Outlook

BCDC_Public_Comment_Gashouse_Cove_Exhibits_10-30-2026 Captain M. Hallahan

From Maggie Hallahan <maggie@mhpv.net>
Date Fri 10/30/2026 3:49 AM
To Peterson, Sierra@BCDC <sierra.peterson@bcdc.ca.gov>; BCDC Public Comment <publiccomment@bcdc.ca.gov>

1 attachment (11 MB)
BCDC_Public_Comment_and_Chronological_Exhibits_12MB.pdf;

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Sierra,

Attached is my public comment and formal objection to Agenda Item 8 concerning the San Francisco Marina Improvement and Remediation Project at Gashouse Cove (East Harbor).

Please confirm that you have received my submission and let me know whether you can include it in today's distribution to the BCDC Commissioners.

Thank you for your assistance.

Best regards,
Captain Maggie Hallahan

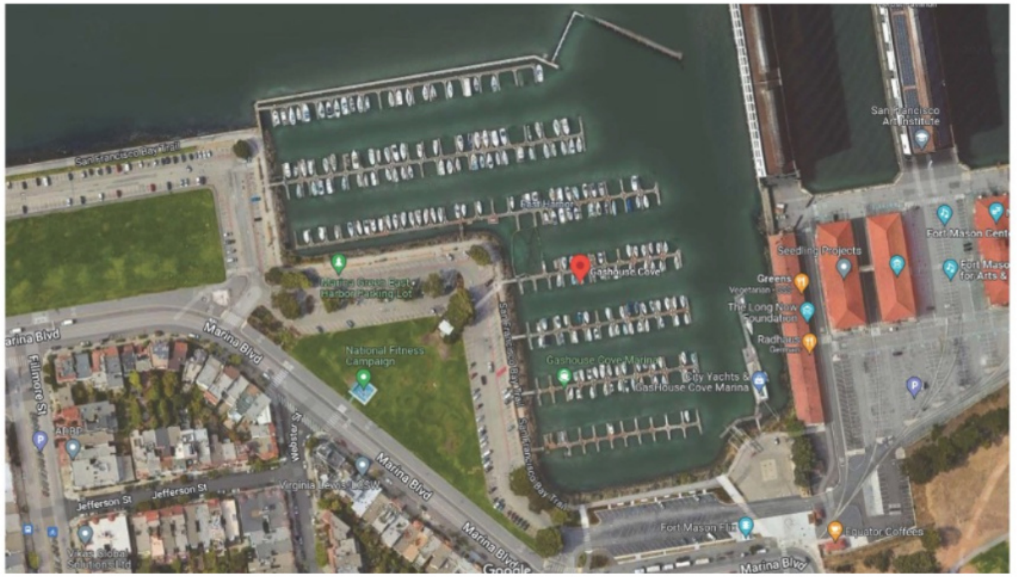
415-305-7553

GASHOUSE COVE — SAN FRANCISCO MARINA

Major changes are moving forward using a 2007 Environmental Impact Report — now 19 years old — with a 2026 CEQA Addendum rather than a new EIR. The original environmental review therefore predates many of today's concerns about how Gashouse Cove is used by state, federal, local and emergency-response vessels.



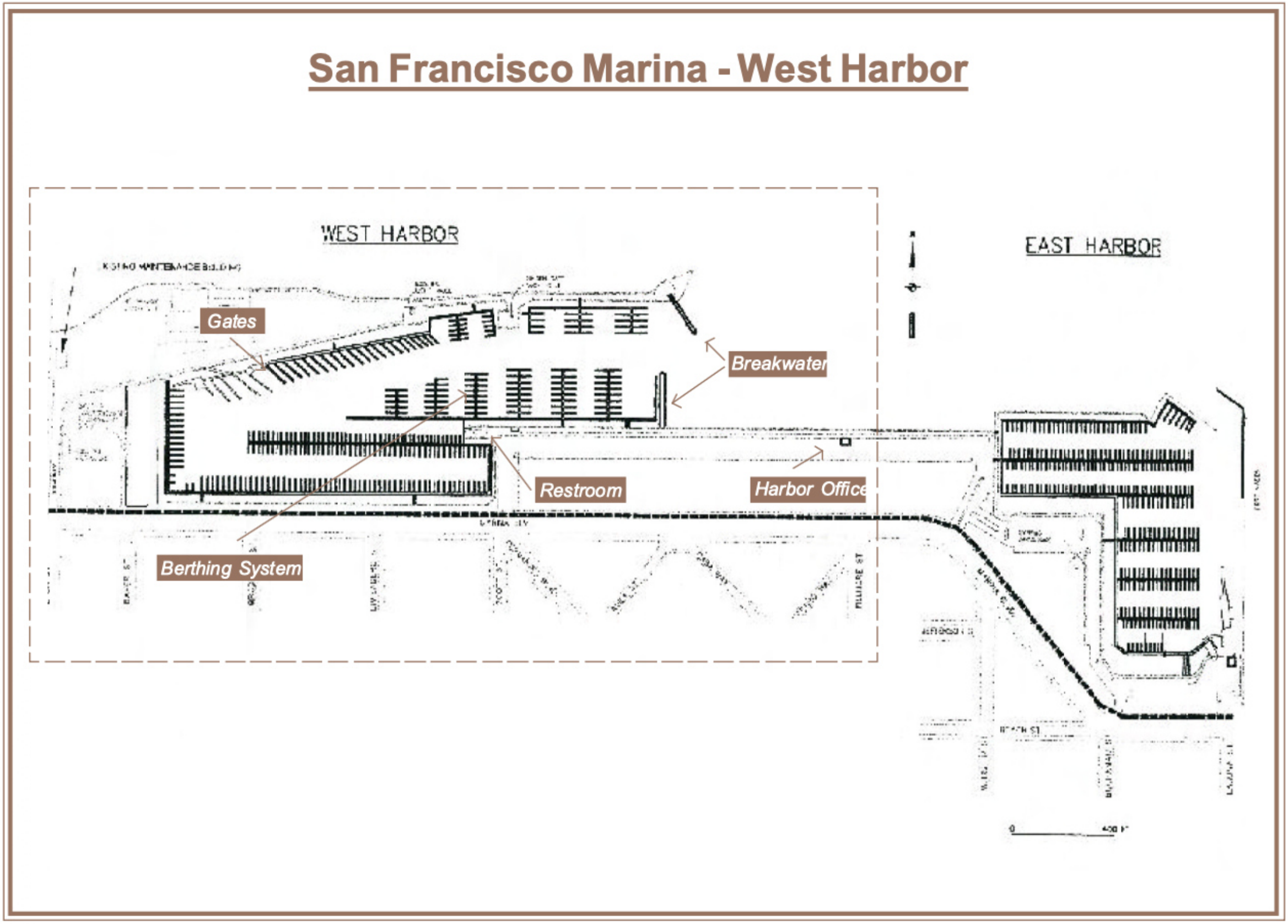
2015 — Gashouse Cove / East Harbor



2024 — Gashouse Cove / East Harbor

HISTORICAL MARINA LAYOUT - WEST HARBOR AND EAST HARBOR

Original supplied plan rotated upright for legibility; original labels preserved.



PUBLIC COMMENT ON AGENDA ITEM 8
SAN FRANCISCO MARINA - FORMAL OBJECTIONS

10-30-2026

To: Chair and Commissioners, San Francisco Bay Conservation and Development Commission (BCDC)

Subject November 5, 2026 - Agenda Item 8 - San Francisco Marina Improvement and Remediation Project - Permit

Application No. 2025.006.00

Public Comment: Objection to Agenda Item 8 - San Francisco Marina Improvement and Remediation Project and Objections to the October 23, 2026 Staff Recommendation, Historical Evidence, and Requested corrections

Dear Chair and Commissioners,

I submit this public comment in opposition to the San Francisco Recreation and Park Department (SFRP) permit request and proposed plan for the San Francisco Marina Improvement and Remediation Project. For the reasons described below, I do not support approval of the proposal presented to BCDC.

I strongly support the full remediation of contaminated sediments at Gashouse Cove, also known as East Harbor of the San Francisco Marina. However, I oppose a plan that permanently eliminates important public maritime infrastructure without a sufficiently documented assessment of effects on boating access, maritime safety, emergency preparedness, youth education, and recreation on San Francisco Bay.

The historical images and documentary sources show that earlier federal and City plans treated East Harbor as a working small-craft harbor and contemplated preserving boating facilities now proposed for removal.

1. The project substantially changes the historical use and character of Gashouse Cove

BCDC staff recommendation: Page 37, Section III.H, describes the proposed work as not substantially changing the use or character of the site.

I am concerned that this characterization understates the conversion of a functional public maritime harbor into a substantially different recreational layout. The proposal removes the East Harbor fuel dock and overhead trolley boat hoist, ends the existing informal touch-and-go passenger-loading function, and restricts certain larger-vessel access to an approximately 5.7-acre shallow-water recreation basin. Shoreline pathways, a gated visitor dock, and a kayak launch do not provide the same services as fueling, trailered-boat launching, or immediate passenger transfer.

The historic public purpose of the harbor

The U.S. Army Corps of Engineers August 1973 Final Environmental Statement documents that East Harbor and West Harbor were completed in 1965 by the City and County of San Francisco. The statement described Gashouse Cove as a 330-berth small-craft harbor and evaluated a breakwater intended to reduce damaging waves and improve boating safety. See Exhibit R, PDF pp. 4-8 and 35-39.

The 2007 Final EIR planned to retain and improve boating facilities

The San Francisco Marina Renovation Project Final EIR, certified January 11, 2007, proposed renovating the East Harbor boat hoist, retaining the sales and fuel concession, refurbishing the sewage pump-out facility, and providing hand launches and public guest-dock access. Page II-11 identified approximately 13,600 square feet of trailer storage with capacity for about 24 boats, linked to the anticipated reopening of the hoist. See Exhibit I, pp. II-8, II-11.

Of particular importance, in the 2007 Final EIR responses to comments, the City relied on the planned hoist renovation and access to trailer-boat launching in responding to objections concerning small-boat access. See Exhibit I, pp. C&R-57-58 (PDF pp. 234-235). The present proposal removes that boat hoist rather than restoring it.

The City's July 2015 design-services request made a different proposal

In its July 24, 2015 East Harbor design-services RFP, Recreation and Park stated that the project did not include improvements to the existing fueling-dock/yacht-sales facility. Its base reconstruction scope sought no fewer than 350 slips, with replacement of the hoist or a public boat ramp as a contingent improvement if funds allowed. The RFP also contemplated dredging, contamination containment, public access, and renovation of the marina. See Exhibit V, PDF pp. 10-12.

A 2015 procurement plan is not a permanent promise to retain a fuel dock, and its goals do not establish what was ultimately funded or built. Nevertheless, it demonstrates a significant historical contrast with the 2026 proposal.

Correction requested:

Revise the finding concerning site character. Identify the boating functions being lost, explain when and why the project changed, distinguish replacement shoreline amenities from equivalent maritime services, and disclose the public review and technical comparisons that support the final choice.

2. California's boating future requires attention to practical access, not shoreline viewing alone

BCDC staff recommendation: Pages 34-38 discuss public access and environmental justice, but the analysis should consider boating users across San Francisco and the wider Bay, not only the surrounding shoreline neighborhood.

Federal registration figures report 955,700 registered recreational vessels in California in 1999 and 596,703 in 2024. These figures document a large historical decline in registrations, though they should not be taken as a complete measure of all boating activity or as proof of its causes. See Exhibit S.

The California Boating and Waterways Commission Ad Hoc Subcommittee report prepared by Commissioners Maggie Hallahan and Hampus Idsäter and dated November 3, 2025, estimated approximately 80,000 statewide slips and moorings. It found that most coastal recreational harbors appeared to have been built between 1963 and 1971 and that many need significant improvements. It also reported that more than 90 percent of recreational boats are stored on land rather than in harbors and identified a need to investigate more affordable pathways into boating. See Exhibit Q, pp. 1-3.

My California Boater Card ZIP-code analysis raises additional questions about the unequal availability of boating education and access. For example, ZIP codes 94102 and 94124 show approximately 1.75 and 2.20 cards per 1,000 residents, respectively. These measure credential participation, not boats owned or total people boating. See Exhibit A.

BCDC's own earlier staff work recognized the importance of boating access. The July 1982 Staff Report on Recreational Boating Facilities identified boat hoists, launch ramps, gasoline facilities, and pump-out stations as familiar elements of marinas and emphasized project-specific design. Its July 2006 Recreation and San Francisco Bay report discussed affordable and diverse recreation, launching, transient boating, and education. Those are historical staff analyses, not necessarily controlling current Bay Plan policy. See Exhibits T and U.

Correction requested:

Evaluate the loss of trailerable-boat launch capacity, fueling, touch-and-go use, and youth maritime education as components of public access. Explain how the new facilities serve different residents, vessel types, abilities, and income levels, and assess the cumulative erosion of working public maritime facilities.

3. The claimed DBW -10-foot MLLW fuel-dock dredging requirement must be supported

BCDC staff recommendation: Pages 40-41 state that reconstruction of the fuel dock in its existing location would require dredging to at least -10 feet Mean Lower Low Water (MLLW), based on Division of Boating and Waterways guidelines, and cite a preliminary cost of approximately $24 million.

I am concerned that the cited depth is presented as a universal engineering requirement when the July 2005 DBW Layout & Design Guidelines for Marina Berthing Facilities address channels, fairways, and berths with regard to vessel draft, conditions and project design. The exact provisions and vessel-specific analysis supporting the staff statement should be disclosed. See Exhibit B.

The Harbor Safety Committee's June 17, 2026 letter raised questions concerning a separate approximately $25 million fuel-channel/cap estimate and the feasibility of continuing fuel operations during remediation. Neither amount, without an itemized estimate and supporting plans, demonstrates that permanent fuel-dock elimination is the only practicable alternative. See Exhibit D.

The 2007 EIR contemplated dredging and engineered capping of East Harbor while retaining a fuel concession and renovation of the hoist. That earlier concept does not prove feasibility today, but it makes the alternatives history relevant. See Exhibit I, pp. II-6 through II-8.

Correction requested:

- Identify the precise DBW guideline section, design vessel, drafts, tidal datum, underkeel clearances, turning geometry, and width assumptions.
- Provide the current signed bathymetric survey and itemized approximately $24 million estimate.
- Compare reasonable alternatives, including phased remediation, narrower access, vessel-based design criteria, or another location that preserves equivalent public services.
- Obtain written clarification from DBW engineering and qualify the staff finding if the specific asserted requirement cannot be substantiated.

4. Fuel continuity, emergency preparedness, and immediate vessel access remain unresolved

The Harbor Safety Committee of the San Francisco Bay Region wrote to BCDC on June 17, 2026, supporting environmental remediation while documenting concerns about fuel availability in the Central Bay, public and emergency vessel operations, medical extraction, the public hoist, touch-and-go access, and youth maritime programs. The Committee asked BCDC to reconsider the proposed elimination of critical infrastructure and address alternatives. See Exhibit D.

BCDC staff cites an October 9, 2026 joint statement from the San Francisco Fire Department, Police Department, and Recreation and Park Department concerning the official West Harbor extraction point, planned Hyde Street fueling, and contingency arrangements. I appreciate these assurances but remain concerned whether the West Harbor site performs every function currently carried out at Gashouse Cove, under all vessel, tidal, staffing, and casualty-transfer conditions. See Exhibit L.

The reported October 20 Port Commission action on Hyde Street fueling is an important planning step; a lease approval alone does not establish that gasoline and diesel service will be commissioned, open, and available to the affected fleets when the East Harbor fuel dock closes. See Exhibit M.

A gated, reserved visitor berth is likewise not automatically equivalent to a convenient, short-duration public touch-and-go dock that can be used for immediate loading or unloading.

Correction requested:

Provide an issue-by-issue written response to the Harbor Safety Committee; document who reviewed and approved the joint emergency statement; evaluate comparable extraction and passenger-transfer capacity; specify a verifiable gasoline/diesel continuity plan with contingencies; and identify how short-term vessel boarding will be accommodated.

5. Shallow-water recreation safety requires review of foreseeable REC-1 and REC-2 exposure

BCDC staff recommendation: Special Condition II.B.4, page 9, focuses on combined-sewer-discharge notices and risks associated with REC-2 activities. Other findings discuss kayak polo and paddleboarding while stating swimming is not encouraged.

The San Francisco Bay Regional Water Quality Control Board Basin Plan distinguishes REC-1 water-contact recreation, where ingestion is reasonably possible, from REC-2 noncontact recreation, where bodily contact and ingestion are not normally expected. Both beneficial uses are identified for the Bay Estuary. Kayak polo may involve deliberate capsizing, rolling, and splashing; paddleboarders can fall into the water. A request not to swim does not by itself eliminate foreseeable immersion or ingestion risk. See Exhibit F.

Historical concern regarding sewage and circulation

I am concerned about the long history of water-quality and tidal-circulation issues at Gashouse Cove. These concerns were documented as early as 1971 and discussed in the U.S. Army Corps of Engineers' 1973 Final Environmental Statement, including the Laguna Street combined-sewer outfall. The record contains agency correspondence discussing discharge, bacteria, and tidal circulation. I recognize that conditions, controls, and infrastructure have changed since then and do not suggest that historical pollution levels describe the present. I believe that history deserves careful consideration when assessing the proposed shallow-water basin and activities involving contact with water. See Exhibit R, especially PDF pp. 6, 13, 15-18, and 30-31.

The 2007 Final EIR also describes historic elevated polycyclic aromatic hydrocarbon (PAH) concentrations in sampled East Harbor sediments, and mitigation intended to manage resuspension and contamination during dredging. Those older measurements are not current recreation-water results. See Exhibit I, p. S-15.

Comparison with nearby San Francisco Aquatic Park

Just a short distance away, Aquatic Park provides an established beach and significant water recreation opportunities. Aquatic Park also requires water-quality monitoring and should not be assumed free from pollution. Nonetheless, its existing facilities warrant a comparison of access, recreational demand, water quality, separation from outfalls, launching conditions, and safe opportunities for beginners before the new shallow-water basin is treated as a replacement public benefit.

Correction requested:

- Obtain written Regional Water Board/public-health review of foreseeable REC-1 and REC-2 exposures for the intended activities.
- Require baseline, wet-weather, and post-discharge monitoring, and objective advisory, suspension, and reopening criteria.
- Provide notices to users arriving by water, not solely users of the gate.
- Demonstrate usable space and depths for proposed paddling activities across tidal conditions.
- Compare demand and suitability with nearby Aquatic Park before citing speculative recreation gains to justify removal of the existing fuel dock.

6. Historical financing and public investment should inform the findings

The 2007 Final EIR reports that the San Francisco Board of Supervisors approved an application for a $38 million DBW marina renovation loan in April 2003; DBW approved a $16.5 million loan for West Harbor in November 2004; and anticipated East Harbor renovations were estimated at approximately $19.5 million. The EIR was describing past decisions and projected sources, not confirming issuance of the full application amount or later financing. See Exhibit I, p. II-12.

The City Controller's FY 2006-07 Six-Month Budget Status Report reported a projected year-end Marina Yacht Harbor Fund balance of approximately $1.82 million, with improved revenues in part from berthing fees and the St. Francis clubhouse lease. This is a historical snapshot, not a current available balance or proof of funding for the 2026 proposal. See Exhibit O, PDF pp. 82 and 84.

I request that the Commission explain how it has considered the purpose and history of the public investments and earlier project objectives before making permanent changes to existing maritime services.

Requested action from the Commission

I do not support SFRP's proposed permit request or Marina plan as submitted. I ask BCDC not to approve the proposal in its present form, to correct or qualify the disputed findings, and to require supporting documents, enforceable conditions, and a full examination of alternatives before deciding whether to issue a permit.

I understand that the Commission is required to act on this permit request. I respectfully ask, however, that you consider making corrections to the staff report so that the public record of this project is more complete.

- Recognize the substantial changes to Gashouse Cove's working maritime character and identify meaningful replacement boating functions.
- Consider statewide boating-access concerns, historical BCDC recreation analyses, and effects on affordability, trailerable boats, and youth education.
- Support all asserted dredging depths and cost estimates with precise technical evidence and alternatives analysis.
- Respond specifically to the Harbor Safety Committee and verify emergency transfer and replacement fueling arrangements.
- Evaluate REC-1 and REC-2 water-contact risk and the proposed paddling area using appropriate evidence and compare nearby opportunities.
- Include the historical record - 1973, 1982, 2006, 2007, 2015, 2025 and 2026 - and distribute the submitted exhibits to commissioners.

San Francisco's connection to the Bay should be measured not only through waterfront views and pedestrian paths, but also through whether future generations can learn maritime skills, safely launch and board vessels, refuel, and use its navigable waters. Environmental remediation and preservation of essential maritime functions should not automatically be treated as incompatible goals.

PROPOSED ALTERNATIVE: ASK PG&E TO RESTORE THE SMALL-BOAT MARINA

I suggest that the San Francisco Recreation and Park Department (SFRPD) go back to PG&E and simply ask PG&E to complete the full remediation of Gashouse Cove and replace East Harbor as a working small-boat marina. PG&E is conducting a major sediment cleanup in partnership with the Port of San Francisco along the waterfront between Piers 39 and 43½, including Pier 41½. That partnership offers a model worth examining so that environmental cleanup and the restoration of essential public boating facilities are addressed together. I ask BCDC to have SFRPD and PG&E evaluate and respond to this alternative before the permanent loss of those facilities.

Port of San Francisco / PG&E Pier 39-43½ remediation project - official Port report

Please place this letter and its supporting exhibits in the administrative record for the November 5, 2026 Commission meeting.

Thank you for your consideration.

Respectfully,

Captain Maggie Hallahan

Supporting documentary evidence index

Evidence identifiers follow the working exhibit index. An entry labeled requested or pending must not be represented as an attachment unless the underlying document is actually enclosed. Historical reports are not presumed to be current, binding policies.

Exhibit A: California Boater Card ZIP-code map and methods; educational participation.

Exhibit B: DBW, Layout & Design Guidelines for Marina Berthing Facilities (July 2005).

Exhibit C: BCDC Staff Recommendation for Permit 2025.006.00 (October 23, 2026).

Exhibit D: Harbor Safety Committee letter to BCDC (June 17, 2026).

Exhibit E: Current DBW technical clarification, bathymetry and fuel-dock estimate - requested.

Exhibit F: San Francisco Bay Regional Water Board Basin Plan, REC-1 and REC-2 provisions.

Exhibit G: Current Laguna Street outfall/advisory and water monitoring records - requested.

Exhibit H: Scaled shallow-water basin plan and tidal-depth analysis - requested.

Exhibit I: San Francisco Marina Renovation Project Final EIR, certified January 11, 2007; pp. II-8, II-11, II-12, C&R-57-58, S-15.

Exhibit J: BCDC July 2024 East Harbor dock-removal authorization - primary document pending.

Exhibit K: September 2025 residence-time/water-circulation model - requested.

Exhibit L: October 9, 2026 joint SFRPD/SFPD/SFFD emergency-services statement.

Exhibit M: October 20, 2026 Hyde Street Port Commission action and implementation details.

Exhibit N: November 5, 2026 hearing and public comments - future record.

Exhibit O: City Controller FY 2006-07 Six-Month Budget Status Report, Marina Yacht Harbor Fund, PDF pp. 82, 84.

Exhibit P: Earlier October 28 BCDC objection draft (submission history, not independent evidence).

Exhibit Q: DBW Commission Ad Hoc Subcommittee Initial Analysis of Boat Slips, Moorings, and Boat Amenities, November 3, 2025.

Exhibit R: U.S. Army Corps of Engineers, Final Environmental Statement, Gashouse Cove, August 1973.

Exhibit S: U.S. Coast Guard recreational boating registrations, 1999 and 2024 - figures should be read with methodology notes.

Exhibit T: BCDC, Staff Report on Recreational Boating Facilities, July 1982 (historical staff report).

Exhibit U: BCDC, Recreation and San Francisco Bay, July 7, 2006 (historical staff report).

Exhibit V: San Francisco Recreation and Park Department, East Harbor Design Services RFP, July 24, 2015; PDF pp. 10-12.

CLICKABLE ONLINE DOCUMENT LINKS

Source directory for the BCDC Gashouse Cove public comment. The letter and images precede this appendix. Click the blue **OPEN SOURCE** link for the public document or agency record. Verified public copies are distinguished from agency listings and missing records.

Important verification: The online BCDC permit tracker identifies the Marina application as **2025.005.00**, while the current draft letter says **2025.006.00**. The posted November 5, 2026 Commission agenda currently shows **Item 8: Adjournment**. These discrepancies should be confirmed with BCDC before submission.

Public sources and online agency records

Exhibit A - California Boater Card map, public project page OPEN SOURCE
PUBLIC COPY. Publicly posted by author; chart methodology is not independently verified here.

Exhibit B - DBW 2005 Marina Berthing Design Guidelines OPEN SOURCE
AGENCY INDEX. State DBW listing. The archived PDF currently requires a document request; do not describe this link as the complete PDF.

Exhibit C - BCDC Marina permit application and staff recommendation OPEN SOURCE
AGENCY INDEX. Agency tracker only; a verified public online copy of the October 23 staff recommendation was not located. Tracker lists 2025.005.00, not 2025.006.00.

Exhibit D - Harbor Safety Committee letter to BCDC, June 17, 2026 OPEN SOURCE
PUBLIC COPY. Public copy linked from the author's project website; not a BCDC-hosted original.

Exhibit F - San Francisco Bay Basin Plan, REC-1 and REC-2 OPEN SOURCE
OFFICIAL. Official Water Board Chapter 2; sections 2.1.15, 2.1.16 and 2.2.1.

Exhibit I - 2007 San Francisco Marina Final EIR (655 pages) OPEN SOURCE
AGENCY INDEX. Official SF Planning document listing; look for the Marina project and Final EIR dated January 11, 2007. Also lists March 2026 Addendum 3.

Exhibit J - BCDC July 2024 dock-removal authorization OPEN SOURCE
AGENCY INDEX. Agency permit database only; exact July 2024 amendment document not verified.

Exhibit N - BCDC Commission meeting, November 5, 2026 OPEN SOURCE
OFFICIAL. Official event page. Agenda on the page checked October 29 currently lists Item 8 as Adjournment, not the Marina.

Exhibit O - City Controller FY 2006-07 Six-Month Budget Status Report OPEN SOURCE
OFFICIAL PDF. Official full financial report; see PDF pages 82 and 84 regarding Marina Yacht Harbor Fund.

Exhibit Q - 2025 DBW Commission Ad Hoc Subcommittee report OPEN SOURCE
OFFICIAL PDF. Official DBW PDF; November 3, 2025 three-page report.

Exhibit R - U.S. Army Corps 1973 Gashouse Cove Environmental Statement OPEN SOURCE
OFFICIAL ARCHIVE. Official Army Corps archival collection record; digitized 39-page historical document.

Exhibit S - U.S. Coast Guard vessel registration, 1999 and 2024 OPEN SOURCE
OFFICIAL PDF. 2024 official Coast Guard PDF. The 1999 source is separately linked below.

Exhibit T - BCDC Staff Report on Recreational Boating Facilities (1982) OPEN SOURCE
OFFICIAL PDF. Official BCDC 58-page historical report.

Exhibit U - BCDC Recreation and San Francisco Bay (2006) OPEN SOURCE
OFFICIAL PDF. Official BCDC 118-page historical report.

Exhibit V - SFRPD East Harbor Design Services RFP (July 24, 2015) OPEN SOURCE
OFFICIAL PDF. Official SFRPD 113-page PDF; see PDF pages 8, 10-12.

Additional primary-source documents

1999 Coast Guard boat registration statistics OPEN SOURCE
Official 1999 Coast Guard PDF, cited alongside Exhibit S.

SF Planning: 2026 EIR Addendum 3 OPEN SOURCE
Official index also includes the March 19, 2026 addendum.

Port of San Francisco Oct 20, 2026 Commission agenda OPEN SOURCE

Official meeting record; the agenda reviewed does not identify the proposed Hyde Street fueling lease, so it is not substantiation for Exhibit M.

Not yet linked to an exact public original

Exhibit E - Technical verification, bathymetry and itemized fuel-dock estimate: Requested, no verified public source

Exhibit G - Laguna Street water monitoring and advisory records: Requested, no specific document verified

Exhibit H - Scaled shallow-water basin plan and tidal-depth analysis: Requested, no exact source verified

Exhibit K - September 2025 circulation/residence-time modeling: Requested, no exact source verified

Exhibit L - October 9, 2026 joint emergency-services statement: Public source not verified

Exhibit M - October 20, 2026 Hyde Street fueling action: Specific action not found on official October 20 Port agenda

Exhibit P - Earlier objection draft: Working document, not independent evidence

Links checked October 29, 2026. This directory does not claim that an agency index is the document itself. Historical evidence should not be treated as current operational conditions.

CHRONOLOGICAL EXHIBIT INDEX

SAN FRANCISCO MARINA

Gashouse Cove • historical records • boating access • video exhibits

PART I | HISTORICAL AND PLANNING RECORD

Click an exhibit title or page number to jump to that page in the combined PDF.

YEAR	EXHIBIT / SOURCE RECORD	PDF PAGE
1915	**Power Plant and Gashouse Cove: historic photographs** 1915-era history; includes the 1917 gas-works photograph	4
1915–2024	**San Francisco Marina: history and harbor funds** 1915 exposition, 1935 grant and 1987 City Attorney opinion	5
1920s	**Gashouse Cove: historic aerial photograph** Supplied 1920s image: gasworks and north waterfront	6
1935	**California State Land Trust** Chapter 437 trust language and parcel map	7
1973	**U.S. Army Corps: final environmental statement** Breakwater, small-craft protection and historic outfall concerns	8
1982	**BCDC staff report: recreational boating facilities** Fuel docks, hoists, navigation, launching and water access	9–10
2003	**California five-year infrastructure plan** State public-boating infrastructure priorities	11
2004–2024	**California Boating & Waterways loan history** East Harbor allocations; West Harbor loans; historical timeline	12–14
2007	**Final EIR: rebuilding East Harbor** Original proposed fuel dock, boat hoist and launching facilities	15
2007	**Final EIR Figure 5: existing and proposed views** Photographic comparison of the East Harbor marina	16
2012	**San Francisco Marina public access rules** 2012 marina rules with 2026 correspondence	17–19
2015	**SFRP East Harbor reconstruction RFP** 2015 design-services solicitation and project schedule	20
2021	**East Harbor feasibility study: Figure 27** June 2021 source figure; uploaded with a 2022 filename	21

CURRENT EVIDENCE

2025–2026 project records, water-quality correspondence and public access

PART II | 2025–2026 PROJECT AND SAFETY EXHIBITS

The last section of this packet contains the full video appendix.

YEAR	EXHIBIT / SOURCE RECORD	PDF PAGE
2025	**SFRPD fuel-dock statements to BCDC** January/April 2025 cost and decommissioning statements	22
2025*	**Electric shock drowning: safety infographic** Safety reference; year based on supplied filename	23
Dec 2025	**California Water Board: REC-1 and REC-2 guidance** December 23 response and correspondence, with photographs	24–26
Apr 2026	**Shore-power safety questions at East Harbor** April 16, 2026 Commission meeting exhibit	27
Jun 2026	**PG&E Beach Street waterfront cleanup comparison** June 11 Harbor Safety Committee project presentation	28
2025–26	**SFRPD dredging costs and HSC objection** February 2025 engineering estimate; June 17, 2026 HSC letter	29–30
2026*	**Laguna Outfall: Gashouse Cove** Photographic location exhibit behind fuel dock	31
2026*	**Loss of fuel-dock infrastructure** Marine-response agencies and waterfront infrastructure exhibit	32
2026*	**San Francisco touch-and-go loading areas** Public loading map: Pier 1.5, South Beach and SF Ramp	33
2026	**Youth and working-class maritime training and access** California is 45th in registered recreational vessels per capita	34
2025	**California Boater Cards: San Francisco per capita** 2025 card holders per 1,000 residents, by ZIP code	35
PART III | VIDEO EXHIBITS Seven linked videos and the original video contents page		36–43

* Year follows the supplied filename when a photograph or graphic is undated.

VIDEOS AT THE END

Clickable titles open the exhibit page; clickable blue addresses open the video.

PART III | VIDEO EXHIBITS AND TIMESTAMPS

Original video contents begins on PDF page 36; seven exhibit pages follow.

01 **Marina project approval: SFRP Commission** — **PAGE 37**

Apr 16, 2026 | Start 36:30

https://www.youtube.com/watch?v=7o2scRVoJbg&t=2190s

02 **Sea Scouts speak with DBW Commissioners** — **PAGE 38**

Aug 3, 2026 | Start 0:00

https://www.youtube.com/watch?v=7o2scRVoJbg&t=0s

03 **SFRP point of view: East and West Harbor** — **PAGE 39**

Aug 3, 2026 | Start 20:34

https://www.youtube.com/watch?v=7o2scRVoJbg&t=1234s

04 **Sea Scout questions at Gashouse Cove** — **PAGE 40**

Aug 3, 2026 | Start 27:45

https://www.youtube.com/watch?v=7o2scRVoJbg&t=1665s

05 **Golden Gate pilot boat fueling at Gashouse Cove** — **PAGE 41**

Undated | Start Full video

https://www.youtube.com/watch?v=HepZ6ZO5j8k

06 **SF Bay Youth Advocates video compilation** — **PAGE 42**

Undated | Start 0:12

https://www.youtube.com/watch?v=r7_AdhVw7_I&t=12s

07 **PG&E toxic legacy: low-tide surface sheen** — **PAGE 43**

Aug 12, 2026 | Start 36:30

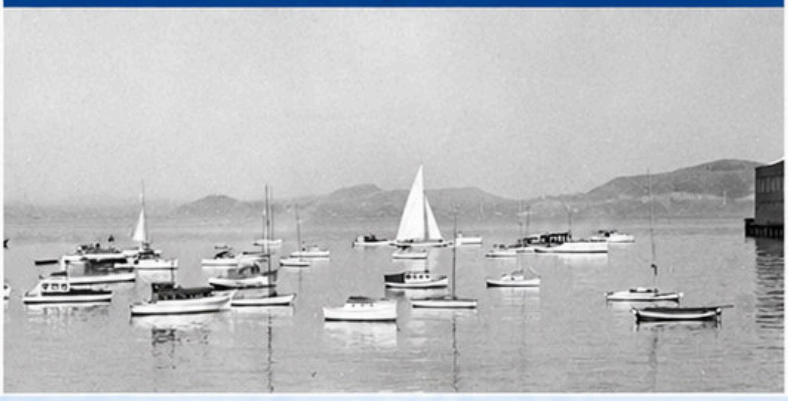
https://www.youtube.com/watch?v=7o2scRVoJbg&t=2190s

The source video appendix and its internal links are reproduced after the exhibits.

Power Plant and Gashouse Cove
Historic Images – 1915

Starting in 1915, the San Francisco Marina was first built for the **Panama–Pacific** International Exposition (PPIE). The San Francisco Sea Scouts also began in 1915 at the expo. After the exposition, the West Marina was given to the City of San Francisco and the harbor fund was established as a separate account, dedicated to the marina and boating facilities.

SF Bay, 1930



Buchanan & Maurinau Oil Works, Oct 5, 1917

Gashouse Cove. View southeast toward present site of Marina.



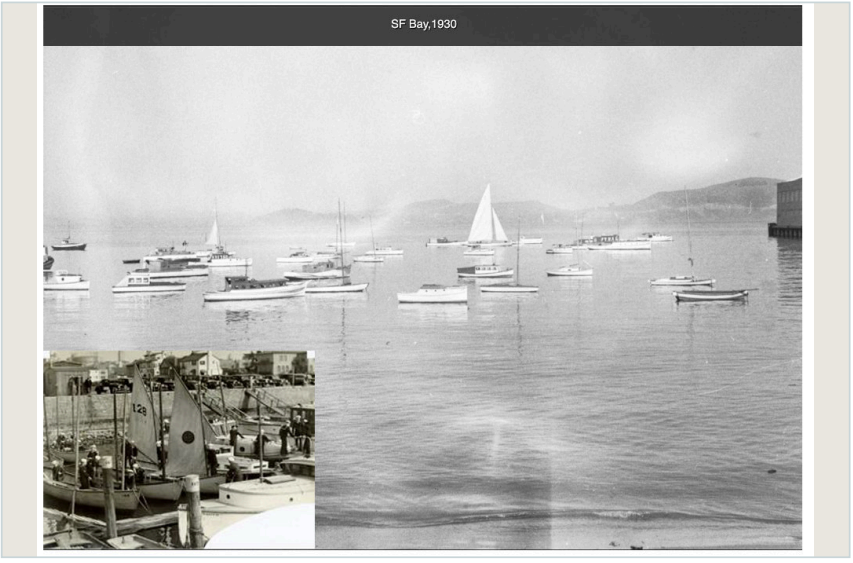


The Gas Plant in Gashouse Cove

The site of today's Gashouse Cove was home to a gas plant that produced manufactured gas for the city. The gas facility, operated by Buchanan & Maurinau and later PG&E, included waterfront structures, pipelines, and industrial buildings along the shoreline. These historic uses left contaminated sediments in the cove.

THE SAN FRANCISCO MARINA

PUBLIC HARBOR • RESTRICTED HARBOR REVENUES



Historic SF Bay boating scene (supplied image, labeled 1930)



1915 Exposition image (supplied montage)

1915 Panama-Pacific International Exposition. The fair included a Boat Harbor in the area of today's West Harbor; the yacht harbor survived the exposition. San Francisco Scout history also documents local participation in the exposition era.

1935 State public-trust grant. Harbor lands were conveyed to San Francisco in trust for aquatic, recreational, boulevard, park and playground purposes, as described in the 1987 City Attorney opinion.

AUGUST 18, 1987 | CITY ATTORNEY OPINION NO. 87-17

Mayor Dianne Feinstein asked whether Marina Small Craft Harbor money could be used for purposes other than water-oriented purposes. The City Attorney answered:

> "No. However, there is a broad range of permissible uses within the statutorily imposed water-oriented limitations on revenue generated from the Marina Small Craft Harbor."

Source: Opinion 87-17, p. 1 (uploaded document).

THE FUNDS REMAIN DISTINCT

A 2024 City Budget and Legislative Analyst report confirms that Marina activities are primarily accounted for in separate special revenue funds for operations and capital, administered by the Recreation and Park Department.

Important distinction: The Marina funds are administered by SFRP, but restricted to lawful harbor-related/public-trust uses; the 1987 opinion did not prohibit every use outside marina slips.

PUBLIC SOURCES

1987 SF City Attorney, Opinion 87-17 (pp. 1-4): user-provided scan
2024 Budget Analyst: Marina Yacht Harbor Fee Analysis (pp. 1, 5)
NPS: Legacy of the 1915 Panama-Pacific International Exposition
Golden Gate Area Council: San Francisco Council timeline

Historic Aerial View of Gashouse Cove

Northern San Francisco waterfront and former gasworks



Historic aerial photograph of the north waterfront showing the gasworks, waterfront facilities, surrounding neighborhoods, and the Bay.

Dating note: image labeled “Gashouse cove in the 1920” in the supplied file; precise year unverified.

CA State Land Trust

Gashouse Cove | San Francisco Marina Yacht Harbor

CITY OF SAN FRANCISCO BUDGET FORM 1A: SUMMARY OF MAJOR CHANGES

FY 2024-25 and FY 2025-26 | Department: SF Recreation and Park

13. Move the Marina Yacht Harbor, Golf Courses, and Camp Mather to a self-sustaining enterprise model.

PUBLIC TRUST | CHAPTER 437 (1935)

Public trust use laid out by California in Chapter 437 (1935). The key provision identified for Gashouse Cove states:

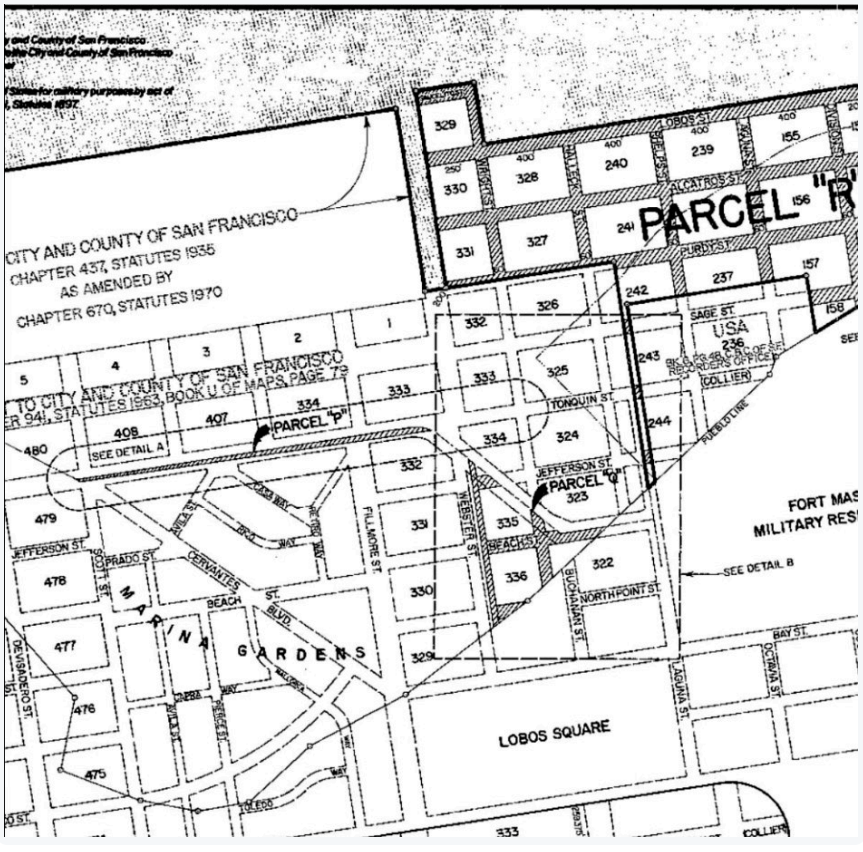
> "Said real property shall be used solely for aquatic, recreational, boulevard, park and playground purposes."

This is followed by a narrowly defined exception:

> "Provided, however, that said City and County of San Francisco shall have power to set apart and assign, or lease, any of said property... for a period not to exceed ten years, to any corporation, club or association organized for the purpose of developing and promoting aquatic sport... provided, that no part... shall be leased to any... association the object of which is pecuniary profit."

PARCEL "R" | STATE LAND GRANT

The supplied parcel-map reference also includes the wording "lot and Block Number that have sold by SF in 1850" and identifies "parcel 'R'" as part of a state land grant.



Map excerpt: "Burton Act Grant Map_W8414.pdf" (supplied screenshot).

FINAL ENVIRONMENTAL STATEMENT

Gashouse Cove | U.S. Army Corps of Engineers

August 1973 • East Harbor, San Francisco Marina • Federal environmental review

Key finding. The 1973 Army Corps statement documents federal action to protect Gashouse Cove as a working small-craft harbor, its anticipated inclusion in a prospective national recreation area, and serious historic concerns about sewage discharges and tidal flushing.

What the Army Corps did

1968–1973: federal engineering and review. San Francisco's East Harbor, completed in 1965 with 330 berths, suffered damaging wave surge. At the City's request, the Corps studied federal improvements under Section 107 of the River and Harbor Act. Its August 1973 Final Environmental Statement proposed a 117-foot concrete sheet-pile breakwater connecting existing structures. [Statement, pp. 1–2; PDF pp. 4–5]

1975: federally supported breakwater. A later Corps history reports that construction was completed in 1975, with $180,000 in federal funds and approximately $154,000 locally. This documents federal investment, but does not itself establish current federal permitting obligations. [USACE, Water Resources Development: California, 1987]

National Park plans, the Laguna Street outfall, and boating safety

Prospective National Park inclusion. The Corps said Gashouse Cove and part of Fort Mason were included in plans for the prospective Golden Gate National Recreation Area. It anticipated that the National Park Service would assume pollution-control responsibilities after a jurisdictional transfer. This was a plan, not proof that transfer occurred. [Statement, p. 3 and p. 10; PDF pp. 6, 13]

Laguna Street outfall: untreated sewage. The report described wet-weather discharges of stormwater mixed with untreated sewage directly into the marina, estimated then at 80 times per year. EPA and other agencies warned about pollution and flushing. The Corps projected that its breakwater would not materially worsen flushing; the City expressed concern. These are historic findings—not proof of present contamination. [Statement, pp. 3–4, 6–10; PDF pp. 6–7, 9–13; City letter, PDF pp. 15–16]

Safe access for small craft. The Corps sought to reduce wave damage and improve safe berthing; its statement also anticipated transient berths for visiting boaters. [Statement, pp. 3–5; PDF pp. 6–8]

Relevance to BCDC's 2026 review

BCDC should obtain the Corps' 1971 engineering report, breakwater as-built plans and any applicable federal conditions. It should evaluate impacts on small-craft protection, tidal flushing and transient boating access. The historic Laguna Street outfall evidence supports requesting current wet-weather discharge records and water-quality tests before judging the suitability of the proposed shallow-water recreation area. *The 1973 findings do not establish present-day contamination or a completed National Park jurisdictional transfer.*

SOURCE DOCUMENTS Open 1973 Army Corps Final Environmental Statement (39-page PDF)

1982 | BCDC Staff Report on Recreational Boating Facilities

What BCDC's historical record shows about Gashouse Cove

PURPOSE Two-page evidence summary for BCDC's November 5, 2026 review, Agenda Item 8

Scope. In July 1982, staff of the San Francisco Bay Conservation and Development Commission (BCDC) published an agency study of marinas, launching facilities, water quality, public access and financing. This memorandum identifies the report's documented findings relevant to the proposed changes at Gashouse Cove/East Harbor. Page references below use the report's printed pagination, followed by the page number in the 58-page PDF.

1 A specific historical permit for Gas House Cove

Figure 2 identifies "Gas House Cove Expansion," Permit 10-74, **with 13 authorized berths** and a waiting-list entry of "Yes, 10 years." The table records 495 square feet of fill for berths. This demonstrates BCDC's historical review of boating capacity at this particular site; it does not by itself identify which existing fuel or hoist facilities were authorized by that permit. *[Report p. 9; PDF p. 15, Fig. 2]*

2 Fuel docks, hoists and short-term berths were recognized marina functions

The staff report describes marinas as including navigable channels, boat hoists or ramps, pump-out stations and gasoline pumps. It separately identifies guest and short-term berths, fuel docks, unloading areas and launching facilities as water-dependent marina uses often supported by floating or pile-supported structures. *[Report pp. 3, 13; PDF pp. 9, 19]*

3 Public access means more than shoreline viewing

The report recognizes pathways and public viewpoints, but also recommends improvements usable by **non-berth holders**, including fishing piers, restrooms and launching ramps. It states that public access should serve both neighboring users and the general public. Its approach combines shoreline access with actual opportunities to reach and use the water. *[Report pp. 24–26; PDF pp. 30–32]*

4 Boat hoists serve users not served by a typical ramp

In its separate chapter on dry storage and launching, the report distinguishes ramps—generally used by trailerable boats—from boat hoists used by fixed, deep-keel sailboats and larger vessels being hauled for repair. Figure 4 records only two public boat hoists in San Francisco within BCDC jurisdiction in the 1977 inventory. That is a historical baseline, not a count of facilities available today. *[Report pp. 28–30; PDF pp. 34–36]*

INTERPRETATION NOTE

The 1982 report is a BCDC staff study. Its Appendix A contains proposed Bay Plan amendments; proposed language should not be presented as adopted 1982 policy without separate verification.

1982 | CONTINUED

Implications for the proposed East Harbor changes

5 Channel depths require vessel-specific engineering analysis

The report reproduces then-current Department of Boating and Waterways channel guidance: entrance channels at least 75 feet wide and the greater of 5 feet deep or 3 feet deeper than the deepest vessel draft; interior channels at least 75 feet wide and the greater of 4 feet deep or 2 feet deeper than the deepest draft. These ***historical*** guidelines are not evidence of today's binding standard, but they establish that vessel draft was a design variable. *[Report p. 19; PDF p. 25]*

6 Confined-basin water quality was a recognized design issue

BCDC staff identified stormwater and outfall discharges, polluted sediment, inadequate flushing and basin configuration as concerns. Staff explained that pollutants may persist where tidal circulation is poor and that dredging can disturb contaminated sediment. These general findings support requesting current, site-specific evidence about the proposed shallow-water recreation area; they do **not** establish current contamination levels or recreational health risks at East Harbor. *[Report pp. 13–15; PDF pp. 19–21]*

7 Public marina financing can favor revenue-generating uses

The report describes DBW's loan model: berth rentals and commercial leases helped service public marina debt. It notes DBW could require fees approaching local market rates and often expected commercial facilities where berthing alone could not support repayment. This is context for requesting San Francisco's loan files and feasibility studies; it does **not** prove any financial motive for the current East Harbor proposal. *[Report pp. 26–27; PDF pp. 32–33]*

Questions the Commission should answer before approving loss of existing functions

- **Functional replacement.** Which locations will offer the same public gasoline and diesel service, boat-hoist access, short-term landing and navigable access—on comparable terms and with no unacceptable service gap?
- **Alternatives and public access.** Has the project compared retaining or relocating these maritime functions with replacing them by shallow-water paddling space and shoreline amenities?
- **Water quality and navigability.** What current sediment, tidal-flushing, water-quality and vessel-draft studies support the proposed basin design and anticipated uses?
- **Permit and financing history.** Have BCDC Permit 10-74 and its amendments, earlier marina approvals, and any DBW loan restrictions or public-benefit commitments been assembled in the hearing record?

Requested action

Before final action, request a facility-by-facility public-access impact analysis, alternatives matrix, and the underlying permit, engineering and funding records. A marina can provide public access from the shore and public access *onto the Bay*; the benefits of each should be separately evaluated.

PRIMARY SOURCE AND CITATION KEY

BCDC, Staff Report on Recreational Boating Facilities (July 1982), 58-page scanned PDF. Printed report pages 3, 9, 13, 19, 24–30; corresponding PDF pages 9, 15, 19, 25, 30–36. BCDC staff report, not a final Commission decision.

ORIGINAL BCDC SOURCE • Open the July 1982 BCDC Staff Report (58-page PDF)

2003 California Five-Year Infrastructure Plan

What California's own boating infrastructure policy adds to the Gashouse Cove record

What the State documented in 2003

- **Boat hoists and docks were recognized infrastructure.** The plan expressly lists hoists, boat launching ramps, slips/anchorage, boarding floats, docks, shoreline access floats, and boating instruction centers among boating facilities. *(p. 52)*
- **State assistance extended to local boating access.** DBW's local assistance program supported marinas, launches, boarding floats, parking, boat storage, and related facilities on non-State land; assistance recipients were subject to DBW guidelines. *(p. 52)*
- **Access, aging facilities, and safety drove investment.** The plan identified increased boating demand, aging facilities, and boating safety as the three main drivers of capital projects. It projected a need for 170 additional launching lanes over 2003–2008—an historical projection, not a current estimate. *(p. 53)*
- **Public access was a funded state priority.** The plan proposed $41.797 million for DBW capital projects over five years, including $11.165 million for "Public Access and Recreation" and $24.176 million for critical infrastructure deficiencies. *(pp. 54–55)*

Why this matters for San Francisco Marina / Gashouse Cove

These state records support treating the public boat hoist, boarding/touch-and-go access, and youth boating opportunities as distinct public boating functions—not simply as interchangeable recreational amenities. A shoreline path or shallow-water paddling basin may offer access to the waterfront, but it does not by itself provide a boat hoist, vessel boarding access, or equivalent support for trailerable boats. Fuel-dock access is an additional maritime function that should be evaluated separately.

The 2003 plan's infrastructure-planning method also called for assessing existing capacity, alternatives, and the consequences of unmet needs. That offers a useful benchmark for asking whether the Commission has a complete, function-by-function comparison of what East Harbor would lose and what the proposed project would actually replace.

Requested BCDC finding before authorizing removal

Require a documented assessment of each existing boating function—boat hoist, transient boarding/touch-and-go dock, fuel service, and youth/small-craft access—identifying users, public availability, feasible preservation alternatives, and whether proposed substitutes offer equivalent on-water capability.

Source and limitation. 2003 California Five-Year Infrastructure Plan, Department of Boating and Waterways, printed pp. 52–55 (PDF pp. 56–59); statewide planning method, printed pp. 11–12. This report does not name Gashouse Cove, document a specific San Francisco Marina loan, or establish a binding BCDC permit rule. It is historical evidence of the State's infrastructure priorities.

Prepared as a one-page source analysis • October 29, 2026

CALIFORNIA BOATING & WATERWAYS LOANS GASHOUSE COVE / EAST HARBOR

San Francisco Marina • West Harbor financing, East Harbor allocations and withdrawals, and public-access records to obtain | Research memorandum • October 29, 2026

Key finding. State and City sources document substantial Department/Division of Boating and Waterways (DBW) financing for West Harbor; a previously approved $500,000 East Harbor allocation that was transferred to West Harbor; a separate 2008 East Harbor budget item; and a $9.3 million East Harbor request that the City later withdrew. An approval, budget action, or request is not evidence that a loan was executed or disbursed. Original agreements, amendments, and accounting records are necessary to determine the financial history and any continuing obligations.

1 | State loan and transfer timeline

Date	Reported action or amount	Harbor / status
2004–08	Four West Harbor approvals totaling approx. $16.5 million, as summarized in DBW's 2010 notice. Earlier year-by-year figures require reconciliation.	West Harbor · historical approvals
2006–07	Previously approved $500,000 East Harbor loan allocation (identified in DBW's June 2008 notice).	East Harbor · subsequently transferred
June 2008	$5.3 million West Harbor loan approved, together with transfer of $500,000 of previously approved East Harbor funds.	East → West
March 2008	$1,125,000 East Harbor line item in Senate Budget Subcommittee public small-craft harbor loans action.	East Harbor · budget action
May 2010	Approximately $6.99 million approved for West Harbor.	West Harbor · approval
FY 2016–17	$9.3 million East Harbor public small-craft harbor loan request; DBW's 2018 report says City withdrew request and no funding was awarded.	East Harbor · withdrawn / no award
Jan 2024	$24.5 million West Harbor loan described in City Budget and Legislative Analyst report; repayment ongoing.	West Harbor · repayment record

Interpretation: These entries are not additive. The $16.5 million historical approvals, 2008 transfer, later West Harbor approvals, and 2024 accounting may overlap or reflect different financing definitions. The State's 2010 archive also describes a $6.995 million proposed amount shortly before reporting an approved amount rounded to $6.99 million. The executed loan records control.

2 | East Harbor in the original renovation plan

2003 — Whole-marina application. The January 2007 Final Environmental Impact Report (FEIR), page II-12, describes Board of Supervisors approval of a $38 million DBW loan application for the marina. It reports $16.5 million of earlier West Harbor approval and approximately $19.5 million in anticipated East Harbor improvements. Those estimates describe proposed financing, not actual East Harbor disbursement.

2008 — East Harbor allocations. The March 24 Senate Budget Subcommittee record lists $1.125 million for East Harbor. Separately, DBW reported transfer of $500,000 in previously approved East Harbor funds to West Harbor. Neither source, standing alone, demonstrates funds were spent on East Harbor facilities.

2009 — City statement regarding future funding. Board of Supervisors Resolution 207-09 reportedly described additional DBW funds intended for later East Harbor improvements. The signed resolution and associated loan documents should be read together to determine the legal significance of that statement.

2015–17 — Loan request withdrawn. The July 2018 DBW Triennial Program Report, page 26, identifies a $9.3 million East Harbor request in FY 2016–17, records no funding award, and says the City withdrew its request. The report does not say why the request was withdrawn or precisely when the City made that decision.

3 | West Harbor repayment and public-access considerations

Repayment. The City's January 26, 2024 Budget and Legislative Analyst report describes a $24.5 million West Harbor loan and approximately $1.5 million annual repayments, and cites Recreation and Park's expectation that it would be repaid within roughly 15 years of the report. The reported principal should be reconciled with individual approvals, draw records, and amendments.

Potential public-access restrictions. DBW's November 17, 2021 Public Small Craft Harbor Loan Program summary identifies fuel docks, dredging, and boat-sewage pumpout facilities as typical eligible improvements and says funded project areas must be accessible to the public on equal and reasonable terms. This 2021 summary does not establish the terms of San Francisco's older West Harbor loan. The actual signed agreement, applicable program rules at the time, and amendments are essential.

Changes to originally contemplated access. The 2007 FEIR and October 2013 addendum describe restoring East Harbor boat-hoist/trailered launching opportunities, storage for about 24 boats, and hand-launch facilities. These are relevant to evaluating how the project changed but do not independently prove a DBW loan covenant.

4 | Documents to obtain for BCDC's administrative record

- The 2003 DBW application, project feasibility study, financial projections, and East Harbor scope of work.
- Every executed West Harbor loan agreement, amendment, disbursement/draw schedule, repayment record, and clause concerning public access, facility retention, or change of use.
- All East Harbor applications and approvals, especially materials for the $500,000 allocation, $1.125 million budget item, and FY 2016–17 $9.3 million withdrawn request.
- Written authorizations and accounting entries for the $500,000 East-to-West transfer, and records explaining whether other East Harbor appropriations expired, were reallocated, or remained available.
- Correspondence among DBW, the City, and BCDC concerning the proposed removal or replacement of East Harbor's fuel dock, boat hoist, launching capacity, and short-term public docking.
- San Francisco Board of Supervisors File 081329 and Resolution 491-08, together with the negotiated West Harbor loan agreement identified in that record.

5 | Questions for DBW, San Francisco, and BCDC

- What was ever executed and disbursed for East Harbor, if anything? Were planned improvements abandoned, deferred, or replaced, and for what reasons?

- Why did the City withdraw the $9.3 million FY 2016–17 request? Is there a withdrawal letter or staff decision memorandum?
- Do any outstanding West Harbor loan covenants or project-wide public-access obligations affect the proposed East Harbor reconfiguration?
- What approvals, consultations, or amendments were required as the original marina improvement scope changed?
- How are the earlier commitments to public launching, fueling, and boating access addressed in the current BCDC permit record?

6 | Official source documents and online links

- DBW Commission news archive (2008) — June 2008 West Harbor approval and $500,000 East-to-West transfer.
- DBW Commission news archive (2010) — May 2010 $6.99 million West Harbor approval and earlier approval history.
- California Senate Budget Subcommittee (2008) — March 24 materials, page 6: East Harbor $1.125 million budget action.
- San Francisco Resolution 207-09 — City's future East Harbor funding statements; verify original resolution when using.
- SF Budget and Legislative Analyst, Jan. 2024 — Historical West Harbor repayment, marina operating and capital finances.
- DBW Commission materials, Nov. 17, 2021 — Public Small Craft Harbor Loan Program terms and eligible improvements (2021 version).
- SF Planning, Oct. 2013 FEIR addendum — Earlier boat hoist, trailer storage, and launching commitments.
- San Francisco Marina Final EIR, Jan. 2007 — Original project scope and 2003–04 financing plans, especially pp. II-8 to II-12.
- DBW 2018 Triennial Program Report — Page 26: $9.3 million East Harbor request withdrawn in FY 2016–17.
- San Francisco Resolution 491-08 — References Board File 081329 and negotiated West Harbor loan agreement.

Evidence assessment: This memorandum distinguishes historical approvals, requested allocations, actual loan commitments, funding transfers, and disbursements. It does not conclude that the available loan summaries prohibit removal of East Harbor facilities. Those questions require review of signed loan agreements and related state and City correspondence. Links are research references to official public sources, not substitutes for the underlying contracts.

GASHOUSE COVE / EAST HARBOR

THE 2007 FEIR PROPOSED TO REBUILD, NOT DISMANTLE

REQUEST: SFRPD-FUNDED INDEPENDENT NEW EIR BEFORE APPROVAL

Public request to the San Francisco Bay Conservation and Development Commission (BCDC) | November 5, 2026

ORIGINAL FINAL ENVIRONMENTAL IMPACT REPORT | 655 PAGES

Draft EIR Publication Date: September 6, 2005
Draft EIR Public Hearing Dates: October 6, 2005 and January 12, 2006
Draft EIR Public Comment Period: September 6, 2005 – January 20, 2006
Final EIR Certification Date: January 11, 2007

PUBLIC REQUEST. Before BCDC moves forward with any approval, I ask the San Francisco Bay Conservation and Development Commission (BCDC) to require the San Francisco Recreation and Parks Department (SFRPD) to cover the full cost of a NEW Environmental Impact Report (EIR) for Gashouse Cove / East Harbor, prepared by a qualified INDEPENDENT environmental firm selected and supervised by the responsible public agency. The 2007 Final Environmental Impact Report analyzed rebuilding a functioning boating harbor. The 2026 proposal would remove maritime facilities the original plan proposed to preserve or restore. Those are fundamentally different projects.

SIX FINDINGS FROM THE 2007 FINAL ENVIRONMENTAL IMPACT REPORT

1. Preserve the fuel facility. The East Harbor improvement table explicitly states: “Sales and fuel facility to remain.” *[FEIR II-8, PDF p. 57]*

2. Rebuild the boat hoist. The plan specified “Renovate boat hoist” to restore trailer-boat launching. *[FEIR II-8, PDF p. 57]*

3. Restore trailer-boat use. The plan anticipated about 13,600 sq. ft. of trailer storage, capacity for up to 24 boats, and daily put-in/take-out use. *[FEIR II-11, PDF p. 60]*

4. Expand public boating access. A public-access dock, hand-boat launch, guest dock, and breakwater public path were proposed. *[FEIR II-8, PDF p. 57]*

5. Preserve marine services. The sewage pumpout would be refurbished for oily wastewater; the used-oil recycling kiosk would remain. *[FEIR II-8, PDF p. 57]*

6. Restore navigable water and cap contaminated sediment. The plan evaluated -7 ft MLLW in the harbor and -11 ft MLLW in the channel, plus 2 ft of overdredging to place an engineered clean-sediment cap. *[FEIR II-6, PDF p. 55]*

WHY A NEW, INDEPENDENT EIR IS REQUESTED

REBUILDING IS NOT DISMANTLING. The 2007 analysis addressed a working harbor with a fuel dock, boat hoist, launching, servicing, and navigable water. The 2026 plan would remove or radically change those functions. The earlier analysis should not be presumed adequate for the substantially altered project. CEQA Guidelines §§15162 and 15164 require review of whether substantial changes and their environmental effects warrant a subsequent EIR rather than an addendum.

REQUEST BEFORE MOVING FORWARD. I request that BCDC require SFRPD to fund the full cost of a NEW Environmental Impact Report for Gashouse Cove / East Harbor, prepared by a qualified independent consulting firm selected and overseen by the responsible public agency. Before BCDC moves forward with approval, the new EIR should evaluate the actual 2026 proposal, effects of removing maritime access, and reasonable alternatives preserving the fuel dock, boat hoist, public launching, and navigable harbor, with full public circulation and review.

FIVE PRIMARY-SOURCE LINKS

Original 2007 FEIR (full document) | SFRPD 2022 report — environmental consulting | 2026 CEQA filing — Notice of Determination | DBW loan history — 2008 Commission record | SF Administrative Code §31.23 — Other Fees

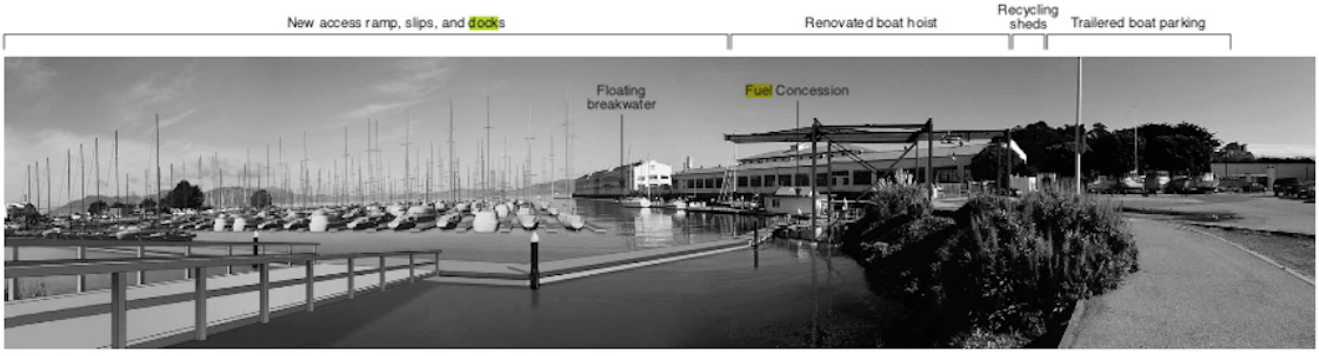
Record note: The 2007 FEIR documents proposed—not necessarily completed—improvements. DBW loan approvals do not establish that DBW funded preparation of the 2007 FEIR.

Final EIR: Existing and Proposed Views

Figure 5 | East Harbor from viewpoint location 1



A. Existing panoramic view of the East Harbor from the public pathway looking northeast



B. Simulated panoramic view of the East Harbor from the public pathway looking northeast

SOURCE: 3D Visions, 2004

Figure 5
Existing and Proposed Views from Viewpoint Location 1

A. Existing panoramic view of East Harbor. B. Simulated proposed view identifying access ramp, slips, docks, floating breakwater, fuel concession, boat-hoist renovation, and trailer parking.

Source: San Francisco Marina Renovation Final EIR (Jan. 2007), Figure 5; source imagery: 3D Visions (2004).

PUBLIC ACCESS TO SF MARINA



APRIL 19, 2012

Commission rules restrict general vessel operations at the Marina

The San Francisco Recreation and Park Commission adopted the Rules and Regulations of the San Francisco Marina Small Craft Harbor on this date. The rules apply to East Harbor (Gashouse Cove) and West Harbor.

2012 | Documented restriction on public boating access

Section 3(C), page 2, restricts vessel operations within the Marina, including entry into or departure from assigned berths. These rules provide a verified date for restrictive Commission action affecting general public boating use.

> **“No vessel shall be operated in the Marina except for:”**

Section 3(C), official Marina Rules, p. 2. The rules do not, by themselves, establish the date on which every dock was physically closed or locked to pedestrians.

Later correspondence documents the practical restrictions

March 16, 2026 — Harbormaster Scott Grindy (page 2). He states that tenant gates are locked and that brief vessel landings would be allowed only at the yacht-club docks or the fuel dock area.

August 16, 2026 inquiry and DBW responses (page 3). Deputy Director Ramona Fernandez describes DBW's equal-and-reasonable-terms standard and says a free general-public loading dock is not required by DBW agreements.

Official source documents

SFRP Marina Rules — adopted April 19, 2012 (26-page PDF)

March 16, 2026 Scott Grindy correspondence (PDF)

Record scope: This exhibit identifies the 2012 rulemaking and the 2026 written positions. Whether and when unrestricted dock entry physically ended requires a separate access or gate-closure record.

Source: SFRP Marina Rules, April 19, 2012; Grindy and Fernandez correspondence.

SOURCE EXCERPT / PUBLIC BOATING ACCESS

San Francisco Marina: Public Access to the Docks

March 16, 2026 email correspondence | Scott Grindy, Harbormaster, San Francisco Recreation and Park Department | In response to questions about Sea Scout boarding and public “touch-and-go” access.

1 | Existing short-term landing is limited

> “The only “touch and go” that I would allow any vessels is via the two-yacht club owned docks and via the fuel dock area.”

Grindy email, 11:53 AM

Grindy identifies the yacht-club docks and the fuel dock, rather than a designated public loading dock, as the places he would permit a vessel to stop briefly.

2 | Marina tenant docks are not open to the public

> “Our gates are locked with access only to our tenants. Marina gates are secured for boating tenants only, and other access is considered trespassing.”

Grindy email, 11:53 AM

3 | Proposed East Harbor access is conditional

Grindy describes a new east–west dock planned for regular small-boat berthing and guest berthing, with public access only during specific hours. He says an ADA-accessible ramp is part of the design.

> “the noted dock could have a “loading” zone intent in one berth if the operation works with the business plan of the marina.”

Grindy email, 2:03 PM

4 | Guest berths and pump-out docks are not public loading zones

Grindy describes guest berths formed partly from tenant slips offered for temporary use, with daily guest rates of $2 per foot (or $4 per foot at peak season). He separately explains that the sewage pump-out is not for loading or unloading passengers. He cites tenant security, unauthorized charters, trespass and liability as operating concerns.

APRIL 19, 2012 | COMMISSION ADOPTION

On April 19, 2012, the San Francisco Recreation and Park Commission adopted the Rules and Regulations of the San Francisco Marina Small Craft Harbor, covering both East Harbor (Gashouse Cove) and West Harbor.

Source: Scott Grindy, SFRPD Harbormaster, email thread of March 16, 2026 (11:53 AM and 2:03 PM PDT).

DBW: Public Access to Marina Docks

Deputy Director Ramona Fernandez | Responses to Maggie Hallahan's August 16, 2026 inquiry about the San Francisco Marina

1 | DBW considers locked-gate access acceptable

> "Mr. Grindy's approach in the email you link to below, is acceptable and common among public marinas statewide."

Fernandez also states: "Most public marinas have security gates with access limited to only customers or their guests." She cites safety, liability, parking capacity and landside traffic flow.

2 | DBW-funded marinas need not provide unrestricted public access

> "There's no language in our agreements that requires unrestricted access by the general public to DBW funded facilities."

Instead, Fernandez states DBW-funded facilities must be available to all on **equal and reasonable terms**, subject to anti-discrimination laws. Loan borrowers must charge sufficient fees to repay loans and maintain and secure facilities.

3 | A free public touch-and-go / loading dock is optional

> "Borrowers may designate a dock for free general public use for landside access/loading/etc, but it is NOT required that they do so."

She says making such access a loan or grant condition is not prohibited, but could discourage participating agencies because of added monitoring, safety, staffing and operating costs.

4 | Pump-out docks are not public passenger-loading docks

> "No, pump out docks are not intended for touch and go or visitor loading/unloading. They are for temporary dockage for vessels to pumpout sewage only."

5 | Authority to fund new public touch-and-go facilities is limited

> "The Division currently does not have the authority to grant funding for piers or general public docks."

Fernandez states a new statewide grant program would need legislation, regulations and a funding source. She also describes an existing ability to **loan** funds to agencies for these facilities, with repayment by the agency, but says the loan programs were then suspended due to an HWRF shortfall.

San Francisco-specific loan terms: Asked what the City's public-access loan provisions require, Fernandez answered, "See response to Item No. 1." No individual City loan provision is reproduced in the supplied exchange.

Source: August 16, 2026, 3:27 PM email from Maggie Hallahan to Ramona Fernandez, with Fernandez's responses inserted below the questions. **The response date/time is not visible in the supplied text.**
Related record: Scott Grindy's March 16, 2026 correspondence (linked PDF)

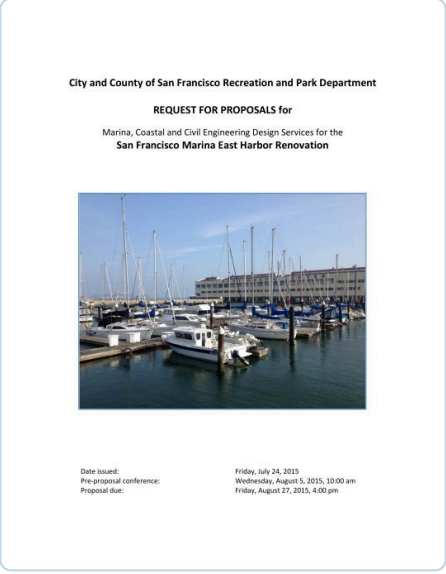
SFRP Requested East Harbor Rebuilding

July 24, 2015 | Official Request for Proposals

What this document establishes: In 2015, San Francisco Recreation and Park Department (SFRP) formally sought professional design services to renovate and reconstruct the East Harbor (Gashouse Cove). The planned renovation was not built on the RFP's original schedule.

What SFRP proposed in 2015

- Seek marina, coastal, and civil engineering design, permitting support, public outreach, and construction administration.
- Reconstruct East Harbor after dredging and sediment remediation, with a goal of at least 350 boat slips.
- Upgrade dockside power, water, fire protection, lighting, gangways, and repair the existing breakwater.
- Improve public waterfront access; replace the boat hoist or build a public boat ramp if funding permitted.


City and County of San Francisco Recreation and Park Department

REQUEST FOR PROPOSALS for

Marina, Coastal and Civil Engineering Design Services for the
San Francisco Marina East Harbor Renovation

Date issued: Friday, July 24, 2015
Pre-proposal conference: Wednesday, August 5, 2015, 10:00 am
Proposal due: Friday, August 27, 2015, 4:00 pm

Original SFRP RFP cover

PROJECT SCHEDULE IN THE 2015 RFP

Design: December 2015–March 2017 Construction: July 2017–July 2018 Closeout: October 2018.

WHY THE 2015 RFP MATTERS

Although the reconstruction described here did not proceed as originally scheduled, the RFP is contemporaneous evidence that SFRP was actively taking steps to move forward with rebuilding Gashouse Cove as a working marina. It is a design-services solicitation, not proof that construction was authorized or completed.

IMPORTANT SCOPE DISTINCTION

The 2015 RFP did not include improvements to the existing fuel dock/yacht-sales facility. Dredging and remediation design were assigned to a separate environmental engineering team. The estimated $6.7 million harbor-reconstruction cost excluded dredging and remediation.

READ THE ORIGINAL SFRP DOCUMENT | 113-PAGE PDF

https://sfrecpark.org/DocumentCenter/View/7213/Request-for-Proposals-Design-Services-for-the-San-Francisco-Marina-East-Harbor-Renovation-July-2015-PDF

Source: SFRP RFP, cover; sections 2, 4–6 (original PDF pages 1, 8, 10–12, 19).

DRAFT EAST HARBOR FEASIBILITY STUDY

Figure 27 | Remedial Actions - Alternative 3: Renovation Project

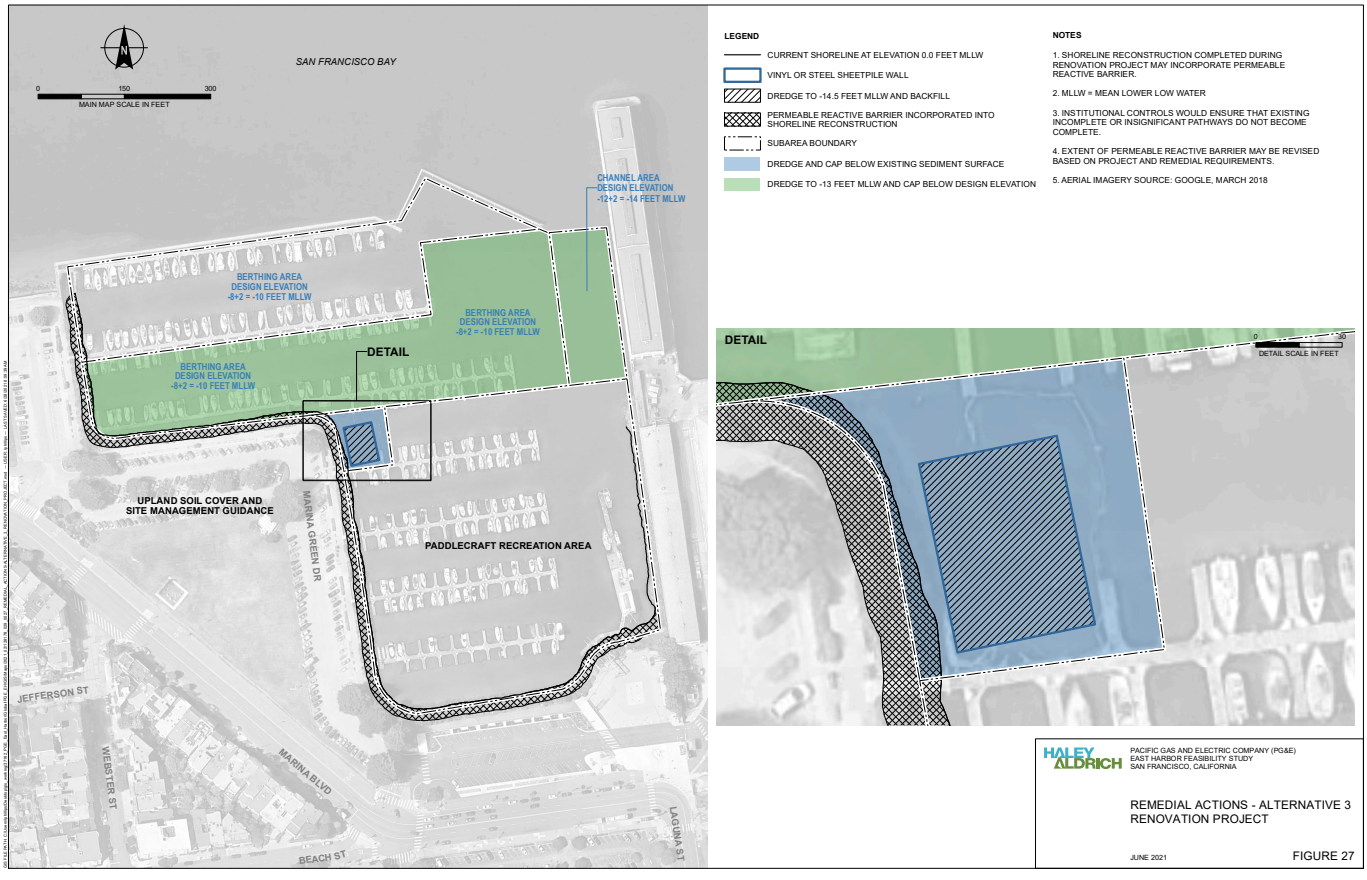
June 2021 | Haley & Aldrich, Inc. | Study File No. 128178-029

Prepared for Pacific Gas and Electric Company (PG&E) and the City and County of San Francisco Recreation and Park Department (RPD).

Submitted June 30, 2021, to Ross Steenson, SF Bay Regional Water Quality Control Board
Water Board File T10000005263 (RAS) | Site ID 2020594 | Figure 27: PDF p. 176

FULL FEASIBILITY STUDY: 297 PAGES | DIRECT WATER BOARD PDF LINK

https://documents.geotracker.waterboards.ca.gov/esi/uploads/geo_report/3179144084/T10000005263.PDF



ORIGINAL FIGURE 27: ALTERNATIVE 3 - RENOVATION PROJECT

Figure identifies the retained northern berthing area, channel dredging, sediment capping, permeable reactive barrier along the shoreline, and southern paddlecraft recreation area.

STUDY CONTEXT

The June 2021 study evaluated four site-wide remedial alternatives:

Alternative 1 - No Action; Alternative 2 - Rebuild Project;
Alternative 3 - Renovation Project; Alternative 4 - Maximum Sediment Removal.

The draft study selected Alternative 3 as the preferred remedial alternative.

Source: Draft East Harbor Feasibility Study, Haley & Aldrich (June 2021), Figure 27.

The full URL is printed above for use even if the PDF is flattened or printed.

Gashouse Cove Fuel Dock

SFRPD statements on cost and regulatory requirements, 2025

1 | BCDC meeting transcript — January 2025

Monica Scott, San Francisco Recreation and Park Department (SFRPD):

> *"The fuel dock, we had analyzed keeping it in its existing location. The cost of that would be about $20 to $25 million. So that one had a clear economic financial reason for why we could not keep it there."*

2 | April 2025 San Francisco Planning submittal

The supplied image states that SFRPD characterized decommissioning of the San Francisco fuel dock as a **regulatory requirement.** The image includes the following project language:

> *"Existing fuel dock and tanks to be decommissioned and removed to be compatible with remediation design and regulatory requirements. Fuel tanks would be removed or abandoned per regulatory requirements."*

3 | What these statements establish

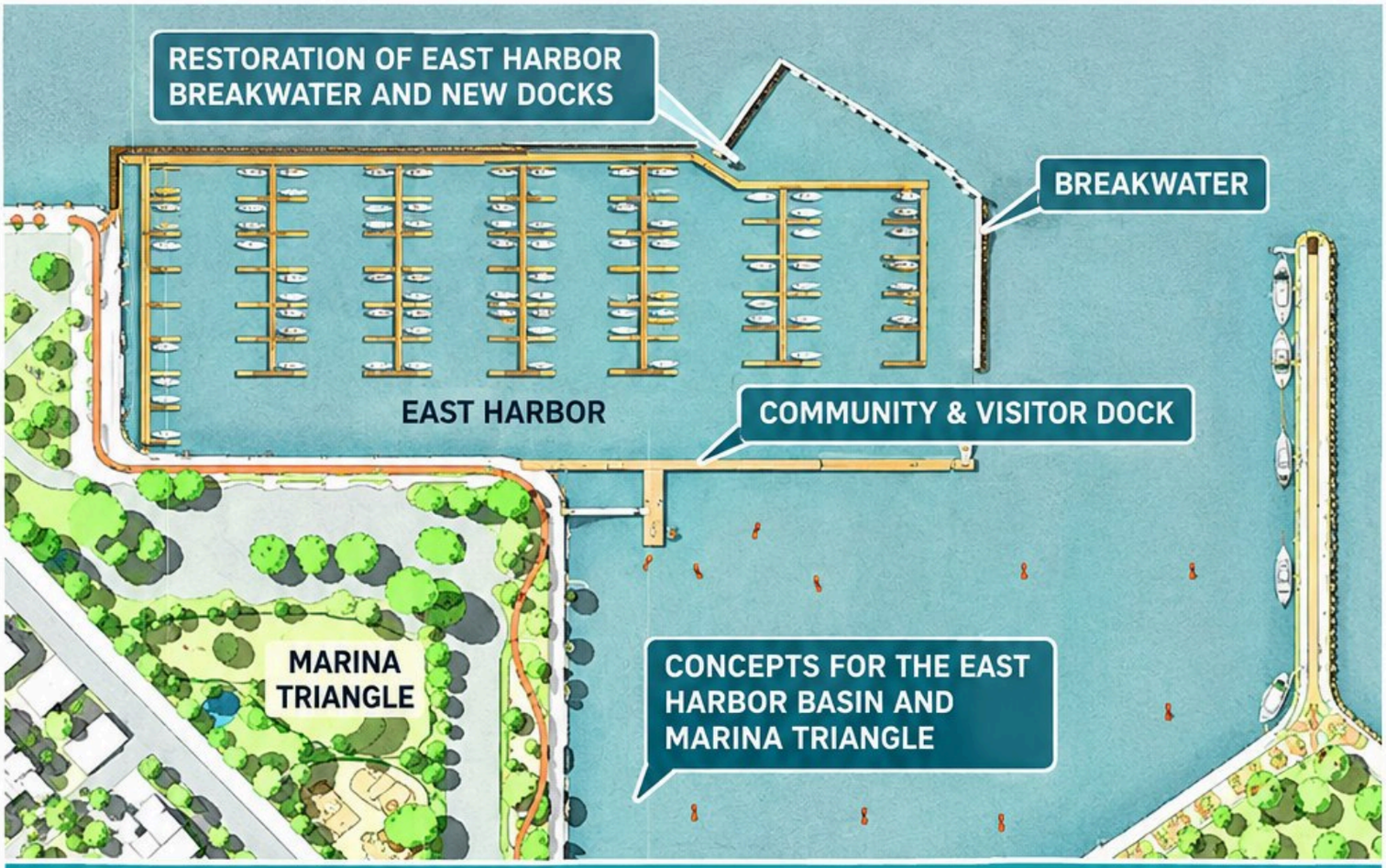
The first statement identifies a **$20–$25 million estimate** to keep the fuel dock at its existing location. The second connects decommissioning of the **existing dock and tanks** to remediation design and regulatory requirements. These excerpts do not identify the specific regulations involved or show that public fueling service must be permanently eliminated.

QUESTION RAISED BY THE RECORD

Which environmental or safety regulations require decommissioning, and do they require eliminating public fueling service rather than replacing or relocating the facility?

Document contact shown: Rowan Yelton, Coastal Program Analyst, San Francisco Bay Conservation and Development Commission | rowan.yelton@bcdc.ca.gov

Source note: Text transcribed from the user-provided image. Meeting transcript and April 2025 permit filing should be checked against their original records before use as formal citations.



ELECTRIC SHOCK DROWNING

WATER AND ELECTRICITY DON'T MIX

Electric Shock Drowning severely **injures and kills** people every year. ESD occurs when faulty wiring sends **electric current into water**, which passes through the body and causes **paralysis**, which could ultimately result in **drowning**.



At the January 2025 BCDC Design Review Board meeting, **SFRP described the shallow basin as ideal for kayaking and stand-up paddleboarding**, but failed to disclose two critical factors:

1. **The Laguna Fall-Out system remains active, raising concerns about** water quality for contact-based recreation.
2. **The area is still an operational marina**, with shore power infrastructure and docked vessels—conditions that make entering the water unsafe and non-compliant with standard marina protocols.

These omissions present a misleading view of the site's suitability for recreational use. We urge the Board to consider these existing constraints and prioritize full transparency in future proposals.

California Water Board Clarification of REC-1 and REC-2 Water Guidance

San Francisco Marina and India Basin Waterfront Park | December 2025 correspondence

REC-1 - Water Contact Recreation: Activities involving bodily contact with water, where swallowing water is reasonably possible. Examples: swimming, wading, surfing, and similar direct-contact recreation.

REC-2 - Non-Contact Water Recreation: Activities near or on water that do not normally involve bodily contact. Examples: conventional boating, shoreline walks, sightseeing, and other non-contact activities.

Why the distinction matters: REC-1 protects water-contact activities with more stringent water-quality objectives. Kayaking and stand-up paddleboarding may involve splashing, capsizing, or immersion. A recreational designation is not itself proof that a location has been sampled or is safe on a particular day.

Source: San Francisco Bay Regional Water Board Basin Plan, Chapter 2, §§ 2.1.15-2.1.16. For kayaking/paddleboarding as REC-1 examples, see the Regional Board's March 2026 draft staff report, p. 19.

DECEMBER 23, 2025 | RESPONSE FROM THE STATE WATER RESOURCES CONTROL BOARD

Karen Mogus, Chief Deputy Director, Executive Office | Addressed to Maggie Hallahan

Good morning Maggie Hallahan:

Thank you again for raising your concerns regarding water testing for REC-1 beneficial uses in the San Francisco Bay, specifically at the San Francisco Marina and India Basin Waterfront Park. The monitoring that the San Francisco Bay Regional Board requires to assess stormwater, wastewater and cleanup site discharges in the vicinity of these recreational sites is appropriate. I concur with the San Francisco Bay Regional Board staff that the monitoring required can be used to evaluate the safety of recreational use at these sites. As noted in Sam Plummer's email to you: "The existing shoreline monitoring locations are focused in areas of particularly high risk... or are associated with a bacteria impairment... and are adequate for our purposes."

You had also mentioned in your comments to the State Board and during our phone conversation that the San Diego, Los Angeles and Central Valley Regional Boards require monitoring to assess protection of recreational uses at newly established recreational sites. I did not find that it is common practice among other regional boards to require monitoring at new recreational sites. I confirmed with staff at the San Diego and Los Angeles regional boards that the monitoring you referred to is not required by the regional board. For example, the LA River monitoring conducted by the Los Angeles County Sanitation District is conducted in a coordinated effort under the auspices of the Mountains Recreation and Conservation Authority.

Finally, as we discussed on the phone, the State and Regional Boards have limited and diminishing resources for conducting monitoring across the state. The limited resources are prioritized and coordinated as efficiently as possible; however, it is not possible to monitor every waterbody everywhere for every beneficial use.

I appreciate your participation and raising your concerns. I encourage you to stay in contact with the San Francisco Bay Regional Board staff as offered in Mr. Plummer's email to you. And please let me know if you have questions or need additional assistance from me.

I wish you happy holidays and new year.

Karen Mogus
Chief Deputy Director
EXECUTIVE OFFICE

Request to the San Francisco Bay Regional Water Board

Reference: December 1, 2025 State Water Resources Control Board meeting on statewide REC-1 testing

To: Samuel Plummer
California Regional Water Quality Control Board - San Francisco Bay Region
1515 Clay Street, Suite 1400, Oakland, CA 94612

Hi Samuel Plummer,

Thank you for your response. I remain confused about how Rec-1 and Rec-2 water-testing oversight is actually being implemented at the state level.

My concern is that when agencies like BCDC receive applications for new recreational water access—such as kayaking or stand-up paddleboard areas—they do not require water quality to be considered as part of the approval process. As you recommended, I contacted Amy Chastain, Regulatory Program Manager at the San Francisco Public Utilities Commission, to request adding test sites. She declined, explaining that they currently monitor roughly 20 test sites for Rec-1 testing required by the San Francisco Regional Water Board and that they are not able to add additional locations.

This leaves me wondering: How is the State of California ensuring that families have Rec-1-quality water in locations where city, county, and state agencies are actively creating “water parks,” launching areas, and other facilities where small-craft use and swimming will occur?

When new public access points are designed specifically to encourage people—especially youth and families—to get into the water, shouldn’t Rec-1 water quality be a basic requirement? Right now, it appears that water quality protections and recreational planning are happening in separate silos, which leaves major gaps in public safety oversight.

Across the state, other Regional Water Boards have consistently required site-specific bacteriological testing before opening new Rec-1 access areas. For example, the Los Angeles River Recreation Zones (Region 4), Temescal Creek recreation access (Region 5), and several new kayak/SUP launches in San Diego Bay and Mission Bay (Region 9) all required pre-opening, location-specific testing because nearby stations were not considered representative. These Boards recognized that new recreational access points introduce new exposure pathways and cannot rely on surrogate monitoring locations miles away or in different hydrologic conditions. In Los Angeles, the River Recreation Zone could not open until weekly bacteria testing demonstrated compliance with Rec-1 thresholds. In San Diego, new non-motorized launch sites required localized monitoring due to marina basin circulation patterns and stormwater variability.

San Francisco should not be an exception to these well-established statewide practices. If we are actively designing new Rec-1 access—especially for families, beginners, and youth—it is reasonable and consistent with other regions’ standards to require site-specific verification of water quality.

This is why I am trying to understand how Rec-1/Rec-2 compliance is being evaluated when new shoreline recreation areas are approved, and who is ultimately responsible for ensuring that these areas meet state water-quality standards for direct water contact.

Thank you again for your time. I would appreciate any clarification you can provide on how these statewide responsibilities align across agencies.

Please also see the photographs from this past year documenting use of the water in the areas for which I am requesting your oversight.

Best regards,
Captain Maggie Hallahan
SF Sea Scout Leader

PHOTOGRAPHIC EXHIBIT | PROVIDED WITH CORRESPONDENCE

Recreational Use of Waterfront Areas

Four photographs supplied with the December 2025 correspondence record. The photographs illustrate small-craft and youth-oriented waterfront activities; they are not water-quality test results.



Photograph 1. Small craft visible on an urban waterway.



Photograph 2. Group aboard a small craft next to a dock.



Photograph 3. People launching a small boat from shore.



Photograph 4. Group operating a small craft near a shoreline.

Photo locations, dates, and water-quality conditions are not independently established by the images.

SHORE POWER SAFETY QUESTIONS AT EAST HARBOR

Harbormaster Scott Grindy — statements as paraphrased from meeting account; exact wording should be checked against recording.

1 DIVERS AS WARNING SIGNAL?

Grindy reportedly said **he would ask divers cleaning boat hulls whether they felt an electrical shock through their wetsuits.** If they reported a shock, marina personnel would check for an electrical leak, identify boats using substantial power, and ask the owner to repair the problem.



2 NO SWIMMING ≠ NO IMMERSION

Grindy also referred to harbor rules **prohibiting swimming and argued that people kayaking or stand-up paddleboarding in the shallow basin would not be in the water, so there would be no problem.**

Paddlers can nevertheless fall or capsize, and accidental immersion is a foreseeable risk, especially for youth and families.



3 INDEPENDENT SAFETY REVIEW?

At the April 16, 2026, Commission meeting, SFRPD presented the updated concept design and the Commission affirmed the City's CEQA determination based on an **addendum to the earlier Environmental Impact Report rather than a new EIR.**

Because there was never a new environmental impact study, and SFRPD does not have to go outside of its own Commission governing body, the details of this plan have not been reviewed by professionals who understand all aspects of electrical, water-safety and marina operations. Other agency permitting and review requirements still exist.



KEY CONCERNS:

- No new EIR for the updated plan
- Shallow basin adjacent to operating marina and energized shore-power systems
- Complex electrical and water-safety risks
- Unclear if independent experts have evaluated the plan

? THE CENTRAL QUESTION:

What documented electrical safety evaluation protects youth, families and paddlers if someone enters the water?

Source: San Francisco Recreation and Park Commission meeting, April 16, 2026 — official recording available at sanfrancisco.granicus.com (clip 52213). Commission staff report: sfrecpark.org/DocumentCenter/View/28820/Item-7-MIRP_2026-04-16_Staff-Report-041626.

PG&E BEACH STREET OFFSHORE REMEDIATION

Port of San Francisco | Harbor Safety Committee | June 11, 2026

PROJECT COST REPORTED AT MORE THAN $600 MILLION

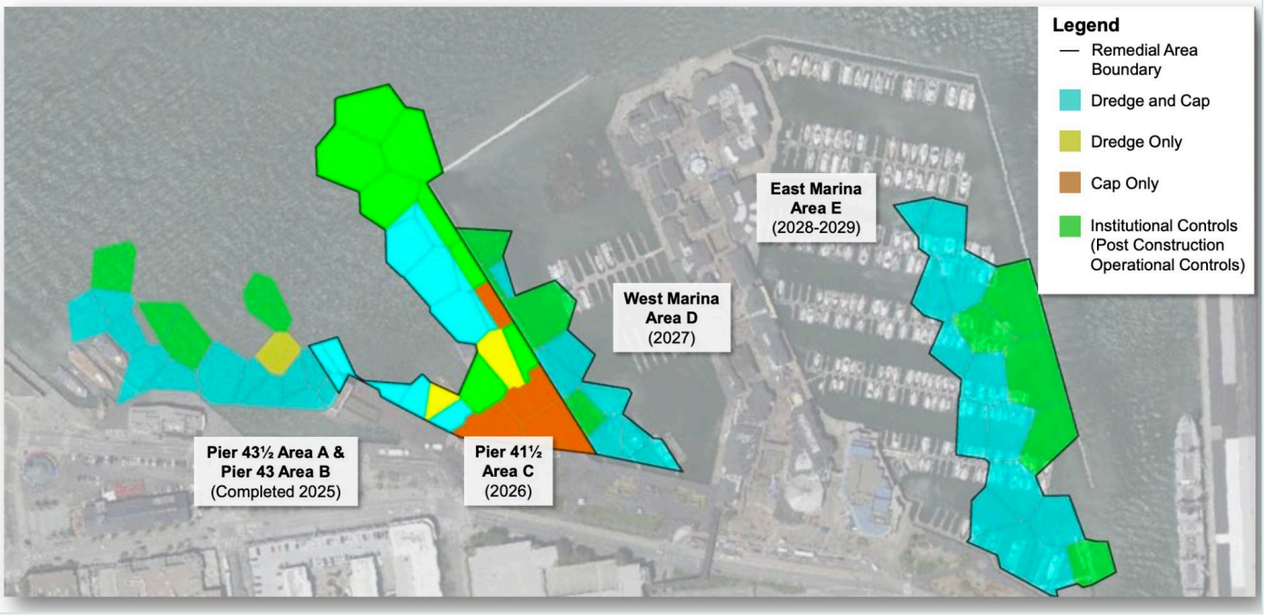
Reported orally at a public meeting; the two slides reproduced below do not state a cost.

PG&E Beach Street Offshore Sediment Remediation Project Update

Harbor Safety Committee
Thursday June 11, 2026

Kathryn Purcell, Port of San Francsico Project Manager
Luke W.-Vernagallo, PG&E Project Manager

Timeline for Five Offshore Remedial Areas



WHY THIS MATTERS FOR GASHOUSE COVE / EAST HARBOR

Beach Street waterfront: PG&E; performs Water Board-supervised sediment remediation with cooperation and oversight from the Port of San Francisco. The HSC timeline shows Areas A/B completed in 2025, Area C in 2026, Area D in 2027, and East Marina Area E in 2028–2029.

Public-meeting description, as reported by an attendee: PG&E; will carry out cleanup and rebuilding of affected waterfront areas, then return completed facilities to the Port. The Port continues to coordinate with PG&E; and provide oversight.

SFRP at Gashouse Cove: SFRP's **$190 million** Marina Improvement and Remediation Project combines East Harbor cleanup with marina redevelopment and work in West Harbor. The City's 2024 budget analysis allocated **$27.88 million** to West Harbor breakwater and marina improvements.

Public-access concern: Why use settlement funds for West Harbor upgrades while the plan removes established East Harbor boating facilities, including the fuel dock and boat hoist, instead of rebuilding those facilities at the cleanup location?

HSC 6/11/26 slides Port Commission record SFRP project overview City budget analysis

Disputed dredging depth and width

SFRPD vs. DBW guidelines and 2007 plans

Haley & Aldrich | Engineering cost estimate, February 28, 2025

ADDITIONAL ESTIMATED REMEDIATION COST - EAST HARBOR

$24.2M / $28.5M -10 ft / -12 ft MLLW, each plus 2 ft overdredge

SFRPD Engineering Cost Estimate

HALEY ALDRICH

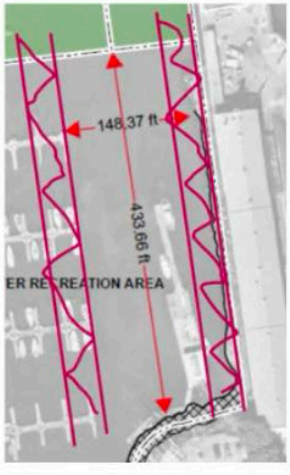
HALEY & ALDRICH, INC.
426 17th St, Ste 700
Oakland, CA 94612
510.879.4544

At the request of the City of San Francisco Rec and Park Department (SF RPD), Pacific Gas & Electric's (PG&E's) environmental remediation design contractor, Haley & Aldrich, performed preliminary analysis to estimate additional remediation costs for two proposed fuel dock locations (existing East Harbor location and Location F). Two marina depth options provided by SF RPD were evaluated for each potential location to accommodate fuel dock traffic, -10 foot (ft) mean lower low water (MLLW) and -12 ft MLLW, each with a 2-ft overdredge allowance. The proposed design for the renovated marina without a fuel dock in the East Harbor is -8 ft MLLW in the berthing area and -10 ft MLLW in the channel area.



Based on cost estimates provided by PG&E's remediation contractors with dredging and capping experience in the San Francisco Bay area, Haley & Aldrich developed preliminary costs for the primary remedial activities below:

- Environmental dredging and disposal unit costs
- Placement of engineered cap unit costs
- Labor charges to complete environmental dredging/engineered capping and associated environmental regulation, safety, quality control and permitting compliance



Preliminary Estimate: Additional Remediation Cost to Achieve Marina Design Depths – Fuel Dock in Existing East Harbor Location:

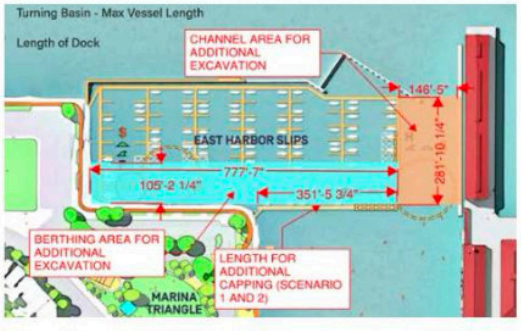
To allow for the fuel dock to remain in the existing location, the estimated remediation cost increase for the two Marina design depths includes:

- For -10+2 ft MLLW design depth: $24.2 million
  - Dredge 23,300 cubic yards (cy; $5.7 million), including an additional 3 ft of dredging to allow for placement of an engineered cap to protect against propeller wash erosion
  - Place 88,100 square feet of engineered cap along the bottom and side slopes ($2.1 million)
  - Adds 10 weeks of dredging and 9 weeks of capping ($16.4 million)
- For -12+2 ft MLLW design depth: $28.5 million
  - Dredge 29,500 cy ($7.2 million)
  - Place 92,700 square feet of engineered cap along bottom and side slopes ($2.3 million)
  - Adds 12 weeks of dredging and 10 weeks of capping ($19 million)

Preliminary Estimate: Additional Remediation Cost to Achieve Marina Design Depths – Fuel Dock in Location F

To install the fuel dock at location F, the preliminary estimated remediation costs increase for the two Marina design depths includes:

- For -10+2 ft MLLW design depth: $4.5 million
  - Dredge 6,400 cy ($1.6 million)
  - Cap additional 2,100 square feet (sf) along the slope to the shallow water recreation area ($0.05 million)
    - Note that the current design and costs include capping in the berthing area
  - Adds 3 weeks of operations ($2.8 million)
- For -12+2 MLLW design depth: $9.5 million
  - Dredge 15,100 cy ($3.7 million)
  - Cap additional 6,000 sf along the slope to the shallow water recreation area ($0.15 million)
    - Note that the current design and costs include capping in the berthing and channel areas
  - Adds 6 weeks of operations ($5.6 million)



Prepared by BColeman/KCampos on 2/28/2025

www.haleyaldrich.com

Part II | Source page 15 of 53

Page 41 of 79

Harbor Safety Committee objection

To: Larry Goldzband, Executive Director, BCDC | Gashouse Cove fuel dock and maritime resiliency

JUNE 17, 2026 | LETTER TEXT SUPPLIED FOR THE PUBLIC RECORD

375 Beale Street, Suite 510 | San Francisco, CA 94105

Dear Executive Director Goldzband:

The Harbor Safety Committee of the San Francisco Bay Region (Committee) submits this letter to express serious concerns regarding the proposed closure of the Gashouse Cove gasoline and diesel fuel dock as part of the San Francisco Marina Improvement and Remediation Project.

The Committee supports environmental remediation within East Harbor. Environmental remediation and preservation of critical maritime infrastructure can occur at the same time. The proposed removal of the Gashouse Cove fuel dock raises concerns about emergency preparedness, navigation safety, maritime resiliency, and public access to San Francisco Bay. Materials reviewed by the Committee and discussions with emergency responders, marina operators, San Francisco Bar Pilots, and maritime stakeholders support those concerns.

The San Francisco Police Department (SFPD) Marine Unit confirmed the SFPD, San Francisco Fire Department (SFFD), and United States Coast Guard (USCG) use the Gashouse Cove fuel dock for emergency response operations, vessel boardings, medical evacuations, and other public safety missions San Francisco Bay. The Bay Area continues to lose publicly accessible marine fuel facilities, particularly gasoline fueling infrastructure.

The San Francisco Bar Pilots rely on marine fuel access near the Golden Gate Bridge to fulfill their statutory and regulatory responsibilities and maintain operational readiness. Significant sedimentation and the lack of dredging over several decades can make the Clipper Yacht Harbor fuel dock in Sausalito effectively unnavigable during low tides, and the East Bay fuel facilities are too far away to support emergency response and operational needs in the Central Bay and Golden Gate Bridge area.

Project teams have conducted remediation projects in San Francisco Bay while adjacent maritime operations remained active. During recent remediation work near SF Pier 41½ ferry operators continued service within approximately ten meters of active remediation areas. The project demonstrated that environmental remediation and maritime operations can safely coexist when operators implement appropriate environmental and operational controls.

Project teams commonly use perimeter float containment systems, turbidity barriers, and phased construction methods to maintain maritime operations during remediation projects. During discussions with San Francisco Recreation and Park Department (SFRPD) staff, Committee members heard two primary concerns about continuing fuel dock operations during remediation: crowding within the work area and increased project costs. SFRPD also included approximately $25 million in its estimate for dredging a 145-foot-wide access channel to the fuel dock and the engineered cap, even though the fuel dock currently operates without dredging and has remained functional for 38 years.

SFRPD did not establish to the Committee's satisfaction that continued operation of the fuel dock during remediation would be infeasible, even though remediation activities would occur approximately 167 meters from the fuel dock. Information reviewed by the Committee, including discussions with RWQCB staff, indicates SFRPD could keep the existing fuel dock operational during remediation while still meeting environmental protection requirements.

The Committee requests BCDC exercise its oversight authority over waterfront redevelopment, marina modifications, changes to water-dependent uses, and Bay Plan policies by rejecting the San Francisco Marina plans in their current form. The current proposal does not preserve essential maritime infrastructure and public trust maritime uses, including marine fuel access, continued operation of the only public boat lift in San Francisco, continued operation of the only touch-and-go dock in northern San Francisco, blue-collar boating access, and dedicated areas supporting maritime safety training and youth maritime education.

The Committee also requests BCDC carefully evaluate the maritime safety and resiliency impacts associated with permanently removing the Gashouse Cove fuel dock. The evaluation should determine whether continued operation during portions of the remediation process, or preservation of equivalent centrally located fuel access, would better support the Bay's public trust and maritime uses.

The Committee requests a written response before the next regularly scheduled Committee meeting on July 9, 2026, so Committee members can include BCDC's response and perspective in their continuing review and discussion of this matter.
Respectfully,

Frederick Scott Humphrey

Reproduced from the user-supplied text; this is not a scanned or signed original.

LAGUNA OUTFALL

Gashouse Cove

LOCATION: BEHIND THE FUEL DOCK



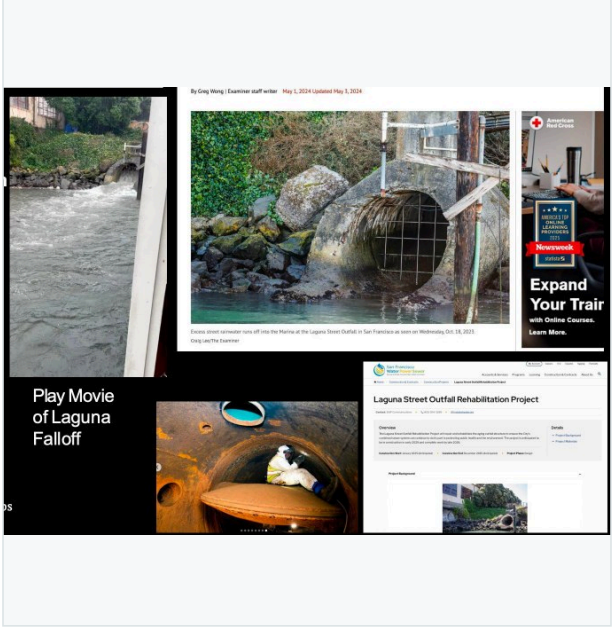
Outfall location at the marina



Sea Scouts at Gashouse Cove



Laguna Street Outfall - close-up photograph



Outfall coverage and project documents

Photo exhibit | Laguna Street Outfall, Gashouse Cove, San Francisco Marina

Loss of Fuel Dock Infrastructure

Fuel dock decommissioned by SFRP
Emergency marine response danger
Boaters must cross Bay for fuel









To name a few of our Agencies who need a San Francisco Fuel Dock and Marine Infrastructure

Federal Agencies

United States Army Corps of Engineers
United States Coast Guard
California State Agencies
California Department of Fish and Game
Caltrans (CA Department of Transportation)
California Highway Patrol
California State Guard

County-Level Agencies

Alameda County
Alameda County Fire Department
Alameda Police Department
Contra Costa County
Contra Costa County Fire
Contra Costa County Sheriff
Marin County
Marin County Sheriff
Southern Marin Fire Department

Napa County

Napa County Sheriff

Sacramento County

Sacramento County Sheriff

San Francisco County

San Francisco Fire Department
San Francisco Police Department
San Francisco Bar Pilots

San Joaquin County

San Joaquin County Sheriff

San Mateo County

San Mateo Sheriff

Sonoma County

Sonoma County Sheriff

City-Level Agencies

Oakland Fire Department
Oakland Police Department
Pittsburg Police Department
San Rafael Police Department
Tiburon Fire Department

Other Organizations

Port Chicago Fire
Vessel Assist – TowBoatUS

SAN FRANCISCO
TOUCH-AND-GO LOADING AREAS

Only three public locations: Pier 1.5 • South Beach • SF Ramp



California is 45th

in Registered Recreational Boats Per Capita

A strong boating future depends on maintaining access, facilities and opportunities for the next generation.



Youth & Working-Class Maritime Training and Access

Boating gives young people opportunities to be **active, responsible and connected to California's waterways**, while learning water safety, navigation, teamwork, leadership, environmental stewardship and maritime skills.

Youth programs also provide **affordable access to the water** for families who may never own a boat or afford a private marina slip.

But what happens when these young people grow up?

California continues to lose affordable slips, launch facilities, boat lifts, public docks, fuel facilities and small-boat access.

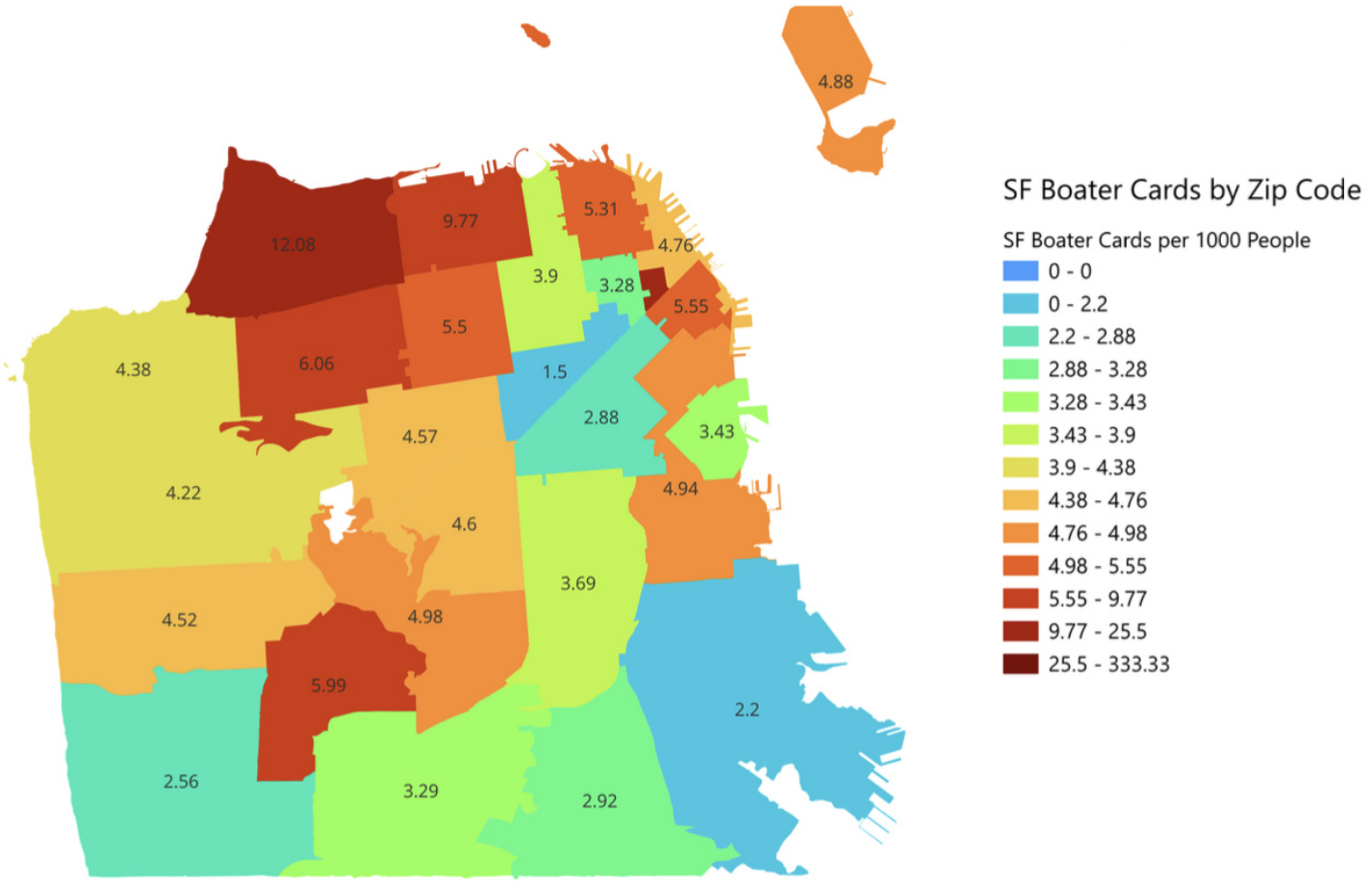
We are creating the next generation of boaters and maritime workers while the infrastructure they will need is disappearing.

If California wants a future generation on its waterways, we must preserve **affordable public boating access today** with all the services the public needs.

CALIFORNIA BOATER CARDS

SAN FRANCISCO | 2025 PER CAPITA

California Boater Cards per 1,000 residents, by San Francisco ZIP code



WHAT THE MAP SHOWS

The figures show California Boater Card holders per 1,000 residents in each ZIP code. Larger values indicate a higher concentration of card holders relative to the local population.

WHY IT MATTERS FOR BOATING ACCESS

Boater Card holders are distributed across San Francisco. Public maritime infrastructure, including small-boat access, loading docks, boat lifts, and fueling facilities, should be evaluated for how it serves boaters throughout the city.

Source: User-provided SF Boater Cards by ZIP Code map (identified as 2025).
Note: Card rates are not counts of vessels, trips, or total recreational water users.

VIDEO EXHIBITS

CONTENTS & CLICKABLE VIDEO LINKS

Seven exhibit pages, ordered by date and video timestamp where available

EXHIBIT / SUBJECT	START	PAGE
1 **Marina project approval - SFRP Commission** April 16, 2026 | Harbormaster Scott Grindy and Monica Scott https://www.youtube.com/watch?v=7o2scRVoJbg&t=2190s	36:30	2
2 **Sea Scouts speak with DBW Commissioners** August 3, 2026 | Water access and whale strikes https://www.youtube.com/watch?v=7o2scRVoJbg&t=0s	0:00	3
3 **SFRP point of view: East and West Harbor** August 3, 2026 | Deputy Director Kelli Rudnick https://www.youtube.com/watch?v=7o2scRVoJbg&t=1234s	20:34	4
4 **Sea Scout questions at Gashouse Cove** August 3, 2026 | Water quality and small-boat area https://www.youtube.com/watch?v=7o2scRVoJbg&t=1665s	27:45	5
5 **Golden Gate pilot boat at the fuel dock** Video date not stated | Pilot boat departing after fueling https://www.youtube.com/watch?v=HepZ6ZO5j8k	Full video	6
6 **SF Bay Youth Advocates video compilation** Video date not stated | Water access, education and safety https://www.youtube.com/watch?v=r7_AdhVw7_I&t=12s	0:12	7
7 **PG&E's toxic legacy: low-tide surface sheen** August 12, 2026 | Gashouse Cove observations https://www.youtube.com/watch?v=7o2scRVoJbg&t=2190s	36:30	8

Click blue video links to watch. Click exhibit titles to open their pages.

Original pages, photographs, and embedded links are retained.

MARINA PROJECT APPROVAL

Concept Design | Agenda Item 7 | Public Meeting Video



Video still from the April 16, 2026 Commission meeting. Click image to watch at 36:30.

COMMISSION PRESENTATION

Harbormaster Scott Grindy and SFRPD Project Manager Monica Scott addressed the Recreation and Park Commission about the Marina project.

2007 FINAL EIR + 2026 ADDENDUM | NO NEW EIR

On April 16, the Commission approved the project concept design and affirmed the Planning Department's CEQA determination. The review used the 2007 Final EIR (19 years earlier) with Addendum 3, instead of a new EIR.

WATCH THE APRIL 16 COMMISSION VIDEO

VIDEO TIMESTAMP

36:30

Starts video at 36:30 | Click the complete blue video address

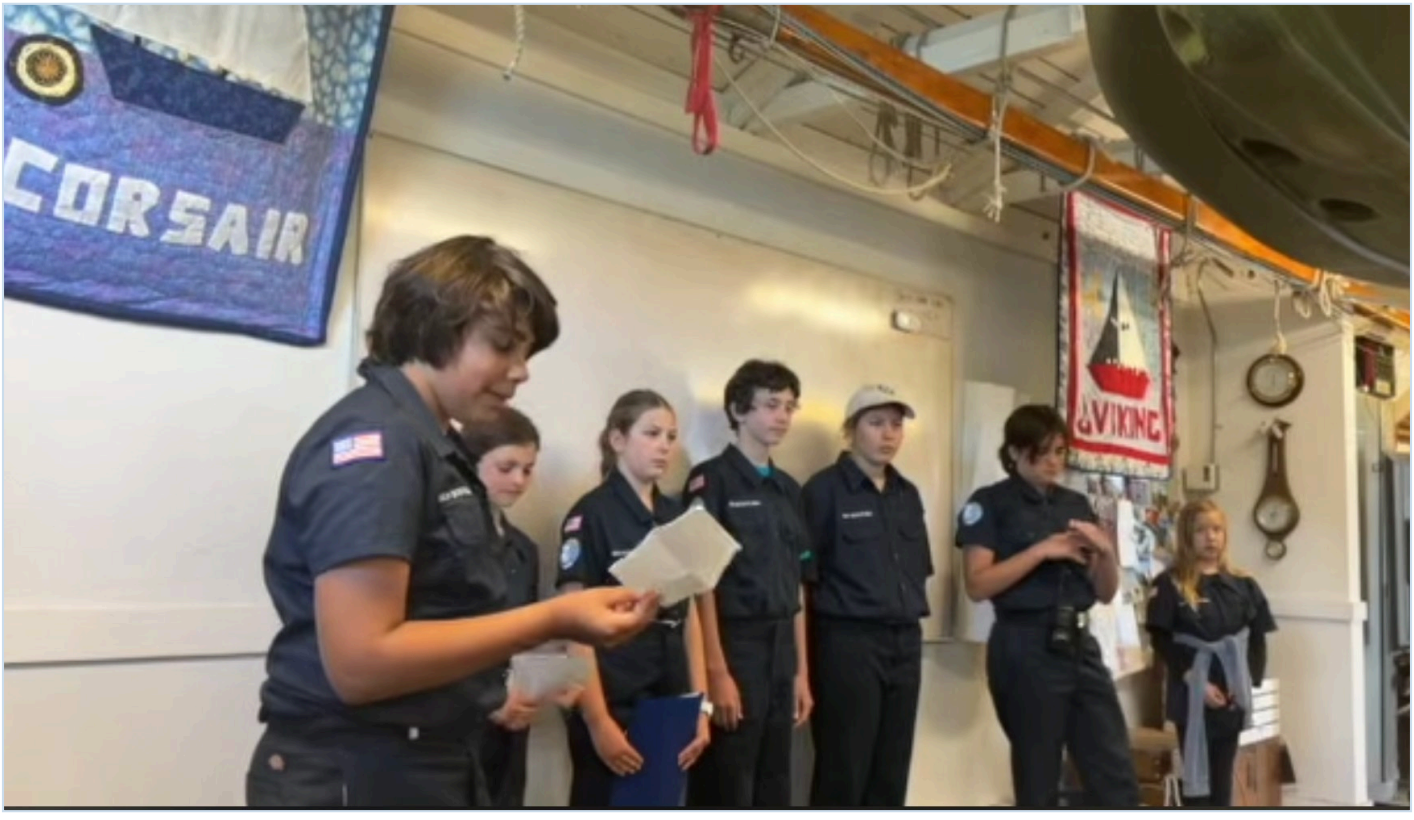
https://www.youtube.com/watch?v=7o2scRVoJbg&t=2190s

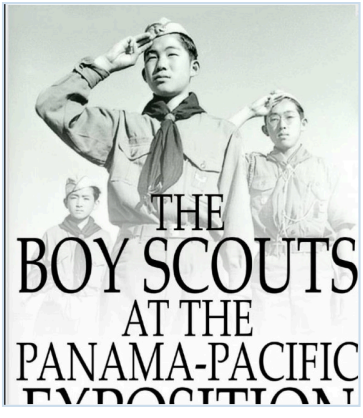
Source: SFRPD Commission Staff Report, April 16, 2026 | click for official record

SF SEA SCOUTS SPEAK WITH DBW COMMISSIONERS

WATER ACCESS AND WHALE STRIKES | AUGUST 3, 2026

Sea Scout Base | 3500 Van Ness Avenue, San Francisco





MORE THAN 110 YEARS OF SCOUTING ON SAN FRANCISCO'S NORTH SHORE

From the 1915 Panama-Pacific International Exposition to Sea Scouts speaking in 2026.

AUGUST 3, 2026 | SEA SCOUTS TO DBW

Water access and youth boating opportunities
Whales struck by vessels in San Francisco Bay

Historic image: Boy Scouts at the 1915 Exposition

WATCH THE VIDEO | 0:00

Starts at 0:00 | Click the complete blue video address

https://www.youtube.com/watch?v=7o2scRVoJbg&t=0s

Sea Scout Base, 3500 Van Ness Avenue, San Francisco | August 3, 2026

GASHOUSE COVE: EAST HARBOR WEST HARBOR DEVELOPMENT

SFRP POINT OF VIEW FOR THE SF MARINA REDEVELOPMENT

California Boating and Waterways Commission | August 3, 2026



KELLI RUDNICK

Deputy Director of Capital and Planning

San Francisco Recreation and Park Department (SFRP)

Speaking about the proposed San Francisco Marina improvements, including Gashouse Cove (East Harbor) and West Harbor.

WATCH THE VIDEO | 20:34

Starts at 20:34 | Click the complete blue video address

https://www.youtube.com/watch?v=7o2scRVoJbg&t=1234s

San Francisco Marina Improvement and Remediation Project | Photo and video reference

GASHOUSE COVE: EAST HARBOR SEA SCOUT QUESTIONS

SF MARINA REDEVELOPMENT | AUGUST 3, 2026

California Boating and Waterways Commission site visit



QUESTIONS RAISED AT THE SITE VISIT

SF SEA SCOUT

Asked about water quality in the proposed small-boat recreation area.

CAPTAIN MAGGIE HALLAHAN | SF SEA SCOUT LEADER

Asked why PG&E could not clean up and rebuild Gashouse Cove's small-boat area, rather than redirect millions of project dollars to West Harbor.

Both questions went unanswered during this exchange.

WATCH THE VIDEO | 27:45

Starts at 27:45 | Click the complete blue video address

https://www.youtube.com/watch?v=7o2scRVoJbg&t=1665s

San Francisco Marina Improvement and Remediation Project | Photo and video reference

GASHOUSE COVE

Pilot Boat Leaving Fuel Dock After Fueling

VIDEO | Golden Gate Pilot Boat | San Francisco Marina



Video still: GOLDEN GATE pilot boat at the Gashouse Cove fuel dock.

WATCH THE VIDEO

https://www.youtube.com/watch?v=HepZ6ZO5j8k

Click the photograph or the complete blue link to view the video on YouTube.

SCAN TO WATCH

Video: IMG 7767

Source: SF Bay Maritime Youth Advocates

SF BAY YOUTH ADVOCATES

Water Access | Water Education | Water Safety



SF Bay youth advocates presenting their work at a meeting.

A compilation of photographs and a song celebrating young advocates for public water access, water education, and water safety in SF Bay.

WATCH THE YOUTH ADVOCATES VIDEO

Video starts at 0:12 | Click the complete blue link below

https://www.youtube.com/watch?v=r7_AdhVw7_I&t=12s

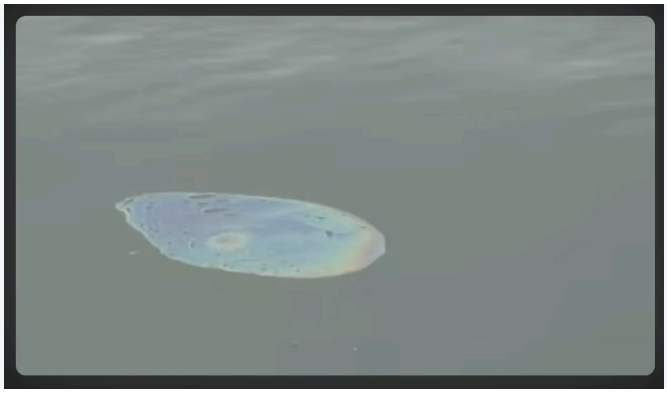
PG&E'S TOXIC LEGACY

SAN FRANCISCO'S NORTHERN WATERFRONT

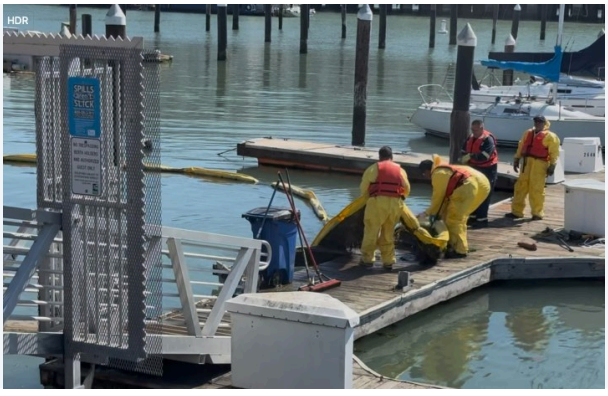
Gashouse Cove (Marina District) | Piers 39-43½ (Fisherman's Wharf)

Historic manufactured gas plants burned coal and oil to produce gas for city lighting. Manufactured-gas-plant (MGP) contamination has been documented in the waterfront sediments at the San Francisco Marina East Harbor and near Fisherman's Wharf.

LOW TIDE - AUGUST 12, 2026, 8:57 A.M.: The video shows an iridescent surface sheen. The observer reports bubbling in the west-center portion of Gashouse Cove. Images alone cannot establish the chemical identity or origin of the material.



LOW-TIDE SURFACE SHEEN | AUGUST 12, 2026



CONTAINMENT AND MARINA WORKERS

EAST HARBOR REMEDIATION MAP

Haley & Aldrich - Figure 27, Remedial Actions, Alternative 3



WATCH THE LOW-TIDE VIDEO

TIMESTAMP 36:30

Starts video at 36:30 | Click the complete blue video address

https://www.youtube.com/watch?v=7o2scRVoJbg&t=2190s

Photographs supplied by observer | Site map links to the Water Board-hosted feasibility study