable following the construction of the project.

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 an 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 of the Shallow Water Basin be monitored?

The Water Board will require PG&E to establish a monitoring program for the sediment cover to ensure the protectiveness of the remedy is maintained.

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 parking spaces.

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

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