

Daniel Lurie, Mayor



Kat Anderson, Commission President
Sarah Madland, General Manager

MEMORANDUM

To: Larry Goldzband, Executive Director, BCDC

From: Monica Scott, SF Rec Park

Brenda McConathy, PG&E

Date: July 2, 2026

RE: 6/17/2026 Letter from Harbor Safety Committee regarding Gashouse Cove

The purpose of this memorandum is for the Marina Improvement & Remediation Project Team (consisting of the San Francisco Recreation & Park Department [RPD] and Pacific Gas & Electric [PG&E]) to provide clarification to issues raised in the 6/17/2026 correspondence to BCDC Executive Director Larry Goldzband from the Harbor Safety Committee regarding Gashouse Cove Fuel Dock and San Francisco Bay Maritime Resiliency.

For clarity, text from the original letter from the Harbor Safety Committee is included below in *italics* and the response from RPD and PG&E are in line with the letter text in **bold**.

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.

Response:

While the Gashouse Cove fuel dock is occasionally used for emergency response operations, the docks that are designated for emergency use are in a state of disrepair and SFPD and SFFD emergency responders predominately use the multiple locations available in the West Harbor, which is also where the SFFD jet skis are located.

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.

Response:

It is our understanding that the Bar Pilot vessels are diesel fueled and when diesel fuel service at the Gashouse Cove fuel dock is discontinued, it is and will continue to be available at Pier 45 via tanker truck, which is less than 2 miles from Gashouse Cove.

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.

Response:

The closest maritime operations to the remediation work near Pier 41½ was actually located 30 meters (100 feet) away. Coordination was with a single ferry operator on specific schedules and required significant pre-remediation planning. Ad hoc coordination with boat operators as they approached the Gashouse Cove Fuel Dock would be difficult to ensure safety of the public and contractors in addition to maintaining environmental compliance. Furthermore, the remediation work in the East Harbor will require installing a temporary turbidity curtain that would further impede access to the fuel dock.

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.

Response:

While the current depths at high tide around the fuel dock allow for use, the current depth at mean lower low water in the vicinity of the fuel dock is not acceptable for modern navigational purposes according to the California Division of Boating & Waterways guidelines, to which we are designing our project.

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.

Response:

In addition to the turbidity curtain for the work area precluding use of the fuel dock, it would be difficult to meet environmental protection requirements because the Water Board requires monitoring of turbidity immediately adjacent to our work area. The current activities at the fuel dock create significant amounts of suspended sediments due to the shallow depths that would interfere with the remediation monitoring. Additionally, the project includes installation of a permeable reactive barrier in the shoreline band that requires construction in the immediate vicinity of the fuel dock.

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.

Response:

After years of investigations, planning and community outreach, we believe this project preserves the maximum maritime use and access possible, with the reconstruction of the marina, and increased public access via the community and visitor dock. Please note that the boat lift has been non-operational for over a decade, and youth sailing and maritime education continues in the West Harbor through non-profit organizations and the St. Francis and Golden Gate Yacht Clubs.

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.

Response:

As shared with BCDC permitting staff, RPD, the Port, SFPD, SFFD and the Mayor's Office have been actively pursuing an alternative gas and diesel fuel dock option along the northern waterfront of San Francisco. The Port is working with a fuel dock operator on a new lease for the Hyde Street Fuel Dock that would include gasoline and be a replacement service for the terminated Gashouse Cove fuel dock. The Port plans to take this lease agreement to their Commission in August or September of 2026, and pending that approval, the BCDC permit application will be updated to remove the replacement fuel dock in the West Harbor.

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.

Please direct any questions regarding this correspondence to the Committee at hsc@sfmtx.org.