

**From:** [Bruce Stone](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Subject:** Comment regarding file number 231191 being heard on February 6 2024 with reference to SF Marina Harbor  
**Date:** Monday, February 5, 2024 7:51:27 PM

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Dear Supervisors,

On behalf of the SF Marina Harbor Association, representing berth holders and users of the harbor, I am writing with reference to the proposed ordinance, file 231191, which seeks to prevent Rec and Park from installing anything beyond 150 feet to the East of the jetty protecting West Harbor.

We suggest in this memo a more nuanced approach and recommend postponing the vote.

First, **we suggest allowing a small expansion of the outer breakwater** based on further study of the soils deposition with an eye to directing sand away from the harbor entrance.

For many years, West Harbor has been silting in. Many believe the sand reclamation at Ocean Beach, exacerbated by the renovations of the beach at Crissy Field, has caused the sand to migrate into our harbor. As a result, the harbor is often not navigable, and Rec and Park has had to conduct repeated, and costly, dredging, while raising berth-holder rates to cover this. A short extension and redesign of the breakwater that currently protects West Harbor could be beneficial, without affecting the Cove practice area, or the views from shore, and is being studied by Rec and Park, but this ordinance would inadvertently prohibit that.

Second, we suggest the Budget Analyst's briefing is inadequate. The economics of the harbor should be revised to include the following inputs:

Aside from berthing fees being among the highest in the nation, **we currently pay well over \$500,000 each year into the General Fund though our possessory user fees and property taxes.** The number will be much higher once East Harbor is populated with boats. This should be factored into any discussion of the budget.

**We believe that West Harbor should cover its own expenses, plus shared overhead, and East Harbor should cover its own expenses, plus overhead.** It is not reasonable for each person with a boat in West Harbor to be liable for the delays and errors in the negotiation with PGE which raised costs to rise to uneconomic levels.

The delay has enabled PGE to hold onto its cash and freeze its liability based on out-of-date assumptions, while construction costs have grown significantly. **The settlement should be revised to replace the loan with a further grant from PGE, and the construction budget must be inflation-adjusted.**

**The high vacancy in West Harbor will be worse should rates increase sharply.** We're hearing from older owners that the proposed increase is a further catalyst to sell their boats or relocate to a cheaper marina. While boat owners have gotten older, the pipeline is not being replenished. The new generation of sailors and boaters use ride sharing and do not buy cars and do not buy boats – they use club boats or friends' boats.

**There is effectively no waiting list.** Many people placed their names on the list so they could move their boat within the harbor to a deeper slip, so when this boater is offered a slip there is no improvement in occupancy. I made such a switch a few months ago.

Others do not actually own a boat – they are just considering the idea of a boat and want to have a chance to place a boat there as some undefined future date.

Most whose names have come up to the top of the list do not accept the shallow or narrow slips being offered, yet consume many weeks of the process, which is then bogged down and inefficient. **These dead souls have inflated the wait list statistics to a meaningless number.** A survey of their intent would clarify this.

The park side of the Harbor provides a venue for tourists and families to enjoy the Marina. There are also special events like Fleet Week where the Harbor budget is not being reimbursed by the City. Berth holders are essentially paying these costs while the City benefits. **The General Fund should be paying for this public use of the Harbor.**

**With no Outer West slips, East Harbor needs to have as many slips as possible. This might mean redefining the usable area to include docks in the shallow end of the harbor for smaller power boats which do not require much depth; therefore the dredging in that section can be minimal instead of the deeper level anticipated, and rejected, in the plan.**

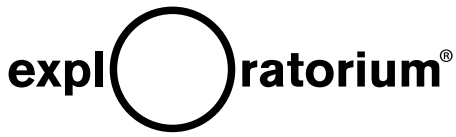
Nevertheless, post renovation, we expect East Harbor to start with nearly-zero berth holders. Once they leave during the renovation, most will not return. They will find warmer places to keep their boats at lower cost and will not be interested in East Harbor at the proposed highly elevated rates.

The plan developed between Rec and Park and PGE lacked input from the public and reflects little input from users of the two harbors, leading to recent opposition and today's quandary. **If we had all been included earlier in the process, the negotiation with PGE would have focused on a more realistic and affordable project within East Harbor.** We'd like a resolution so that a project may move forward, and high-quality berths may be installed.

We recommend you defer action on the proposal until further study has been conducted. This ordinance is too blunt an instrument and resembles using a howitzer to shoot a duck.

Sincerely,

Bruce J. Stone  
Berth holder – West Harbor slip #231  
President, SF Marina Harbor Association  
[bruce@brucestone.com](mailto:bruce@brucestone.com)  
917-822-4060



Aaron Peskin  
 President, Board of Supervisors  
 San Francisco City and County Board of Supervisors  
 City Hall  
 1 Dr. Carlton B. Goodlett Place, Room 244  
 San Francisco, Ca 94102-4689

Re: Ordinance #231191

In May 1986, one of San Francisco’s most fascinating and iconic art pieces opened at the end of the small boat harbor in the Marina District. The Wave Organ, conceived of and built by Exploratorium Senior Artist Peter Richards and sculptor and stone mason George Gonzalez, is a world renowned public artwork that powerfully connects people to the wonders of the ocean and the San Francisco Bay. 25 organ pipes, artfully installed in the jetty at the end of the harbor, make music out of the the rise and fall of the tides, delighting the many thousands of people who have visited the Wave Organ over its nearly 40 year history. Visitors from all over the world make pilgrimages to it. It is, in short, a city treasure.

As the institution that established the Wave Organ, the Exploratorium strongly supports its preservation, just as we strongly support the health of the extraordinary ecosystem that is the San Francisco Bay. We are concerned that the proposal from the San Francisco Recreation and Park Department for the Marina Harbor may negatively impact both. We hope that the Board of Supervisors will take into account the importance of this iconic artwork as they consider which direction Marina construction and toxic waste clean-up should go.

Sincerely,

Lindsay Bierman  
 Sakurako and William Fisher Executive Director & CEO

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**From:** [Carroll, John \(BOS\)](#)  
**To:** [wgc198](#); [Board of Supervisors \(BOS\)](#)  
**Cc:** [DorseyStaff \(BOS\)](#); [EngardioStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#)  
**Subject:** RE: BLA Legislative Review Analysis - BOS File No. 231191 - BOS Meeting February 6, 2024  
**Date:** Monday, February 5, 2024 4:43:00 PM  
**Attachments:** [Legislative Review Analysis.pdf](#)  
[image001.png](#)

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Thank you for your comment letter.

By copy of this message to the [board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org) email address, your comments will be forwarded to the full membership of the Board of Supervisors. I will include your comments in the file for this ordinance matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

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[Board of Supervisors File No. 231191](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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**From:** wgc198 <wgc198@gmail.com>  
**Sent:** Friday, February 2, 2024 4:43 PM  
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>  
**Cc:** DorseyStaff (BOS) <DorseyStaff@sfgov.org>; EngardioStaff (BOS) <EngardioStaff@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>  
**Subject:** FW: BLA Legislative Review Analysis

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sources.

Hello Supervisors,

Please find attached, my response to the Legislative and Budget Review performed by BLA regarding Ordinance File No. 231191, The Marina Project. There was a great deal of information that could have benefited BLA's findings which I have outlined in the enclosed PDF. I hope this information is helpful for a better understanding of the issues that affect the Marina Project and will aid in your support of the ordinance...

Sincerely,  
Bill Clarke

----- Original message -----

From: wgc198 <[wgc198@gmail.com](mailto:wgc198@gmail.com)>

Date: 2/2/24 12:07 PM (GMT-08:00)

To: wgc198 <[wgc198@gmail.com](mailto:wgc198@gmail.com)>

Subject: Legislative Review Analysis

Sent from my Verizon, Samsung Galaxy smartphone

## **ADDITIONAL INFORMATION AFFECTING THE BLA LEGISLATIVE REVIEW**

The Budget and Legislative Office (BLA) conducted an analysis of the Marina Project and San Francisco Marina Operations. Their conclusions were based on information supplied by Rec & Park (RPD). Additional, important factors are missing from the BLA report...

### **MAIN FINDINGS:**

- Marina operations generate deficits.
- The proposed ordinance limits berthing options, complicating fiscally sustainable Project options.
- West Harbor has a standard marina occupancy rate.
- West Harbor waitlist suggests strong demand.
- Revenue generating solutions include the introduction of paid parking to the vast Marina Green Park Parking Lot network and berth rate increases of up to 31.4%.

### **MISSING INFORMATION:**

- MARINA OCCUPANCY: figures and analysis were based on the narrow window provided by RPD of July - November 2023. Vacancy figures during covid were not supplied, yet more than likely contributed to Marina deficits.
- WAITLIST: not a true indicator of demand due to the list consisting mostly of current berth holders pursuing a better location.
- EAST HARBOR HALF FULL: Marina budgets have been detrimentally impacted by the gradual attrition of vacated East Harbor berths over the last four years in preparation for PG&E's buried toxics remediation there. This drawdown of revenue should be accounted for as a cost of the Marina Project not a hidden factor causing deficits.
- DREDGING COSTS: shoaling in West Harbor has been a problem since the 1950's. In 2004-2006, studies of sand migration conducted by engineers at DPW produced a simple solution...a sand pit off the Wave Organ to capture sand funneled by the arc of the breakwater to that location before rounding the end of the Wave Organ into the mouth of West Harbor. This solution was vetted by the BCDC, approved, and by all accounts successful, the shoaling contained. Around 2016 the permit for the Sand Pit was allowed to expire, the shoaling returned, and since that time, is much worse with dredging costs becoming the primary factor affecting a fiscally sustainable Marina and the need for the breakwater of a new harbor to deflect sand migration. The known dredging cost control solution of the Sand Pit has been lost in the Marina Project Design process.
- 2023 20% WEST HARBOR BERTH INCREASE: enacted to cover "dredging cost increases," but was it mainly to cover revenue shortfalls caused by covid vacancies in West Harbor and declining East Harbor tenancies?
- VACANCY FULFILLMENT: the waitlist system for assigning berths is an inefficient, outdated RPD process for procuring tenants costing the Marina thousands in lost revenue. Berths remain unoccupied for 6 months to 1 year while the vetting process plays out with waitlist candidates. In a time of deficits, this is untenable.
- DEFICIT STUDIES OF OTHER SF PARKS: would have provided context for Marina Green Park and Marina deficit spending by the City.

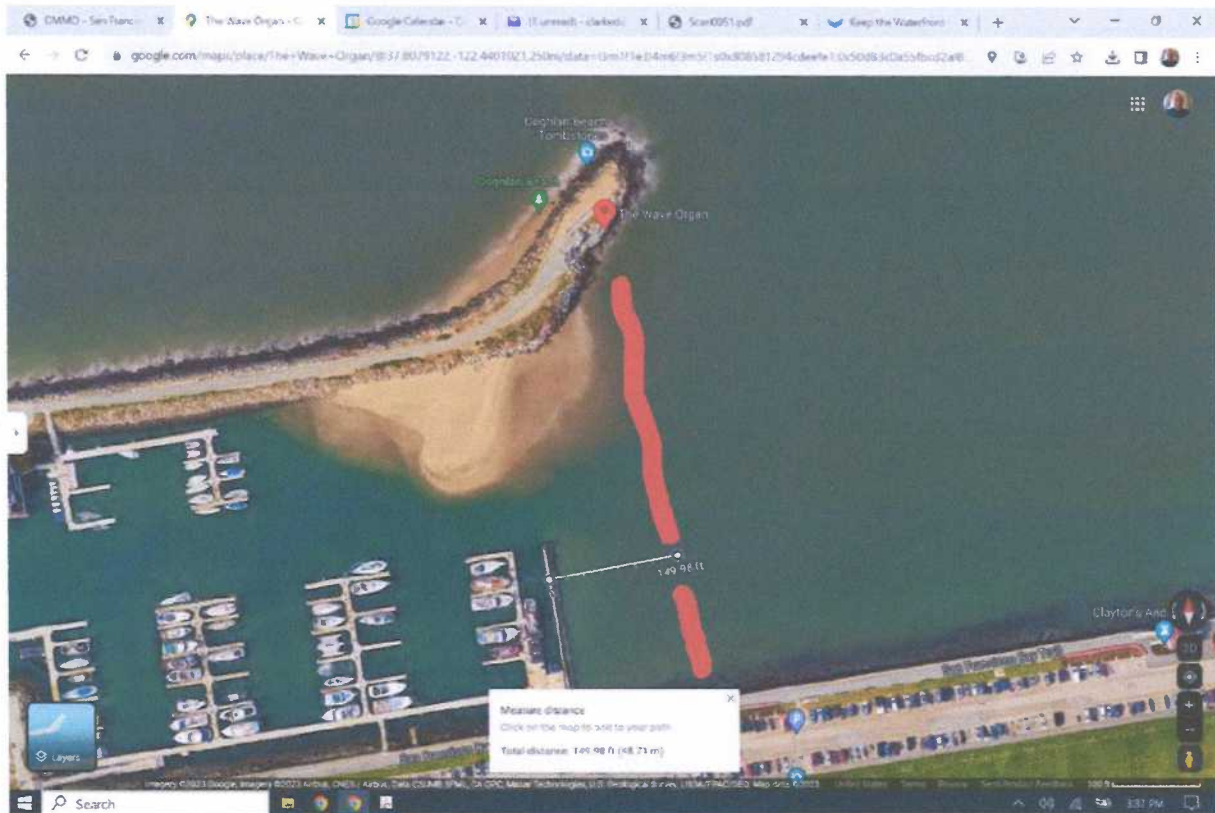
-UNACCOUNTED FOR MARINA REVENUE: due to the emphasis on deficits, it should be noted that berth holders contribute to General Fund revenue in the form of property tax for their boats and accessory taxes for the space they occupy. This source of revenue is lacking from other Parks.

**CONCLUSION:**

There are many factors not included in the BLA report that are vital to determining the best course of action for the Marina Project. It may be that an independent audit and further study of options are the only means by which an accurate assessment of the variables can be identified.



# DRAFT ORDINANCE 231191



## CURRENT:

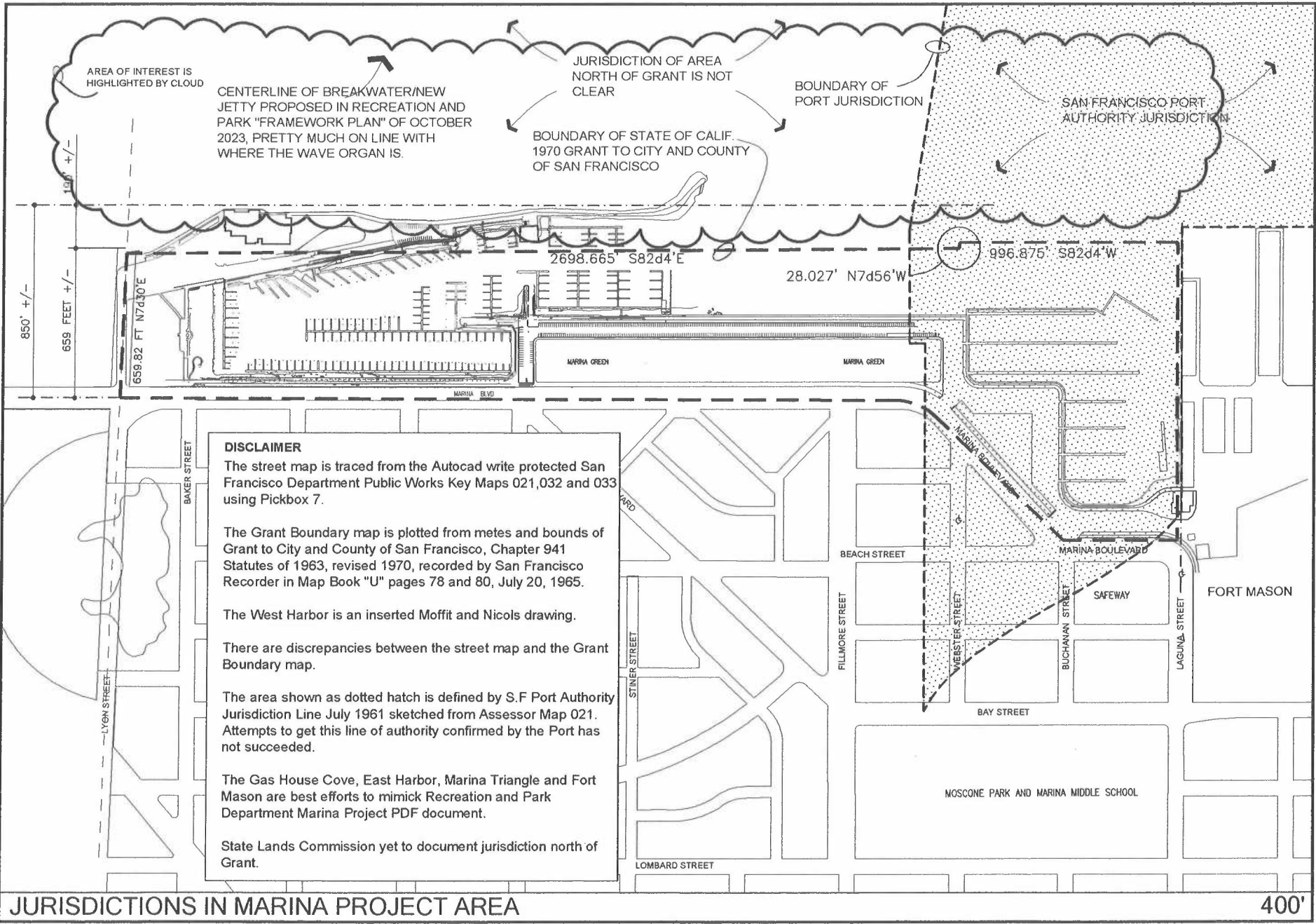
*... that would extend the eastern boundary of the West Harbor Marina by more than approximately 150 feet from its current location.*

## POSSIBLE:

*... that would extend the eastern boundary of the West Harbor Marina by more than approximately 150 feet ~~from its current location~~. **defined as a line parallel to and easterly of the current location of the sheet pile breakwater.***

## BEST:

*... refer to City Attorney for wording*



AREA OF INTEREST IS HIGHLIGHTED BY CLOUD

CENTERLINE OF BREAKWATER/NEW JETTY PROPOSED IN RECREATION AND PARK "FRAMEWORK PLAN" OF OCTOBER 2023, PRETTY MUCH ON LINE WITH WHERE THE WAVE ORGAN IS.

JURISDICTION OF AREA NORTH OF GRANT IS NOT CLEAR

BOUNDARY OF STATE OF CALIF. 1970 GRANT TO CITY AND COUNTY OF SAN FRANCISCO

BOUNDARY OF PORT JURISDICTION

SAN FRANCISCO PORT AUTHORITY JURISDICTION

850' +/-  
659 FEET +/-

659.82 FT N7d30'E

2698.665' S82d4'E

28.027' N7d56'W

996.875' S82d4'W

**DISCLAIMER**

The street map is traced from the Autocad write protected San Francisco Department Public Works Key Maps 021,032 and 033 using Pickbox 7.

The Grant Boundary map is plotted from metes and bounds of Grant to City and County of San Francisco, Chapter 941 Statutes of 1963, revised 1970, recorded by San Francisco Recorder in Map Book "U" pages 78 and 80, July 20, 1965.

The West Harbor is an inserted Moffit and Nicols drawing.

There are discrepancies between the street map and the Grant Boundary map.

The area shown as dotted hatch is defined by S.F Port Authority Jurisdiction Line July 1961 sketched from Assessor Map 021. Attempts to get this line of authority confirmed by the Port has not succeeded.

The Gas House Cove, East Harbor, Marina Triangle and Fort Mason are best efforts to mimic Recreation and Park Department Marina Project PDF document.

State Lands Commission yet to document jurisdiction north of Grant.



PROJECT NORTH

1 YACHT ROAD HARBOR GRANT 2.dwg MODEL

12/06/23 MPB

12/07/23 MPB

12/25/23 MPB

01/22/24 MPB

JURISDICTIONS IN MARINA PROJECT AREA

400'

**From:** [Risley Sams](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Subject:** Comment on File number 2321191 SF Marina harbor project  
**Date:** Monday, January 29, 2024 11:33:31 AM

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Dear Supervisors,

My colleague on the board of the SF Marina Harbor Association Bruce Stone wrote earlier with regards to the proposed Ordinance file # 231191. My suggestions and opinions mirror his as we have both met with Rec and Park regarding this proposed project numerous times after they had drawn up their plans without any input from the users of the harbor (the berth holders).

In short, I believe that there should be a project, but current plan does not serve the community or the boating community well. As Bruce Stone wrote, the SF Marina Harbor Association's mission is is to have a safe and navigable facility that serves berth holders who pay the monthly fees that enable the harbor to operate, the many junior sailors who train at the two clubs, and the public who arrive from elsewhere and visit short-term. We want to see a successful renovation of East Harbor but are not opposed to some slips being installed in Outer West.

I too suggest a more nuanced approach with a small expansion of the outer breakwater and a successful renovation of the East Harbor and that further study is required before shutting down this project entirely.

I agree with all the reasons that Bruce Stone mentioned in his detailed email and Ask that you re-read his email to better understand our point of view. We want this project to be a success, not a mess.

Sincerely,

Risley Sams  
Berth Holder 561 & 607

**From:** [Bruce Stone](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Subject:** Comment regarding file number 231191 with reference to SF Marina Harbor  
**Date:** Sunday, January 28, 2024 8:52:40 PM

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Dear Supervisors,

I am writing with reference to the proposed ordinance, file 231191, which seeks to prevent Rec and Park from installing anything beyond 150 feet to the East of the existing West Harbor sheet pile breakwater. I suggest in this memo a more nuanced approach, allowing a small expansion of the outer breakwater and around 30 slips along the seawall.

I have been sailing in and out of this harbor since 1982 and a berth holder since 2000, and am also President of the SF Marina Harbor Association, representing berth holders and users of the harbor. Our mission is to have a safe and navigable facility that serves berth holders who pay the monthly fees that enable the harbor to operate, the many junior sailors who train at the two clubs, and the public who arrive from elsewhere and visit short-term. We want to see a successful renovation of East Harbor but are not opposed to some slips being installed in Outer West.

The plan developed between Rec and Park and PGE had no input from users of the two harbors, nor from the public, which has led to today's quandary. We'd like a resolution so that a project may move forward, and high-quality berths may be installed. However, the preliminary design suffers from poor alignment of the slips in East Harbor – they should face into the wind – and from the reliance on a wave attenuator to stop the surge from entering East Harbor from the northeast. A proper sheet pile breakwater is the only solution. Without these two improvements, sailboats will continue to tip sideways and interlock their masts, dock lines will chafe, and cleats will tear out of decks, as they do now. We have expressed these concerns to Project Management, and they are looking into them. Irrespective of the final decision on Outer West, the East Harbor project is doomed to failure because it depends on being able to charge the premium rates that people pay in West Harbor, yet it will be a second-class experience for boat owners.

Specifically regarding the Outer West project...the extended breakwater and docks would displace the Cove, the practice area along Marina Green used by junior sailors, match racers and team racers, all of whom would have to travel farther and into open water to practice. Given the high winds on SF Bay, the Cove provides important relief. Also, the large number of sailboats without motors (Knarrs, Folkboats, IODs, J/22s and the various junior trainers) would have to tack back and forth a substantial extra distance in a narrow fairway to make it back into the West Harbor where most are based. This imposes a lot of time, energy, and risk of collisions, especially if the fuel dock were relocated to that area and commercial boats were loitering to take their turns to be refueled.

The extended breakwater of the Outer West project expansion makes it hard for the police and fire rescue boats to exit the harbor and save people. It significantly hurts the efficiency of race committee boats which can only motor at 5 mph and need to get out to set buoys for competitions, and often tow boats back into the harbor.

Now, to focus on the proposed ordinance. For many years, West Harbor has been silting in. We believe the sand reclamation at Ocean Beach has caused the sand to migrate into our harbor, and this has been exacerbated by the renovations of the beach at Crissy Field. As a result, the harbor is often not navigable, and Rec and Park has had to conduct repeated, and costly, dredging, while raising berthholder rates to cover this. We believe that a short extension and redesign of the breakwater that currently protects West Harbor could be beneficial, without affecting the Cove practice area, and is being studied by Rec and Park, but this ordinance would inadvertently prohibit that. There could also be a small addition to West Harbor to pick up the 30 or so slips that will be lost in the redesign of East Harbor so it can have East-West facing slips. We feel that this modest expansion of Outer West could be done without affecting the views that some non-boaters are seeking to preserve.

We recommend you table the proposal until further study has been conducted.

Sincerely,

Bruce J. Stone  
Berthholder – West Harbor slip #231  
President, SF Marina Harbor Association  
[bruce@brucestone.com](mailto:bruce@brucestone.com)  
917-822-4060

**From:** [Linda Aldrich](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Subject:** Ordinance 231191 Support  
**Date:** Friday, January 26, 2024 8:26:27 AM

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I support Ordinance 231191, please protect the Marina.

Linda Aldrich  
2200 Sacramento Street, #701  
San Francisco CA 94115

*Linda Aldrich*  
*[lindilou@att.net](mailto:lindilou@att.net)*  
*415-346-8855;415-999-6202(c)*  
*[RegardingArtSF.com](http://RegardingArtSF.com)*

**From:** [Alice Ryan](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Subject:** I support Ordinance 231191, please protect the Marina  
**Date:** Thursday, January 25, 2024 3:27:01 PM

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Hello,

I am a District 2 resident, and know that many others who do not live in the district come to Marina Green to enjoy the natural and unobstructed beauty, that is hard to find along the SF Bay coastline.

I support the Ordinance 231191 and encourage you to consider my position when this comes under review at the January meeting. We concur that the greater Marina Green area, including both harbors, is an open space jewel, which deserves a better plan.

Money to fund this project would be better suited to clearing up SF streets so that tourism can come back to SF and we can enjoy a rejuvenated economic community.

Thank you,

Alice Ryan

**From:** [zrants](#)  
**To:** [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)  
**Cc:** [Ronen, Hillary](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [Joel Engardio](#); [StefaniStaff \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [ChanStaff \(BOS\)](#); [DorseyStaff \(BOS\)](#)  
**Subject:** Please support Ordinance # 231191- Implementation of Gashouse Cove Project  
**Date:** Thursday, January 25, 2024 2:55:19 PM  
**Attachments:** [pastedGraphic.png](#)

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.



January 24, 2024

Mayor London Breed, Supervisors and Staff,

Re: Please support Ordinance # 231191- Implementation of Gashouse Cove Project - Marina Yacht Harbor and oppose the plans proposed by San Francisco Rec & Park.

Members of the East Mission Improvement Association (EMIA), along with many of your constituents in District 9, support Ordinance # 231191- Implementation of Gashouse Cove Project - Marina Yacht Harbor.

We oppose San Francisco Rec & Park plans to divert funds for remediation of the toxic site at G. to move the East Harbor slips in front of the Marina Green, and relocate the gas fuel tanks to a less stable area.

The settlement from PG&E was meant to cover the remediation of toxic deposits from the old Manufactured Gas Plants in the East Harbor & Gashouse Cove.

Rec and Parks proposes to do only 15% of the cleanup and use the remaining funds to develop a new harbor in front of the Marina Green in which to relocate boat slips from the existing East Harbor marina so they may build a new harbor where the current one exists.

This will require building a very large breakwater at the level of the existing small one, that ends with Wave Organ and will leave 2/3rds of the East Harbor and Gashouse Cove to “silt over” at the location of a former toxic waste dump.

San Francisco Rec & Park developed this project and got it passed through the Planning Department without much public outreach, but, now that the public is aware of the plans there is massive outcry and calls for an alternative plan. That plan developed by multiple citizens



groups and the boating community, puts a greater emphasis on the toxic cleanup (up to 42%) and rebuilding the existing boat slips that are presently in the East Harbor and Gashouse Cove.

The alternative plans:

1. Preserve the unobstructed public views of the water at the Marina Green that the public has enjoyed for decades.
2. Place significant emphasis on toxic remediation (42% vs 15%).
3. Reconstruct of the boat slips in the East Harbor and Gashouse Cove that are presently in a state of severe disrepair.
4. Maintain the ideal location of the only fueling station for boats, including emergency vehicles, in its present location.

EMIA urges you to support Ordinance # 231191- Implementation of Gashouse Cove Project - Marina Yacht Harbor as it makes its way through committees to the full Board of Supervisors with recommendations to support the ordinance.

Sincerely,

Mari Eliza,  
EMIA, and CSFN  
[zrants@gmail.com](mailto:zrants@gmail.com)

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Gordon Laventurier](#)  
**Cc:** [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Smeallie, Kyle \(BOS\)](#); [Angulo, Sunny \(BOS\)](#)  
**Subject:** RE: Gas House Cove debacle! - BOS File No. 231191 - LUT January 29, 2024  
**Date:** Monday, January 29, 2024 3:15:00 PM  
**Attachments:** [image001.png](#)

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Thank you for your comment letter.

I am forwarding your comments to the members of the LUT committee, and I will include your comments in the file for this ordinance matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

-

[Board of Supervisors File No. 231191](#)

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: Gordon Laventurier <glaventuri7@gmail.com>  
Sent: Monday, January 29, 2024 12:07 PM  
To: Carroll, John (BOS) <john.carroll@sfgov.org>  
Subject: Gas House Cove debacle!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Sir,

How in anyone's world is this a good idea?

Having sailed from Gas House Cove for many years, it is rare to see very many empty slips even in ideal weather conditions. For many sailors it is a relaxing pastime and for others who enjoy a challenging sail the bay certainly offers that.

Turning the Cove into a paddle boat park is ridiculous as there will have to be SFPD water rescue team on site at all times as neophytes adventure off to see Alcatraz or the GG Bridge up close.

I have no clue why anyone condone this!

I'm sure the people who work for Park and Rec have good intentions but obviously caught up in this bureaucratic nonsense!

Please reject this very damaging, irreversible folly,

Gordon Laventurier

Sent from my iPhone

January 27, 2024

Land Use and Transportation Committee  
City of San Francisco  
San Francisco, CA 94102

Re: Support for Ordinance #231191

I am one of the creators of the Wave Organ, which is located on the eastern tip of the jetty which forms the West Marina Yacht Harbor. I am also Senior Artist Emeritus of the Exploratorium. In 1985 the Exploratorium and the SF Dept of Recreation and Parks jointly applied for permits to install what was to become the Wave Organ. Recently Exploratorium staff and I have been meeting with Parks staff concerning how the proposed Marina Renovation will affect the Wave Organ. Although we have explored several options, it is my opinion the Wave Organ will be negatively impacted if the proposed sheet-pile breakwater is extended from the jetty tip eastward. We have considered alternative locations but find there will still be negative impacts. The wave action needed to activate the organ pipes will be significantly diminished if the breakwater is located at the tip. It will be subject to shoaling if the breakwater is located on the south side of the installation.

The Wave Organ, an internationally famous public artwork, is noted for its evocation of a powerful sense of place and for its' connecting people to nature, to the city, and to the Bay. It is sited amongst the Golden Gate Bridge, Alcatraz and Angel Island, the north and east-bays, the Marina Green and the views of downtown San Francisco. It couples comfortably with the powerful experience of walking along the Marina Green seawall. This whole area is a special, multi-faceted place for all San Franciscans to enjoy and a destination for world travelers. The monies given by PG&E should be used for sensitively cleaning up a toxic waste situation in the middle of one of San Francisco most treasured public places.

Peter Richards  
prichards@exploratorium.edu

**From:** [Carroll, John \(BOS\)](#)  
**To:** [Bruce Stone](#)  
**Cc:** [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Smeallie, Kyle \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Angulo, Sunny \(BOS\)](#)  
**Subject:** RE: Comment regarding file number 231191 with reference to SF Marina Harbor - LUT January 29, 2024  
**Date:** Monday, January 29, 2024 10:09:00 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

I am forwarding your comments to the members of the LUT committee, and I will include your comments in the file for this ordinance matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

- [Board of Supervisors File No. 231191](#)

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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---

**From:** Bruce Stone <bruce@brucestone.com>  
**Sent:** Sunday, January 28, 2024 8:56 PM  
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>  
**Subject:** Comment regarding file number 231191 with reference to SF Marina Harbor

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

I am writing with reference to the proposed ordinance, file 231191, which seeks to prevent Rec and Park from installing anything beyond 150 feet to the East of the existing West Harbor sheet pile breakwater. I suggest in this memo a more nuanced approach, allowing a small expansion of the outer breakwater and around 30 slips along the seawall.

I have been sailing in and out of this harbor since 1982 and a berth holder since 2000, and am also President of the SF Marina Harbor Association, representing berth holders and users of the harbor. Our mission is to have a safe and navigable facility that serves berth holders who pay the monthly fees that enable the harbor to operate, the many junior sailors who train at the two clubs, and the public who arrive from elsewhere and visit short-term. We want to see a successful renovation of East Harbor but are not opposed to some slips being installed in Outer West.

The plan developed between Rec and Park and PGE had no input from users of the two harbors, nor from the public, which has led to today's quandary. We'd like a resolution so that a project may move forward, and high-quality berths may be installed. However, the preliminary design suffers from poor alignment of the slips in East Harbor – they should face into the wind – and from the reliance on a wave attenuator to stop the surge from entering East Harbor from the northeast. A proper sheet pile breakwater is the only solution. Without these two improvements, sailboats will continue to tip sideways and interlock their masts, dock lines will chafe, and cleats will tear out of decks, as they do now. We have expressed these concerns to Project Management, and they are looking into them. Irrespective of the final decision on Outer West, the East Harbor project is doomed to failure because it depends on being able to charge the premium rates that people pay in West Harbor, yet it will be a second-class experience for boat owners.

Specifically regarding the Outer West project...the extended breakwater and docks would displace the Cove, the practice area along Marina Green used by junior sailors, match racers and team racers, all of whom would have to travel farther and into open water to practice. Given the high winds on SF Bay, the Cove provides important relief. Also, the large number of sailboats without motors (Knarrs, Folkboats, IODs, J/22s and the various junior trainers) would have to tack back and forth a substantial extra distance in a narrow fairway to make it back into the West Harbor where most are based. This imposes a lot of time, energy, and risk of collisions, especially if the fuel dock were relocated to that area and commercial boats were loitering to take their turns to be refueled.

The extended breakwater of the Outer West project expansion makes it hard for the police and fire rescue boats to exit the harbor and save people. It significantly hurts the efficiency of race committee boats which can only motor at 5 mph and need to get out to set buoys for competitions, and often tow boats back into the harbor.

Now, to focus on the proposed ordinance. For many years, West Harbor has been silting in. We believe the sand reclamation at Ocean Beach has caused the sand to migrate into our harbor, and this has been exacerbated by the renovations of the beach at Crissy Field. As a result, the harbor is often not navigable, and Rec

and Park has had to conduct repeated, and costly, dredging, while raising berth-holder rates to cover this. We believe that a short extension and redesign of the breakwater that currently protects West Harbor could be beneficial, without affecting the Cove practice area, and is being studied by Rec and Park, but this ordinance would inadvertently prohibit that. There could also be a small addition to West Harbor to pick up the 30 or so slips that will be lost in the redesign of East Harbor so it can have East-West facing slips. We feel that this modest expansion of Outer West could be done without affecting the views that some non-boaters are seeking to preserve.

We recommend you table the proposal until further study has been conducted.

Sincerely,

Bruce J. Stone  
Berth holder – West Harbor slip #231  
President, SF Marina Harbor Association  
[bruce@brucestone.com](mailto:bruce@brucestone.com)  
917-822-4060

**From:** [Carroll, John \(BOS\)](#)  
**To:** [regina.sneed](#)  
**Cc:** [Peskin, Aaron \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Smeallie, Kyle \(BOS\)](#); [Angulo, Sunny \(BOS\)](#)  
**Subject:** RE: Board of Supervisors Land Use Committee File 231191 January 29, 2024 meeting: support for ordinance passage.  
**Date:** Monday, January 29, 2024 10:09:00 AM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

I am forwarding your comments to the members of the LUT committee, and I will include your comments in the file for this ordinance matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

- [Board of Supervisors File No. 231191](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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-----Original Message-----

From: regina.sneed <reginasneed@yahoo.com>  
Sent: Sunday, January 28, 2024 11:44 AM  
To: Carroll, John (BOS) <john.carroll@sfgov.org>  
Cc: Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>  
Subject: Board of Supervisors Land Use Committee File 231191 January 29, 2024 meeting: support for ordinance passage.



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Dear Supervisors:

I am a resident of District 2. Today's Gray Panthers email provided information on this agenda item. I support this ordinance that will preserve the use of Gashouse Cove including the sailing activities of youth. I support increasing the funds for toxic cleanup provided in the PGE settlement. I agree that we do not want to block an iconic San Francisco view by changing the location of the boat slips.

I read about the Cities plan to address sea level rise along the SF waterfront. I wonder how this plan will impact on this project.

Regina Sneed  
SF resident

Sent from my iPad

**From:** [Peskin, Aaron \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** Fwd: Marina waterfront project and BOS 231191  
**Date:** Saturday, January 27, 2024 12:07:18 PM

---

Please add to file

Get [Outlook for iOS](#)

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**From:** Renee Richards and John Hill <fogline@pacbell.net>  
**Sent:** Saturday, January 27, 2024 11:21:30 AM  
**To:** Chan, Connie (BOS) <connie.chan@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Ahsha Safaí <ahsha@ahshaformayor.com>  
**Subject:** Marina waterfront project and BOS 231191

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Dear Supervisors,

Thank you for drafting and supporting BOS 231191.

Since I first read about the proposed changes to the Marina Green waterfront and Aquatic Park, the whole effort has felt like a huge overreach by SF Rec and Parks. I am a regular SF Bay swimmer and have many friends who share the fun and health benefits of swimming in the bay. We are extremely concerned about the risks the projects pose to the quality and safety of the water and the waterfront area, not only for those who swim, row and wind/kite surf in the bay, but for anyone who recreates at Crissy Field beach, including children and dogs.

Thank you for your consideration and for voting for BOS 231191.

Renee A. Richards  
666 42nd Ave.  
SF CA 94121

**From:** [Carroll, John \(BOS\)](#)  
**To:** [P.C. Fergusson](#)  
**Cc:** [Erin R Roach](#); [Laura Thompson](#); [Dan Clarke](#); [Bill Clarke](#); [Joe Bravo](#); [Fati Scampa](#); [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Smeallie, Kyle \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Angulo, Sunny \(BOS\)](#)  
**Subject:** RE: Comment for Monday's Land Use Committee Meeting January 29, 2024 - BOS File No. 231191  
**Date:** Friday, January 26, 2024 3:29:00 PM  
**Attachments:** [image001.png](#)

---

Thank you for your comment letter.

I am forwarding your comments to the members of the LUT committee, and I will include your comments in the file for this ordinance matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

-

[Board of Supervisors File No. 231191](#)

**John Carroll**  
**Assistant Clerk**

Board of Supervisors  
San Francisco City Hall, Room 244  
San Francisco, CA 94102  
(415)554-4445



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**From:** P.C. Fergusson <pcferg@gmail.com>  
**Sent:** Friday, January 26, 2024 8:34 AM  
**To:** Carroll, John (BOS) <john.carroll@sfgov.org>  
**Cc:** Erin R Roach <erinroach@gmail.com>; Laura Thompson <thoml68@yahoo.com>; Dan Clarke <clarkedan@yahoo.com>; Bill Clarke <>wgc198@gmail.com>; Joe Bravo <joebravo@bravolaw.com>; Fati Scampa <fatiscampa@aol.com>  
**Subject:** Comment for Monday's Land Use Committee Meeting

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Land Use Committee,

I was planning to come to your meeting Monday to support the Safai/Peskin ordinance which stops RPD plans to build a new boat harbor in front of Marina Green. Unfortunately, I contracted Covid, so I'm sending this email instead.

There are many reasons the public hates this plan, including big groups like the St. Francis Yacht Club, Dolphin Club, South End Rowing Club, Sierra Club, Pacific Coast Yachting Association, and the hundreds of members of the public who walk along or sit beside the open waterfront daily. I'd like to add one more.

RPD says they need to destroy an historic, irreplaceable public resource to make money, yet they give no financial projections of how that money-making will occur. It's not at all likely they will be successful. Ask any small business owner in SF. They'd be better off putting the millions they propose spending in a bank making 5% interest. But of course, they can't do that, since the funds are meant to clean up the toxic substances in Gashouse Cove. Banking the money would be too obvious a misuse of clean-up funds.

The boat harbor plan is just a less obvious misuse, with the added problems of not offering a guaranteed income and concomitantly destroying a precious and beloved public space. Please stop RPD's destructive plan.

Sincerely,

**Patsy Fergusson**

*San Francisco resident and nature lover*

P.S. Here's a transcript of what the public had to say about the plan at a public meeting on Oct. 19:  
<https://www.keepthewaterfrontopen.org/post/what-people-said-at-the-rpd-commission-meeting-on-10-19-2023>

**From:** [Carroll, John \(BOS\)](#)  
**To:** ["Kimball Livingston"](#)  
**Cc:** [Melgar, Myrna \(BOS\)](#); [Low, Jen \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Smeallie, Kyle \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Angulo, Sunny \(BOS\)](#)  
**Subject:** RE: Looking our for my boys, and supporting 231191/Land Use Committee January 29, 2024  
**Date:** Friday, January 26, 2024 3:29:00 PM  
**Attachments:** [Letter to Monica Scott.docx](#)  
[image001.png](#)

---

Thank you for your comment letter.

I am forwarding your comments to the members of the LUT committee, and I will include your comments in the file for this ordinance matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

-

[Board of Supervisors File No. 231191](#)

**John Carroll**

**Assistant Clerk**

Board of Supervisors

San Francisco City Hall, Room 244

San Francisco, CA 94102

(415)554-4445



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**From:** Kimball Livingston <kimball.livingston@gmail.com>

**Sent:** Friday, January 26, 2024 12:06 PM

**To:** Carroll, John (BOS) <john.carroll@sfgov.org>

**Subject:** Looking our for my boys, and supporting 231191/Land Use Committee

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

While I agree with the many, many points against the RPD plan for expanding the yacht harbor, I am specific and passionate on one. The letter attached addresses it.

Among the missions I believe in are two: the value of youth sail training, and the value of outreach to underserved communities.

At TISC, Treasure Island Sailing Center, every fourth grader in SFUSD experiences the outdoors, the bay, the big sky - many of the kids have never trailed their fingers in water before - and they receive age appropriate introductions to ecology.

I am presently mentoring three brothers, 10-15, who became passionate sailors through learning to sail at TISC. But TISC's programs do not support them presently.

A worried, impecunious widow's own outreach found me 10 months ago, and the photo below shows her two older sons sailing last July in the city front "Cove" referenced in my letter. We've kept them on the water, in the great outdoors.

They are thriving.

These are great kids. I'm in this for them.

The harbor expansion would kill the program.

Kimball Livingston, District 1

[kimball.livingston@gmail.com](mailto:kimball.livingston@gmail.com)

+1.415.831.1000

+1.415.831.1001 mobile







Ms. Monica Scott, RPD Project Manager  
August 29, 2023

Dear Ms. Scott,

The City's well-intentioned plan for redeveloping the yacht harbor would be a catastrophe for youth sail training in San Francisco. Sorry to say so, but.

The proposed expansion would envelope and eliminate what we in sail training ambitiously and ironically call the Cove—the area close along the seawall between the Wave Organ and Fort Mason. It's not what most people would consider protected water, but hey, it's what we got. (For us, it's everything.)

There are very few days when we can sail beginners or intermediates outside the Cove.

Without the Cove, we are shut down.

Know too that no one can teach sailing without the safety factor of coaches in motorboats. Our national authority, US Sailing, governs instructor certification and takes it as self-evident. Their prerequisites to begin Level 1 training, to then teach under the supervision of advanced coaches, are:

1) Membership in US Sailing. 2) A minimum age of 16. 3) Sailing proficiency.

*And this is cut & paste:* 4) Experience operating a powerboat.

There is a lot to unpack. I am terrified by what it would mean to tell kids, go away and come back when you're good enough. Most would not "go" and fewer still would come back. St. Francis Yacht Club's role of developing the city's world champion sailors and Olympians would be crippled. On a different level, Golden Gate Yacht Club would be unable to replicate a certain day when I brightened a lunchtime program, introducing a kid proudly wearing his Mission High Sailing Team jacket. Every year, hundreds of San Francisco schoolkids are introduced to their beautiful, historic Bay through sailing on the city front. San Francisco was born from the sea ...

The Cove was the location in July, 2023 of two youth championship events. We sailed ages nine to fifteen, coming from as far away as Utah for the special San Francisco Bay experience. We could not have done it outside the Cove. Our winds would have blown us off on day one, a training day, not even a race day. A reconfigured Gas House Cove would never have accommodated, even if our coach boats and mark-set boats were allowed there.

Please know me as someone recognized nationally in youth sailing, and I hope to be known, as a journalist, for the first stories on social justice ever published in the national sailing press. Those stories focus on disadvantaged youth, but I have also moderated panels for US Sailing on LGBTQ in American sailing. That was kinda sorta a first. The beauty of it is, today's kids don't see it as a big deal.

Know me too for recognizing there are constraints, but the PG&E money should go toward remediation of Gas House Cove and improvements to the existing marina, which is below standard.

And we need our Cove, the other one.

Kimball Livingston SC, StFYC  
Commodore, Pacific Coast Yachting Association

**From:** [Board of Supervisors \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** FW: Please support Ordinance # 231191- Implementation of Gashouse Cove Project  
**Date:** Thursday, January 25, 2024 3:30:38 PM  
**Attachments:** [pastedGraphic.png](#)

---

**From:** zrants <zrants@gmail.com>  
**Sent:** Thursday, January 25, 2024 2:55 PM  
**To:** Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>  
**Cc:** Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; Joel Engardio <jengardio@gmail.com>; StefaniStaff (BOS) <stefanistaff@sfgov.org>; Waltonstaff (BOS) <waltonstaff@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; DorseyStaff (BOS) <DorseyStaff@sfgov.org>  
**Subject:** Please support Ordinance # 231191- Implementation of Gashouse Cove Project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



January 24, 2024

Mayor London Breed, Supervisors and Staff,

Re: Please support Ordinance # 231191- Implementation of Gashouse Cove Project - Marina Yacht Harbor and oppose the plans proposed by San Francisco Rec & Park.

Members of the East Mission Improvement Association (EMIA), along with many of your constituents in District 9, support Ordinance # 231191- Implementation of Gashouse Cove Project - Marina Yacht Harbor.

We oppose San Francisco Rec & Park plans to divert funds for remediation of the toxic site at G. to move the East Harbor slips in front of the Marina Green, and relocate the gas fuel tanks to a less stable area.

The settlement from PG&E was meant to cover the remediation of toxic deposits from the old

Manufactured Gas Plants in the East Harbor & Gashouse Cove.

Rec and Parks proposes to do only 15% of the cleanup and use the remaining funds to develop a new harbor in front of the Marina Green in which to relocate boat slips from the existing East Harbor marina so they may build a new harbor where the current one exists.

This will require building a very large breakwater at the level of the existing small one, that ends with Wave Organ and will leave 2/3rds of the East Harbor and Gashouse Cove to “silt over” at the location of a former toxic waste dump.

San Francisco Rec & Park developed this project and got it passed through the Planning Department without much public outreach, but, now that the public is aware of the plans there is mass outrage and calls for an alternative plan. That plan developed by multiple citizens groups and the boating community, puts a greater emphasis on the toxic cleanup (up to 42%) and rebuilding the existing boat slips that are presently in the East Harbor and Gashouse Cove.

The alternative plans:

1. Preserve the unobstructed public views of the water at the Marina Green that the public has enjoyed for decades.
2. Place significant emphasis on toxic remediation (42% vs 15%).
3. Reconstruct the boat slips in the East Harbor and Gashouse Cove that are presently in a state of severe disrepair.
4. Maintain the ideal location of the only fueling station for boats, including emergency vehicles, in its present location.

EMIA urges you to support Ordinance # 231191- Implementation of Gashouse Cove Project - Marina Yacht Harbor as it makes its way through committees to the full Board of Supervisors with recommendations to support the ordinance.

Sincerely,

Mari Eliza,  
EMIA, and CSFN  
[zrants@gmail.com](mailto:zrants@gmail.com)

**From:** [Board of Supervisors \(BOS\)](#)  
**To:** [Carroll, John \(BOS\)](#)  
**Subject:** FW: I support Ordinance 231191, please protect the Marina  
**Date:** Thursday, January 25, 2024 3:30:29 PM

---

-----Original Message-----

From: Alice Ryan <[aliceryan123@yahoo.com](mailto:aliceryan123@yahoo.com)>  
Sent: Thursday, January 25, 2024 3:26 PM  
To: Board of Supervisors (BOS) <[board.of.supervisors@sfgov.org](mailto:board.of.supervisors@sfgov.org)>  
Subject: I support Ordinance 231191, please protect the Marina

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

I am a District 2 resident, and know that many others who do not live in the district come to Marina Green to enjoy the natural and unobstructed beauty, that is hard to find along the SF Bay coastline.

I support the Ordinance 231191 and encourage you to consider my position when this comes under review at the January meeting. We concur that the greater Marina Green area, including both harbors, is an open space jewel, which deserves a better plan.

Money to fund this project would be better suited to clearing up SF streets so that tourism can come back to SF and we can enjoy a rejuvenated economic community.

Thank you,

Alice Ryan

**From:** [fogtownsf1](#)  
**To:** [Breed, Mayor London \(MYR\)](#)  
**Cc:** [Board of Supervisors \(BOS\)](#)  
**Subject:** KEEP THE WATERFRONT OPEN  
**Date:** Thursday, January 11, 2024 9:11:12 AM

---

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please SUPPORT Gashouse Cove Project Ordinance 231191 proposed by Supervisors Safai, Peskin, and Chan concerning protecting the San Francisco Marina waterfront from development. The ordinance ensures public access to the waterfront for all San Francisco residents and visitors and reflects the diversity, equity, and Inclusion principles the city strives to achieve.

The Recreation and Parks Department (RPD) has plans to construct a new harbor and breakwater in what is currently open water rather than focusing on cleaning up and rebuilding the existing East Harbor marina as per the initial lawsuit with PG&E. The open water in front of Marina Green is the last remaining undeveloped waterfront in San Francisco. The park adjacent is enjoyed by millions of visitors from every corner of the city and the world each year. Its flat terrain, open space, parking, and easy access by Muni make it accessible to residents of every demographic and physical ability.

There are superior alternatives to satisfy RPD's Marina remediation project, such as reallocating funds to restore and maintain existing East Harbor facilities. Your support of the Gashouse Cove Project (BOS 231191) will be a pivotal step in ensuring no City funds are directed toward compromises to this iconic city asset.

susan wilpitz  
1747 17th aven  
san francisco ca. 94122

**From:** [Tony An, PhD](#)  
**To:** [Board of Supervisors \(BOS\)](#)  
**Cc:** [Peskin, Aaron \(BOS\)](#); [ChanStaff \(BOS\)](#); [DorseyStaff \(BOS\)](#); [EngardioStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Ronen, Hillary](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#)  
**Subject:** Please keep the marina view open to the people, not boats  
**Date:** Friday, January 12, 2024 7:59:57 AM

---

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

It's absurd for the parks and rec department to propose a harbor at the marina green area and to block the view for millions of locals and visitors walking along the shore every year. Please pass the legislation by Supervisors Aaron Peskin, Ahsha Safai and Connie Chan to block such an ill-planned project, and keep the marina green open to the people of San Francisco, not a bunch of boats.

Thank you.