San Francisco Bay Conservation and Development Commission
375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600
State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

Agenda Item #8

October 23, 2026

Application Summary

San Francisco Marina Improvement and Remediation Project

(For Commission consideration on November 5, 2026)

BCDC Permit Application Number:	M2025.006.00
Applicant(s):	San Francisco Recreation & Park District (SFRPD) and Pacific Gas and Electric Company (PG&E)
Project Description:	Remediate contaminated sediments, reconfigure and dredge a marina, and renovate a shoreline park.
Location:	In the Bay and within the 100-foot shoreline band, at the San Francisco Marina East and West Harbors, at Marina Green Drive in the City and County of San Francisco.
Application Filed Complete:	October 7, 2026
Deadline for Commission Action:	January 5, 2026
Staff Contact:	Rowan Yelton, rowan.yelton@bcdc.ca.gov

Project Overview

Project Description

The San Francisco Marina includes West Harbor and East Harbor (also known as Gashouse Cove). Prior to the Marina, PG&E's predecessor, the San Francisco Gas Light Company, owned and operated the North Beach Manufactured Gas Plant (MGP) near the East Harbor. Between 1963 and 1968, the Marina, which is owned and operated by the SFRPD, was constructed. Since at least the 1990s, sampling has found that sediments in the East Harbor are contaminated with tar-like non-aqueous phase liquids (NAPL) and polycyclic aromatic hydrocarbons (PAH) resulting from the past MGP operations. These contaminants adversely impact aquatic organisms, particularly those living in the sediment. As of 2026, the site is used as a public marina, including yacht clubs, emergency vessel berths, a fuel dock, and a public park. The primary purpose of the project is to remediate the site of toxic contamination to prevent further ecological

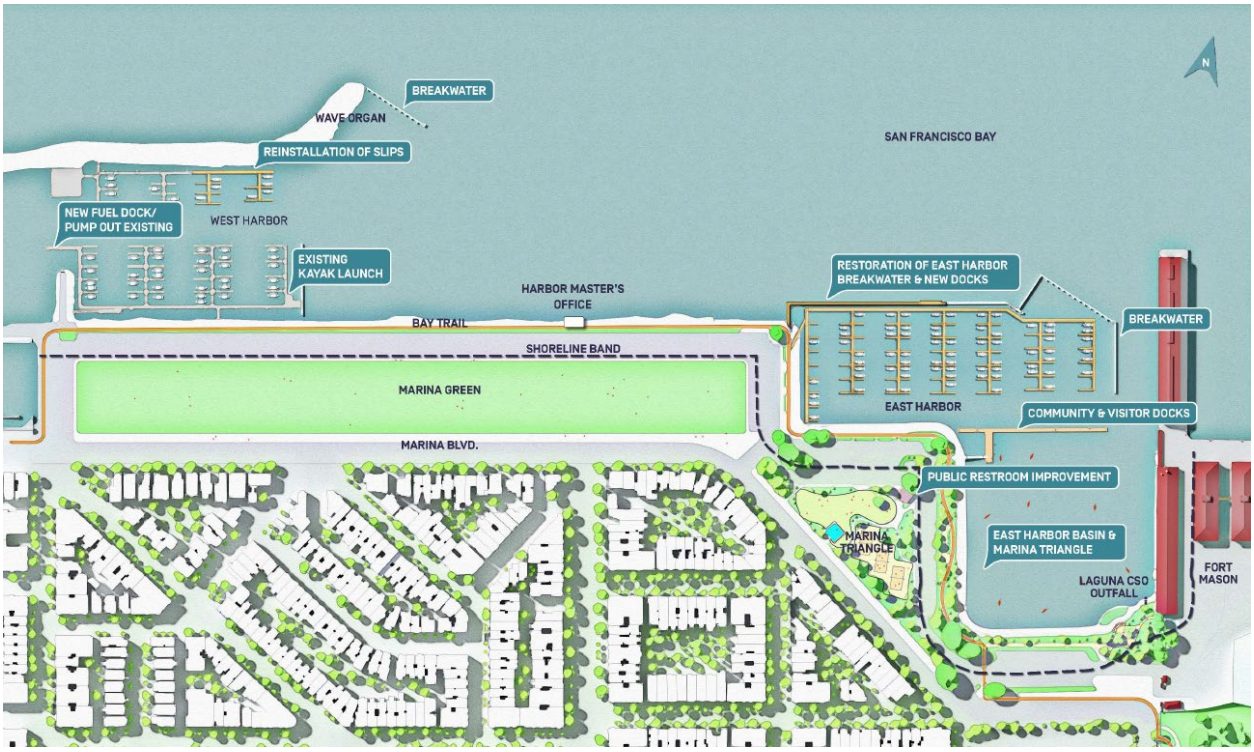
harm by removing a portion of the shallower contaminated sediments and establishing a barrier (either engineered cap or natural sediment) between the remaining contaminated sediments and the Bay water. Additionally, a permeable reactive barrier on the shoreline composed of reactive materials such as activated carbon or organoclay will be placed between geotextile materials on the shoreline to limit the potential groundwater discharge of dissolved PAHs into the Bay. The remediation cleanup is overseen by the San Francisco Regional Water Quality Control Board.

The project also includes installation of new boat docks in West Harbor, partial reinstallation of boat docks and construction of a new breakwater in East Harbor, navigational dredging in East Harbor, conversion of the southern portion of East Harbor into a Shallow Water Recreation Basin (SWRB) with a visitor dock and community dock for small boat launching, and improvements to the public park and parking lot on the shore. Finally, the project will result in the removal of the fuel dock in East Harbor, which provides gasoline and diesel. The City plans to replace the fuel dock function by renovating a fuel dock approximately 1.4 miles away at the Hyde Street Pier, which would enter service approximately the same time that the East Harbor Fuel dock is removed.

Figure 1. The proposed project site is at the San Francisco Marina, in the City and County of San Francisco as shown below by the red line.



Figure 2. The proposed project site plan.



Public Access (Exhibit A)

Public access improvements of this project include the renovation and improvement of the Bay Trail, nature exploration area, tidal garden viewing area, restored public access on the East Harbor breakwater, and community dock for small boats in the SWRB. The project also includes public park improvements outside of BCDC jurisdiction including beach volleyball courts, a renovated restroom, and a picnic area.

Remediation and Dredging (Exhibit B)

The project includes dredging for contamination remediation and navigation, under the oversight of the Regional Water Quality Control Board. Currently, most of the contaminated sediment in the Bay is below the sediment surface, but in some areas, the contamination is close enough to the surface to leach into the water column. The northern section of East Harbor requires dredging to adequate depths for berthing (-8 MLLW) and navigation into East Harbor (-10 ft MLLW). As contaminated sediment occurs at the navigational dredging areas, contaminated sediment will be dredged to greater depths, and capped with a 3-foot thick layer of sand or reused dredge material. Sediment will be sampled to determine applicability for reuse, aquatic disposal or landfill disposal outside of BCDC jurisdiction.

Bay Fill

The project will place and remove fill in the Bay, with an overall increase in fill. The fill is for water-oriented uses: marina infrastructure (docks, piles, and gangways), shoreline protection (riprap revetment and breakwaters), remediation of subtidal habitat (cap) and for the

improvement of the shoreline appearance (tidal garden, and tidepool units). The replacement of the riprap on the shoreline of the East Harbor and the breakwater extension outside the harbors will result in the placement of 0.321 acres of new solid fill in the Bay. The installation of docks and gangways will result in approximately 0.007 acres of new solid fill (piles), and 0.978 acres of new floating and cantilevered fill. The project will also remove the fuel dock and docks in the southern portion of East Harbor (total removal of 1.109 acres), therefore the project will result in a 0.131 acre net reduction in floating fill.

To cap the remediated areas, the permittees will place a 1.5-2.5-foot-thick layer of capping material over 7.89 acres of subtidal bay. The capped areas would remain subtidal.

To mitigate for the bay fill, the permittees would be required to remove an equivalent quantity of debris from a tidal marsh site in Honker Bay, owned by PG&E. The site would then be placed under a conservation easement. The mitigation would be required to be completed within 9 months of the commencement of construction.

Flooding and Sea Level Rise

The remediation components of the project are not expected to be affected by sea level rise. The permittees evaluated flooding risks from sea level rise for the shoreline elements, including the revetment and park, based on their 40-year life span (to 2067). As the lowest elevation of the shoreline riprap crest is 10.1 feet NAVD88, the site would be vulnerable to temporary flooding during a 100-year extreme tide event coupled with projected sea level rise under Representative Concentration Pathway (RCP) 8.5 by 2067. Under those conditions, flooding would be limited to a few areas along the edge of the shoreline, with minimal flooding of the Bay Trail or other public access areas.

Environmental Justice and Social Equity

The project site is located in the Marina District, in Block Group 1, Census Tract 126.02, of San Francisco. According to the Commission's Community Vulnerability Mapping Tool, this census tract is categorized as having overall low social vulnerability based on the 2021 5-Year American Community Survey estimates, and moderate contamination vulnerability based on CalEPA Office of Environmental Health Hazard Assessment's (OEHHA's) CalEnviroScreen 4.0 data. The project will not substantially change the use or character of the site, as it will simply add park amenities to an existing park and convert marina slips into a public access area for small boats.

Schedule and Cost

Construction would begin as early as fall 2027 and occur over three years.

- 2027: Demolish the East Harbor docks and fuel dock; perform remediation dredge and cap within the East Harbor; reconstruct a portion of the shoreline within the East Harbor; begin upland park construction; demolish crane and remove underground storage tanks; construct the West Harbor breakwater.

- 2028: Construct docks in the East Harbor and West Harbor; install the East Harbor breakwater extension; perform dredge and cap in areas outside the East Harbor; reconstruct the remaining shoreline in the East Harbor.
- 2029: Complete dock construction; complete upland park construction.

The estimated total project cost is approximately $221,600,000.

Issues Raised

The staff believes the primary issues raised by the proposed project are:

(1) Whether it is consistent with the Commission's fill policies, including those related to water quality, safety of fills, natural resources, and sea level rise; and

(2) Whether the proposed public access is the maximum feasible consistent with the project, and otherwise consistent with the Commission's policies related to public access, recreation, and scenic views.

Staff Notes

The staff notes the following considerations for the Commission:

- **Design Review Board.** The project was presented to the Design Review Board on January 6, 2025, and April 6, 2026. The Board was generally supportive of the project, and their comments included guidance to maximize water-oriented park uses, ensure fuel dock service is replaced nearby, support youth sailing programs, improve public messaging about the project, plan for future expansion of small boat docks at the SWRB, reduce or relocate parking in order to improve the pedestrian experience along the shoreline path, and improve connections to Fort Mason.

Applicable Laws and Policies

The following laws and policies are applicable in the Commission's review of the proposed project:

- McAteer-Petris Act: Sections 66602 (Water-Oriented Land Uses and Public Access), 66605 (Allowable Bay Fill) and 66632.4 (Maximum Feasible Public Access)
- San Francisco Bay Plan policies on: Fish, Other Aquatic Organisms, and Wildlife; Water Quality; Shoreline Protection; Recreation; Public Access; Appearance, Design, and Scenic Views; Mitigation; Water Surface Area and Volume; and Subtidal Habitats.

Exhibits

1. Required Public Access Improvements
2. Remediation and Dredging Site Plan