

Summary: Tenants of the San Francisco Marina Remodel express deep concern that proposed changes prioritize aesthetics over a functional working waterfront, risking displacement, reduced affordability, and loss of essential services. Key issues include rising berth costs, limited access, reduced parking, and insufficient consideration of operational needs, alongside fears that relocating critical infrastructure like the fuel dock could compromise emergency response and public safety due to congestion and poor access during major events. Tenants also highlight the importance of maintaining youth programs, small craft access, and marine services, emphasizing that the marina should remain an inclusive, affordable hub for boating rather than becoming a park-like space that excludes long-standing users and undermines financial sustainability through reduced occupancy and engagement.

3/29/2026

To any interested party:

My name is Ed Tavasieff. I have been a tenant in the East Harbor known as Gas House Cove for over 40 years.

Currently there are plans to renovate the East Harbor that include moving the fuel dock to the West Harbor. It is my opinion that doing so, will result in unforeseen difficulties rendering the usefulness of the proposed fuel dock unacceptable.

First, there is the moving of such infrastructure to a new location and the cost involved. These monies could be used more effectively in creating more revenue generating berthing in the East Harbor.

Second, currently the fuel dock is used by emergency personal on a regular basis for fuel, safety operations, homeland security, marine enforcement, injured egress, and event localization for emergency services. Agencies such as The United States Coast Guard, San Francisco Police, San Francisco Fire Dept. etc. depend upon the easy, centrally located access point, that the current fuel dock provides. These services are necessary to carry out essential daily routines that provide for the public safety. Moving the fuel dock to the West Harbor will cause a significant impact to these essential services and public safety in turn. The West Harbor proposal would not allow these essential services to operate at the capacity they provide now, due to overcrowding in the waterway by boat traffic and a never-ending need for dredging. Especially during events.

Third, the West Harbor is host to many events that involve heavy use of the narrow waterway to transit the West Harbor. Events such as the Blue Angles or Big Boat Series, or Sail GP, etc. involve many boats and support vessels transiting the Harbor. Police, fire, other Bay Area agencies trying to get fuel or care for the injured and carry out their jobs would be unable to reach the proposed fuel dock during these times.

Fourth, the West Harbor does not have easy access to marine/ land-based services such as an ambulance during the above-mentioned events. Closed off streets and significant pedestrian

traffic would prevent prompt medical services to reach an injured person, in a timely manner, who is being transferred from marine emergency services to an ambulance.

The necessity of the current fuel dock in the East Harbor cannot be over emphasized. Its location, ease of access from sea to land, remoteness from the congested event confusion found in the West Harbor and not having to rely on yearly dredging to access fuel etc. highlights its importance.

To realize its importance is easily done just by going down and hanging around and seeing with your own eyes.

On a side note: the boat hoist has been decommissioned for many years much to the loss of mariners who would otherwise have access to the Bay and are now forced to travel far to launch their boats. This hoist was used extensively during its operational period by everyone for fishing, sailing, maintenance, and safety.

What a shame such a strategically located marina is being disregarded and made into a useless park that provides nothing to the boating public and puts further financial burden on the Harbor. We have so many parks in this vicinity such as Aquatic Park, Fort Mason Park, Moscone Park, Crissy Field Park, Tunnel Top Park etc. and hardly any parks for boats.

There was a time, when San Francisco “knew how”, and the East Harbor was enjoyed by all, from Hunters Point to Pacific Heights. Boating was affordable, every berth was occupied, and the waiting list was extensive. Since then berth rates have increased ten-fold, and more, and as a result only a fraction of boating enthusiasts can afford using the harbor anymore. As the rates continue to increase the number of abandoned vessels and empty berths increases putting financial stress on the Harbor.

We recently had a 30% increase in berth rates in order to cover harbor expenses like dredging. As would be expected this forced even more vacancies and loss of revenue. As this revenue continues to decrease it may become necessary to increase berth rates again, causing current berth holders to shoulder harbor expenses or abandon their boats or look for safe harbor elsewhere. More lost revenue and financial suicide for the Harbor is likely.

The solution to this dilemma is creating as many berths as possible in the East Harbor and make it attractive and affordable for everyone. Currently this is not the case. The proposed plan includes one access gate that is remote and often closed during events. Berth rates are going to be almost double what rates are now in the East Harbor. Only a small fraction of the berths will be 25' eliminating most of the boating public who would rather keep their boats in the water and not have to trailer and launch their boats every time. Parking access is also very limited at the proposed gate access point and will make moving gear back and forth difficult and timely. This area is also very popular for the public to park or sit on the bench and enjoy the activities and views of the Bay, further restricting necessary access to one's boat.

Several of us made a proposal that would add 65 berths to the current plan and provide 3 more gates to access boats and that would not be impacted by event closures. This was promptly dismissed by the project manager over a very minor technicality. Given the importance of more occupancy to the financial health of the Marina, we were shocked.

The proposed plan also creates a one-way direction for vehicular traffic and eliminates approximately 50 + parking spaces. This action will make access to berths even more difficult. These issues and more could have been addressed and avoided if boaters were just asked. Meetings have proven useless thus far.

Boats are no more a luxury than a set of golf clubs or a horse or tennis racket, or surfboard or any part of any form of recreation one participates in. Boats are just what you need to be a boater.

I am saddened to have to leave the East Harbor after more than 40 years, but I am hopeful that there may yet be a solution to address the financial stability and affordability of the East Harbor. This can happen only if people who are able to bring common sense to this plan will listen and take the necessary action to make the East Harbor a success for all.

Ed Tavasieff

Commercial Fisher

edso\_fish@hotmail.com