



1 [Accept and Expend Grant - Retroactive - California Coastal Conservancy - Islais Creek  
2 Interpretive Program - \$70,000]

3 **Resolution retroactively authorizing the Port of San Francisco to accept and expend**  
4 **grant funds in the amount of \$70,000 from the California Coastal Conservancy to fund**  
5 **the Islais Creek Interpretive Program from February 1, 2023, through February 29, 2024.**

6  
7 WHEREAS, The Port manages the San Francisco waterfront within its jurisdictional  
8 boundaries as the gateway to a world-class city, and advances environmentally and financially  
9 sustainable maritime, recreational and economic opportunities to serve the City, Bay Area,  
10 and California; and

11 WHEREAS, The Port delivers vibrant and diverse waterfront experiences that enrich  
12 the City and San Francisco Bay Area; and

13 WHEREAS, In 2012, Port staff applied for and won a \$616,534 grant from the  
14 California Coastal Conservancy for the Copra Crane Rehabilitation Project to restore and  
15 reassemble the Copra Crane and to remove pile supported wharf structures known as Pier 84  
16 on Islais Creek; and

17 WHEREAS, In collaboration with the California Coastal Conservancy, Port staff  
18 developed the Islais Creek Interpretive Program as an alternate to the Copra Crane  
19 Rehabilitation Project when that project was determined infeasible, to provide significant  
20 public access amenities to improve the shoreline of Islais Creek and to commemorate the rich  
21 maritime, labor history and community history and culture in the existing open spaces along  
22 the Islais Creek; and

23 WHEREAS, The California Coastal Conservancy has offered the Port funding to  
24 enhance the Islais Creek Interpretive Program in the amount of \$70,000; and

1           WHEREAS, Port staff enlisted the help of maritime, labor and local historians and  
2 community stakeholders to guide the breadth of the interpretive exhibit content and design by  
3 creating an Islais Creek Interpretive Exhibit Program Review Committee that met periodically  
4 throughout the design process to ensure the exhibits reflect the rich history of Islais Creek and  
5 the Bayview neighborhood; and

6           WHEREAS, The additional project funding will be used to close a project funding gap  
7 and provide for a more robust treatment of the area’s rich history and increase the number of  
8 interpretive exhibits that can be included in the program; and

9           WHEREAS, On May 10, 2022, the San Francisco Port Commission through Resolution  
10 No. 22-27 authorized the Port Executive Director or her designee to accept and expend  
11 \$70,000 in grant funds from the California Coastal Conservancy to supplement the Port’s  
12 budget for the design and construction of additional interpretive exhibits and to conduct all  
13 negotiations, and execute and submit all documents, including, but not limited to applications,  
14 agreements, amendments, and payment requests, which may be necessary to secure the  
15 aforementioned grant funds; and

16           WHEREAS, The San Francisco Planning Department staff issued a Categorical  
17 Exemption for the proposed Project consistent California Environmental Quality Act (CEQA);  
18 now, therefore be it;

19           RESOLVED, That the Board of Supervisors retroactively authorizes the Port to accept  
20 and expend \$70,000 from the California Coastal Conservancy to fund the Islais Creek  
21 Interpretive Program, and be it

22           FURTHER RESOLVED, That, pursuant to Charter, Section 9.118, the Board of  
23 Supervisors approves the Grant Agreement in substantially the form as on file with the Clerk  
24 of the Board of Supervisors in File No. 230221 and authorizes the Port Executive Director or  
25 her designee to conduct all negotiations, and execute and submit all documents, including but

1 not limited to applications, agreements, amendments, payment requests, and so on, that may  
2 be necessary for acceptance and expenditure of the grant and fulfillment of the grant terms  
3 that the Port Executive Director determines, in consultation with the City Attorney, are in the  
4 best interests of the City and do not materially increase the obligations or liabilities of the City,  
5 are necessary or advisable to effectuate the purposes of the grant or this Resolution, and are  
6 in compliance with all applicable laws, including the City’s Charter; and, be it

7 FURTHER RESOLVED, That the Board of Supervisors hereby waives inclusion of  
8 indirect costs as part of this Grant budget; and, be it,

9 FURTHER RESOLVED, That within thirty (30) days of the Grant Agreement being fully  
10 executed by all parties, the Port Executive Director shall provide the final agreement to the  
11 Clerk of the Board of Supervisors for inclusion into the official file. Recommended:

12

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14 \_\_\_\_\_ /s/

15 Executive Director, Port of San Francisco

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19 Approved:

Approved:

20

21

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23 \_\_\_\_\_ /s/

\_\_\_\_\_ /s/

24 Mayor

Controller

25



**\*\*Disability Access Checklist\*\*\*(Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

13. This Grant is intended for activities at (check all that apply):

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Existing Site(s) | <input type="checkbox"/> Existing Structure(s)      | <input type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s)       | <input type="checkbox"/> Rehabilitated Structure(s) | <input type="checkbox"/> New Program(s) or Service(s)      |
| <input type="checkbox"/> New Site(s)                 | <input type="checkbox"/> New Structure(s)           |  |

14. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Wendy Proctor  
(Name)

Port ADA Coordinator  
(Title)

Date Reviewed: 1/6/2023

W. Proctor  
(Signature Required)

**Department Head or Designee Approval of Grant Information Form:**

Elaine Forbes  
(Name)

Port Executive Director  
(Title)

Date Reviewed: 1/10/23

  
(Signature Required)

STATE OF CALIFORNIA

State Coastal Conservancy

**GRANT AGREEMENT**

Grant - Rev 11/20

AGREEMENT NUMBER <b>13-007</b>	AM. NO. <b>5</b>
TAXPAYERS FEDERAL EMPLOYER IDENTIFICATION NO. <b>94-1705778</b>	

THIS AGREEMENT is entered into this 20<sup>th</sup> day of January, 2022 in the State of California, by and between:

AGENCY State Coastal Conservancy	and
GRANTEE'S NAME Port of San Francisco	

The State Coastal Conservancy ("the Conservancy") and the Port of San Francisco ("the grantee") agree to amend their Agreement No. 13-007 as follows:

The amount of this agreement is increased to \$686,534.00 (six hundred eighty-six thousand five hundred thirty-four dollars).

*(Continued on the next page)*

The provisions on the following pages constitute a part of this agreement. This agreement has been executed by the parties as shown below.

STATE OF CALIFORNIA		GRANTEE			
AGENCY State Coastal Conservancy		GRANTEE (If other than an individual, state whether a corporation, partnership, etc.) Port of San Francisco			
BY (Authorized Signature)  <i>Amy Hutzel</i>		BY (Authorized Signature)  <i>Elaine Forbes</i>			
PRINTED NAME AND TITLE OF PERSON SIGNING Amy Hutzel, Executive Officer		PRINTED NAME AND TITLE OF PERSON SIGNING Elaine Forbes, Executive Director			
ADDRESS & PHONE NUMBER 1515 Clay Street, 10 <sup>th</sup> Floor Oakland, CA 94612 Phone: (510) 286-1015		ADDRESS & PHONE NUMBER Pier 1 San Francisco, CA 94111 Phone: (415)274-0539			
AMOUNT ENCUMBERED BY THIS DOCUMENT \$70,000.00*	PROGRAM/CATEGORY Other Capital Outlay/Local Assistance	FUND TITLE/PROP NO. California Drought, Water, Parks, Climate, Coastal Protection (Prop 68), BCDC Permit Fees			I certify that this agreement is exempt from Department of General Services' approval.  <i>Erlinda Corpuz</i>  Erlinda Corpuz Procurement and Contracts Manager
PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT \$616,534.00	FUND ITEM 3760-101-608800009(B8305) =\$70,000.00* 3760-801-8029013(C) =\$459,167.00 3760-801-8029013(G) =\$157,367.00	CHAPTER 23 224 224	STATUTE 2019 2004 2004	FISCAL YEAR 19/20 04/05 04/05	
TOTAL AMOUNT ENCUMBERED TO DATE \$686,534.00	PROJECT NAME Islais Creek Access Improvements and Copra Crane Restoration				
I hereby certify upon my own personal knowledge that budgeted funds are available for the period and purpose of the expenditure stated above.					
NAME AND SIGNATURE OF ACCOUNTING OFFICER  <i>Marita Mural</i>		DATE 1/20/2022			

**TERM OF AGREEMENT**

The final Request for Disbursement must be submitted no later than November 30, 2023.

All other terms and conditions of the agreement remain in effect.



Project Budget – Islais Creek Interpretive Program

<b><u>Task</u></b>	<b><u>Task Title</u></b>	<b><u>Coastal Conservancy Grant</u></b>	<b><u>Grantee Match (if required in grant agreement)</u></b>	<b><u>Total Budget</u></b>
1	Project Mgmt	\$0	\$25,000	\$25,000
2	Detail Design & Cost Estimate for Copra Crane	\$6,663	\$7,000	\$13,663
3	Removal of Pile & Wharf	\$243,590	\$225,000	\$468,590
4	Develop Interpretive Program, Plan and bid documents	\$105,000	\$50,000	\$155,000
5	Install Interpretation elements	\$331,281	\$25,000	\$286,281
<b>TOTAL</b>		<b>\$686,534</b>	<b>\$332,000</b>	<b>\$1,018,534</b>

COASTAL CONSERVANCY

Staff Recommendation  
June 20, 2013

**ISLAIS CREEK ACCESS IMPROVEMENTS AND COPRA CRANE RESTORATION**

Project No. 12-049-01  
Project Manager: Betsy Wilson

**RECOMMENDED ACTION:** Modify the Conservancy's December 6, 2012 authorization to the Port of San Francisco to improve the southeast San Francisco waterfront access by removing creosote-treated pilings at Islais Creek and designing plans for the renovation of the Copra Crane at Pier 84 as a waterfront labor history landmark, to also authorize funds to be disbursed for the renovation of the Copra Crane.

**LOCATION:** City and County of San Francisco

**PROGRAM CATEGORY:** San Francisco Bay Area Conservancy

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**EXHIBITS**

Exhibit 1: December 6, 2012 Staff Recommendation

Exhibit 2: City of San Francisco Planning Department CEQA  
Determination

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**RESOLUTION AND FINDINGS:**

Staff recommends that the State Coastal Conservancy adopt the following resolution pursuant to Sections 31160 *et seq.* of the Public Resources Code:

“The State Coastal Conservancy hereby modifies its December 6, 2012 authorization to the Port of San Francisco to improve the southeast San Francisco waterfront access by removing creosote-treated pilings at Islais Creek and designing plans for the renovation of the Copra Crane at Pier 84 as a waterfront labor history landmark, to also authorize funds to be disbursed for the renovation of the Copra Crane. This authorization is subject to the conditions imposed by the Conservancy's December 6, 2012 authorization, specified in the staff recommendation attached as Exhibit 1 to the staff recommendation accompanying this resolution.”

Staff further recommends that the Conservancy adopt the following findings:

“Based on the accompanying staff report and attached exhibits, the State Coastal Conservancy hereby finds that:

Pursuant to Section 31162(b), the Conservancy may grant awards that will “protect, restore, and enhance natural habitats and connecting corridors, watersheds, scenic areas, and other open-space resources of regional importance.” In addition, under Section 31165, the Conservancy may undertake projects and award grants “for activities that are compatible with the preservation, restoration, or enhancement of ocean, coastal, bay, or watershed resources, or that facilitate environmental education related to these resources.” The proposed project will enhance water quality and bay habitat through the removal of creosote-treated pilings and wharf material and will rehabilitate a structure currently posing a hazard to bay resources.

Pursuant to Section 31162(d), the Conservancy may grant awards that will “promote, assist, and enhance projects that provide open space and natural areas that are accessible to urban populations for recreational and educational purposes.” Consistent with Section 31162(d), the proposed project will enhance public open space on the San Francisco waterfront by removal of creosote-treated pilings and wharf materials and will restore a historic waterfront structure to promote public recreation and education on bay waterfront labor history, in an area easily accessible by urban populations.

Section 31163(a) states that the Conservancy shall “cooperate with cities, counties, and districts, the bay commission, other regional governmental bodies, nonprofit land trusts, nonprofit landowner organizations, and other interested parties in identifying and adopting long-term resource and outdoor recreational goals for the San Francisco Bay Area, which shall guide the ongoing activities of the San Francisco Bay Area Conservancy Program.” Consistent with Section 31163(a), the proposed project will complete improvements for public access on the San Francisco Bay waterfront, goals identified in *The Association of Bay Area Governments The Bay Trail Plan*, 2) *The Enhanced San Francisco Bay Area Water Trail Plan*, and 3) the Port of San Francisco’s *Waterfront Land Use Plan*.

The proposed project satisfies all of the criteria for determining project priorities under Section 31163(c) in that:

- 1) The project is consistent with approved plans including: BCDC’s *San Francisco Bay Plan (amended October 2011)*, BCDC’s *Special Area Plan*, and the Port of San Francisco’s *Waterfront Land Use Plan* and *Blue Greenway Project*;
- 2) The project serves a regional constituency by enhancing public access and habitat in Islais Creek and Pier 84 and by supporting the larger efforts outlined in the Blue Greenway Project to complete the San Francisco Bay Trail and San Francisco Bay Area Water Trail on the southeast San Francisco waterfront;
- 3) The project can be implemented in a timely way as the Port of San Francisco is prepared to begin work upon project approval;
- 4) The improvement of public access at Islais Creek and Pier 84 provides an opportunity for public access and habitat benefits that could be lost without this funding; and
- 5) The project includes significant matching funds from the Port of San Francisco and the Copra Crane Labor Landmark Association.

COASTAL CONSERVANCY

Staff Recommendation  
December 6, 2012

**ISLAIS CREEK ACCESS IMPROVEMENTS AND COPRA CRANE RESTORATION**

Project No. 12-049-01  
Project Manager: Deborah Hirst

**RECOMMENDED ACTION:** Authorization to disburse up to \$616,534 to the Port of San Francisco to improve the southeast San Francisco waterfront access by removing creosote-treated pilings at Islais Creek and designing plans for the renovation of the Copra Crane at Pier 84 as a waterfront labor history landmark.

**LOCATION:** City and County of San Francisco

**PROGRAM CATEGORY:** San Francisco Bay Area Conservancy

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**EXHIBITS**

- Exhibit 1: Islais Creek Location Maps  
Exhibit 2: Photographs of Islais Creek and the Copra Crane  
Exhibit 3: Project Letters
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**RESOLUTION AND FINDINGS:**

Staff recommends that the State Coastal Conservancy adopt the following resolution pursuant to Sections 31160 *et seq.* of the Public Resources Code:

“The State Coastal Conservancy hereby authorizes disbursement of up to six hundred sixteen thousand, five hundred and thirty-four dollars (\$616,534) to the Port of San Francisco to improve the southeast San Francisco waterfront access by removing creosote-treated pilings at Islais Creek and designing plans for the renovation of the Copra Crane at Pier 84 as a waterfront labor history landmark, subject to the following conditions:

1. Prior to the disbursement of funds, the Port of San Francisco shall submit for the review and approval of the Executive Officer of the Conservancy:
  - a. A final work program, schedule and budget.
  - b. The scopes of work and the roster of contractors to be employed in the project.
  - c. A sign plan acknowledging the Conservancy and displaying its logo in a manner approved by the Executive Officer.
2. Prior to initiating construction, the Port of San Francisco shall provide written evidence to

community waterfront and Islais Creek will be enhanced by the removal of the deteriorating piles and wharf-related fill no longer necessary to support maritime commerce.

Also located at Pier 84 in Islais Creek, the Copra Crane is the last remaining artifact along San Francisco's waterfront of the days when the Longshoreman used hand-operated machinery to on- and off-load material from bulk cargo vessels. It is the last surviving reminder of the largest dried coconut meat processing plant in the western United States, which Cargill, Inc. operated from the World War II era through the mid-1970s at Pier 84. For decades, cargo ships brought dried coconut meat, known as "Copra", to the southeast waterfront from the Philippines to be processed for coconut oil. A by-product from oil processing was a Copra-based animal feed that waterfront workers loaded back on to cargo ships using the Copra Crane. This imposing 5-story high structure weighs approximately 16,000 pounds and still remains standing on its now dilapidated wharf support structure at Pier 84. The Copra Crane fell into disuse in 1974 when Copra became too expensive to import and the plant shut down. The Crane now poses a risk to Bay subtidal habitat and waterfront resources due to significant deterioration and hazardous conditions of the crane and the wharf supporting it.

The proposed project involves completion of design documents for the crane and a portion of its supporting wharf structure to be refurbished as a visual landmark with interpretive signs and recognition of the important role waterfront labor has played for commerce in the Bay. The project to save the crane will honor its historic Labor significance and contributions to San Francisco's waterfront history by seeking official Landmark designation and protection afforded by Article 10 of the City Planning Code, the City's landmarks preservation ordinance. Currently the crane is recognized by the City Planning Department and State Office of Historic Preservation as a historic resource that is eligible for listing on the National Register of Historic Places pursuant to the City's Planning Department's 2001 Central Waterfront Cultural Resources Survey. The Port of San Francisco supports the proposed crane restoration, to be designed through the proposed project, and has found the intended restoration to be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

The proposed project will enhance public access and waterfront subtidal habitat in Islais Creek through removal of dilapidated creosote-treated pilings and wharf structure, as well as completion of a design for the Copra Crane. The Port of San Francisco will provide the funding necessary to complete the renovation of the Copra Crane. The renovation will be completed by 2014, following the final renovation design to be funded through the proposed project.

The Port of San Francisco is a department of the City and County of San Francisco and is, "...a public enterprise committed to promoting a balance of maritime, recreational, industrial, transportation, public access and commercial activities on a self-supporting basis through appropriate management and development of the waterfront for the benefit of the public." The Conservancy has previously granted funds to the Port to complete urban waterfront improvement projects including Pier 14 and Pier 52, habitat improvements at Pier 94 and Heron's Head Park, and public access improvements for the San Francisco Bay Trail and San Francisco Bay Area Water Trail.

**Site Description:** The project is located at Pier 84 where Indiana Street terminates at Islais Creek on San Francisco's southeast waterfront. Islais Creek's channel runs from its western edge at Pennsylvania Avenue to the east under 3<sup>rd</sup> Street to meet the San Francisco Bay just south of Cesar Chavez Street and Pier 80 in the City and County of San Francisco.



Copra Crane Labor Landmark Association.

**CONSISTENCY WITH CONSERVANCY'S 2007  
STRATEGIC PLAN GOAL(S) & OBJECTIVE(S):**

Consistent with **Goal 10, Objective C**, the proposed project will enhance subtidal habitat by the removal of creosote-treated pilings and wharf material from the southeast San Francisco Bay waterfront.

Consistent with **Goal 11, Objective E**, the proposed project will enhance access, recreation and educational facilities on San Francisco Bay by removing creosote-treated piling and wharf material and completing the design to restore a historic waterfront crane to promote public education on waterfront labor history of the San Francisco Bay.

**CONSISTENCY WITH CONSERVANCY'S  
PROJECT SELECTION CRITERIA & GUIDELINES:**

The proposed project is consistent with the Conservancy's Project Selection Criteria and Guidelines, last updated on November 10, 2011, in the following respects:

**Required Criteria**

1. **Promotion of the Conservancy's statutory programs and purposes:** See the "Consistency with Conservancy's Enabling Legislation" section above.
2. **Consistency with purposes of the funding source:** See the "Project Financing" section above.
3. **Support of the public:** The proposed project enjoys support from the public, Friends of Islais Creek and other local organizations, BCDC, and elected officials including Supervisor Malia Cohen. Please see letters of support in Exhibit 3.
4. **Location:** The proposed project is located on the southeast San Francisco Bay waterfront at Islais Creek in the City and County of San Francisco.
5. **Need:** The wharf and pilings at the mouth of Islais Creek are a visual blight and obstacle to navigation, in addition to a source of toxic creosote impairing water quality. Without this funding, the Port of San Francisco would be unable to complete the proposed project to address the pilings and wharf or plan for the deteriorated crane at Islais Creek.
6. **Greater-than-local interest:** The removal of creosote-treated pilings and the ultimate restoration of the Copra Crane will offer the public a unique landmark for the interpretation of waterfront labor history and the Islais Creek watershed, improve water quality, and eliminate navigational hazards to recreational boaters. The project is located along two regional trails, the San Francisco Bay Trail and the Bay Area Water Trail, and will benefit visitors to the trails and the area's Blue Greenway Project.
7. **Sea level rise vulnerability:** The removal of pilings and wharf material will not be impacted by sea level rise. The plan to restore the Copra Crane will involve future work to be completed on a piling supported wharf structure that will not be accessible to the public.

The proposed project is also consistent with Part IV, Development of the Bay and Shoreline: Findings and Policies Sections of the Bay Plan.

Public Access Policy No. 8 states: Access to and along the waterfront should be provided by walkways, trails or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available. Diverse and interesting public access experiences should be provided which would encourage users to remain in the designated access areas to avoid or minimize potential adverse effects on wildlife and their habitat.

Consistent with Public Access Policy No. 8, the proposed project will improve public access on the waterfront that connects to a public thoroughfare where public transportation is available (the southeast San Francisco waterfront is accessible by the Light-rail T-line and MUNI No. 19 bus), and will provide a diverse and interesting public access experience (the historic Copra Crane landmark for waterfront labor history) that will encourage users to remain in designated public access areas.

Appearance, Design and Scenic Views Policy No. 2 states in relevant part that: “[a]ll bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay,” and “[m]aximum efforts should be made to provide, enhance or preserve views of the Bay and shoreline, especially from public areas...” Consistent with this policy, the proposed project will enhance the pleasure of the user or viewer of the Bay by removing wharf and piling blight at Islais Creek and by designing a plan for restoration of a significant landmark to waterfront labor history at the Copra Crane on Pier 84.

Recreation Policy No. 3 states that recreational facilities should be encouraged by BCDC if they are located, improved and managed such that they (1) are concentrated as close to major population centers as is feasible, (2) do not preempt land or water area needed for other priority uses, (3) are feasible from an engineering standpoint and (4) are consistent with public access policies that address wildlife compatibility and disturbance. The proposed project constitutes an upgrade to a recreational facility that is close to a major population center (the City and County of San Francisco), does not preempt land or water area needed for other priority uses, is feasible from an engineering standpoint, and does not disturb wildlife.

#### **COMPLIANCE WITH CEQA:**

The proposed project was included within the 34<sup>th</sup> America’s Cup and the James R. Herman Cruise Terminal and Northeast Wharf Plaza project (AC Project) as reviewed for the California Environmental Quality Act (CEQA). As the lead agency under CEQA, the City of San Francisco Planning Department (City) certified The 34<sup>th</sup> America’s Cup and James R. Herman Cruise Terminal and Northeast Wharf Plaza Final EIR (EIR) on December 15, 2011, and approved CEQA Findings, the Project, and a Mitigation Monitoring and Reporting Program (MMRP) on December 16, 2011.

Subsequently, the City and America's Cup Event Authority consolidated the Event and eliminated all long-term development rights contemplated under the City and County of San Francisco’s bid to host the 34<sup>th</sup> America’s Cup in San Francisco in 2013 and 2014, the Host and Venue Agreement (HVA). The Environmental Planning Division of the San Francisco Planning Department reviewed the modifications and issued a Note to File regarding Changes to the

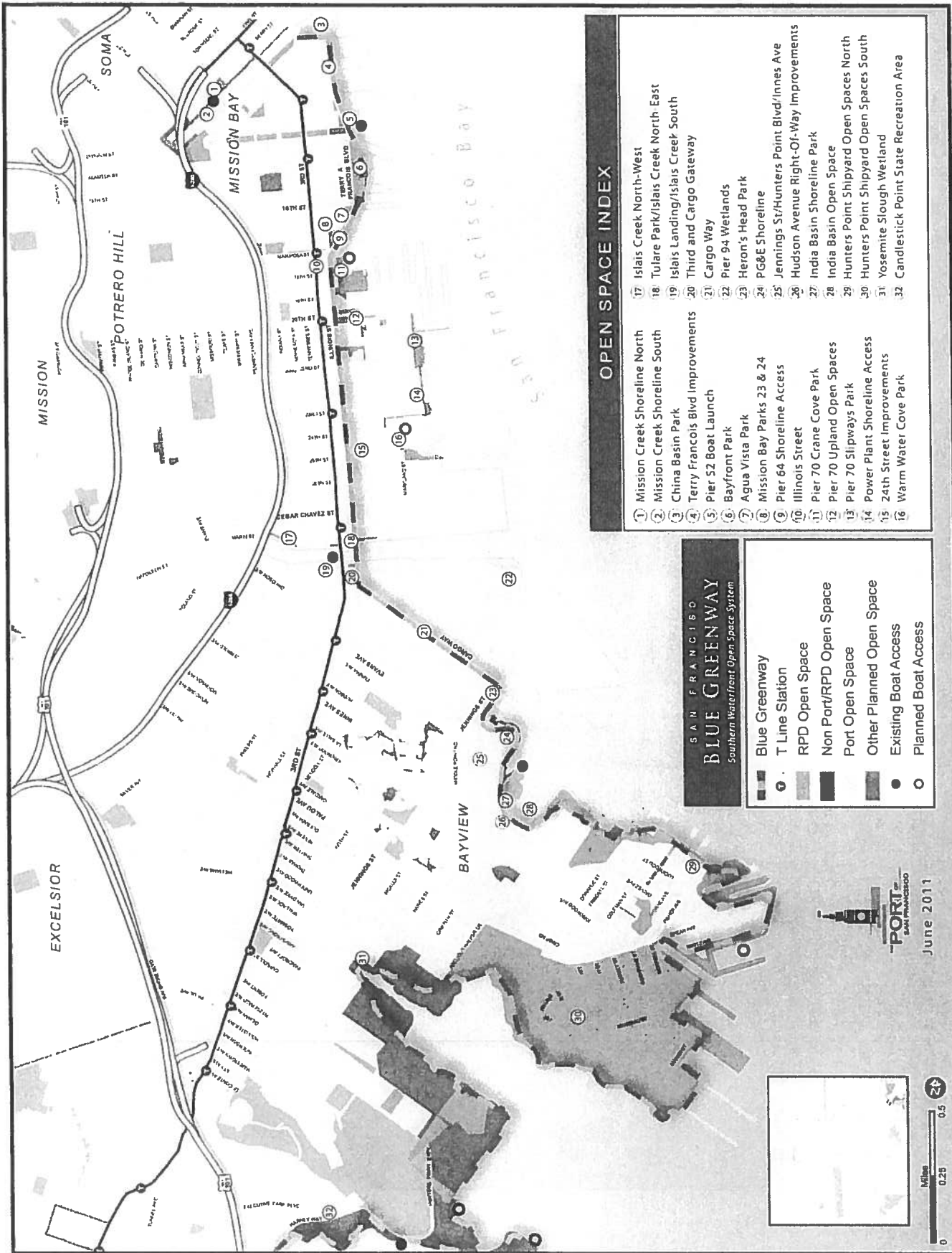


5.16 Hydrology and Water Quality

“Removal or replacement of creosote - treated pilings with non-toxic materials would result in a long-term improvement in water quality, although temporary water quality effects could occur during removal due to re-suspension of sediments containing organic compounds from the sediments, and debris potentially produced during removal. However, as discussed in Chapter 3, Project Description, and consistent with practices recommended in the *San Francisco Bay Subtidal Habitats Goals Project Report*, the project sponsor would conduct removal activities using best management practices in accordance with applicable regulatory permits and would cut or break the piles off at least one - foot below the mudline. The project sponsor would minimize sediment disturbance during removal, and would use a floating boom around the work area to contain and capture debris and would have absorbent pads available in the event that petroleum sheen develops during removal of the structures. With implementation of water quality protection measures consistent with permit requirements, and water quality BMPs as described in Chapter 3, Project Description, water quality impacts related to removal of creosote - treated piles and remnant wharf/piers would be *less than significant*”(Volume 2, pages 5.16-83-84).

No potentially significant environmental effects of the AC Project result from the wharf, piling and fill removal work in the proposed project being considered for Conservancy funding. All potential effects of the proposed project are not considered significant. Accordingly, Conservancy staff has concluded that the proposed project will not have significant environmental effects. Therefore, staff recommends that the Conservancy find that there is no substantial evidence that the proposed project will have a significant effect on the environment.

Staff will file a Notice of Determination upon the Conservancy’s approval of the project.

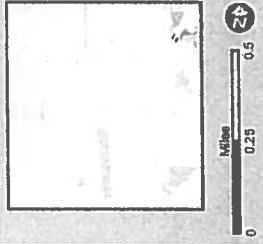


**OPEN SPACE INDEX**

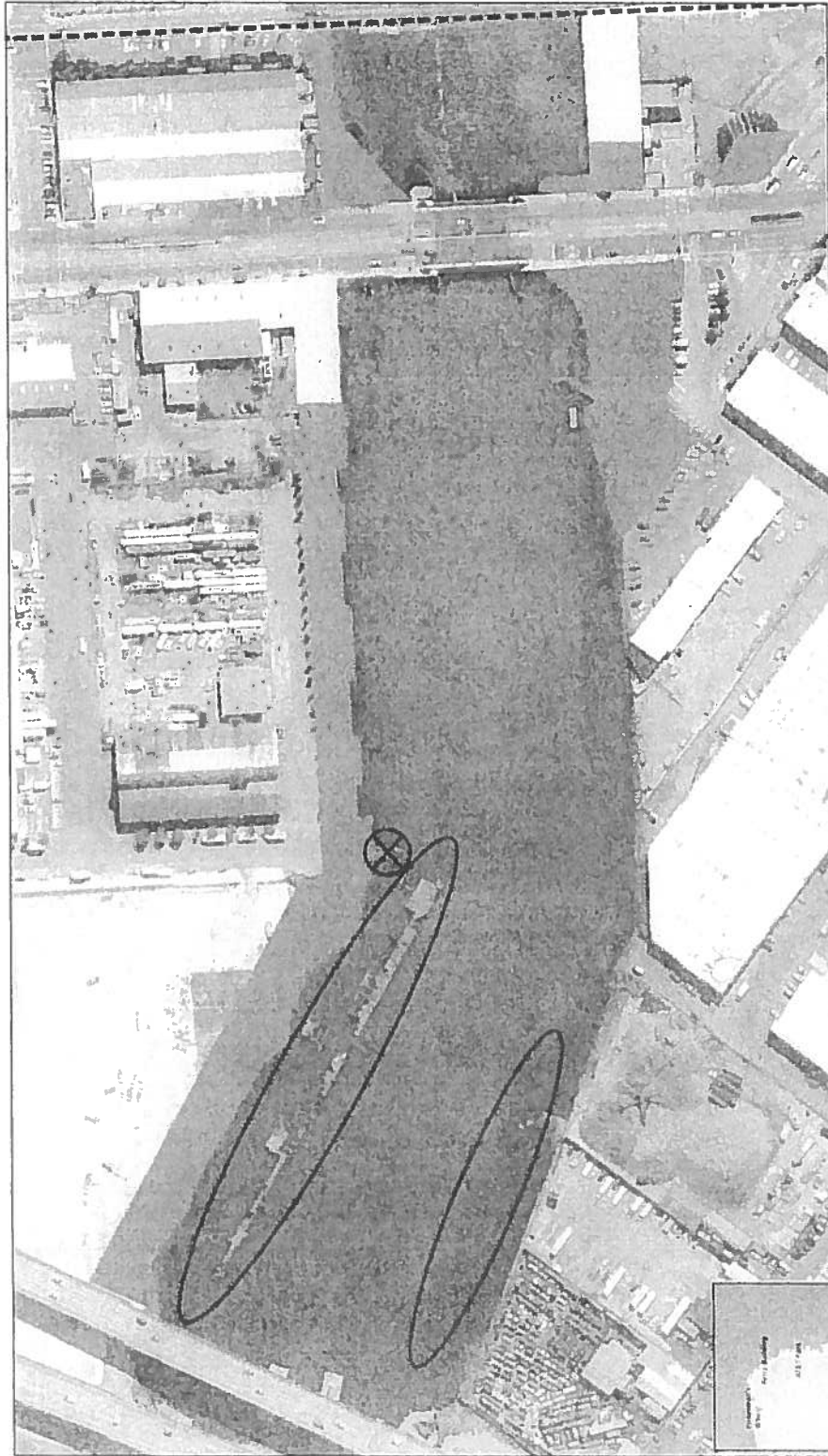
- 1 Mission Creek Shoreline North
- 2 Mission Creek Shoreline South
- 3 China Basin Park
- 4 Terry Francois Blvd Improvements
- 5 Pier 52 Boat Launch
- 6 Bayfront Park
- 7 Agua Vista Park
- 8 Mission Bay Parks 23 & 24
- 9 Pier 64 Shoreline Access
- 10 Illinois Street
- 11 Pier 70 Crane Cove Park
- 12 Pier 70 Upland Open Spaces
- 13 Pier 70 Slipways Park
- 14 Power Plant Shoreline Access
- 15 24th Street Improvements
- 16 Warm Water Cove Park
- 17 Islais Creek North-West
- 18 Tulare Park/Islais Creek North East
- 19 Islais Landing/Islais Creek South
- 20 Third and Cargo Gateway
- 21 Cargo Way
- 22 Pier 94 Wetlands
- 23 Heron's Head Park
- 24 PG&E Shoreline
- 25 Jennings St/Hunters Point Blvd/Innes Ave
- 26 Hudson Avenue Right-Of-Way Improvements
- 27 India Basin Shoreline Park
- 28 India Basin Open Space
- 29 Hunters Point Shipyard Open Spaces North
- 30 Hunters Point Shipyard Open Spaces South
- 31 Yosemite Slough Wetland
- 32 Candlestick Point State Recreation Area

**SAN FRANCISCO**  
**BLUE GREENWAY**  
 Southern Waterfront Open Space System

- Blue Greenway
- T Line Station
- RPD Open Space
- Non Port/RPD Open Space
- Port Open Space
- Other Planned Open Space
- Existing Boat Access
- Planned Boat Access



PORT OF SAN FRANCISCO  
 June 2011



**PROJECT SCOPE**  
 Isis/Copra Creek Pile Removal and Copra Crane Restoration  
 GRANT APPLICATION TO CALIFORNIA COASTAL CONSERVANCY

- Existing
- Planned
- Pile Removal
- Copra Cove Restoration
- Bay Trail
- Bay Area
- Water Trail



September 2012

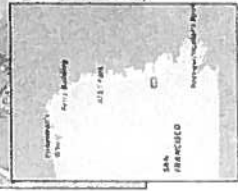


EXHIBIT B

# CERTIFICATE OF INSURANCE

ISSUE DATE ( / / )

State Coastal Conservancy, State of California

Grant Agreement #: 12-068 SCC Project Mgr: B. Wilson

**PRODUCER (Agent or Broker)**

THIS CERTIFICATE OF INSURANCE IS NOT AN INSURANCE POLICY AND DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

**INSURED**

		COMPANIES	BEST'S RATING
COMPANY LETTER	A	_____	_____
COMPANY LETTER	B	_____	_____
COMPANY LETTER	C	_____	_____
COMPANY LETTER	D	_____	_____

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS ARE SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	ALL LIMITS IN THOUSANDS	
	GENERAL LIABILITY <input type="checkbox"/> COMMERCIAL GENERAL LIABILITY or <input type="checkbox"/> COMPREHENSIVE GENERAL LIABILITY <input type="checkbox"/> ISO form (1973) or comparable with Broad Form Comprehensive General Liability endorsement. <input type="checkbox"/> Other: _____				EACH OCCURRENCE	\$
	<input type="checkbox"/> OCCURENCE <input type="checkbox"/> OTHER _____				FIRE DAMAGE (Any one fire)	\$
	<input type="checkbox"/> General Aggregate applies per project				MEDICAL EXPENSE (any one person)	\$
					PERSONAL & ADVERTISING INJURY	\$
					GENERAL AGGREGATE	\$
					PRODUCTS-COMP/OPS AGGREGATE	\$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO (ISO Form Number CA 0001, Code or equivalent.)  <input type="checkbox"/> OTHER: <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NONOWNED AUTOS <input type="checkbox"/> GARAGE LIABILITY				COMBINED SINGLE LIMIT (each accident)	\$
					BODILY INJURY (Per person)	\$
					BODILY INJURY (Per accident)	\$
					PROPERTY DAMAGE	\$
	EXCESS LIABILITY <input type="checkbox"/> UMBRELLA <input type="checkbox"/> OTHER THAN UMBRELLA FORM				EACH OCCURRENCE	\$
	<input type="checkbox"/> WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY				AGGREGATE	\$
					STATUTORY	\$
					EACH ACCIDENT	\$
					DISEASE-POLICY LIMIT	\$
					DISEASE-EACH EMPLOYEE	\$
	PROPERTY INSURANCE <input type="checkbox"/> COURSE OF CONSTRUCTION				AMOUNT OF INSURANCE	\$
					PERCENT REPLACEMENT VALUE	

DESCRIPTION OF OPERATIONS/LOCATION/VEHICLES/RESTRICTION/DEDUCTIBLES/SELF INSURED RETENTIONS/SPECIAL ITEMS

## THE FOLLOWING PROVISIONS APPLY:

- None of the above-described policies will be canceled until after 30 days' written notice has been given to the State Coastal Conservancy at 1330 Broadway, 13<sup>th</sup> Floor, Oakland, CA 94612.
- The State of California (State), its officials, officers, employees and volunteers are added as insureds on all liability insurance policies listed ABOVE.
- It is agreed that any insurance or self-insurance maintained by the State will apply in excess of and not contribute with, the insurance described above.
- All rights of subrogation under the property insurance policy listed above have been waived against the State.
- The workers' compensation insurer named above, if any, agrees to waive all rights of subrogation against the State for injuries to employees of the insured resulting from work for the State or use of the State's premises or facilities.

**CERTIFICATE HOLDER/ADDITIONAL INSURED**

**AUTHORIZED REPRESENTATIVE**

State of California

SIGNATURE \_\_\_\_\_  
TITLE \_\_\_\_\_  
PHONE NO. \_\_\_\_\_

EXHIBIT C

EXHIBIT C



## MEMORANDUM

May 5, 2022

**TO: MEMBERS, PORT COMMISSION**  
Hon. Willie Adams, President  
Hon. Doreen Woo Ho, Vice President  
Hon. Kimberly Brandon  
Hon. John Burton  
Hon. Gail Gilman

**FROM:** Elaine Forbes  
Executive Director 

**SUBJECT:** Request authorization to accept and expend a \$70,000 grant from the California Coastal Conservancy and a \$35,000 gift from The Archie Green Fund for Labor Culture and History for an Islais Creek Interpretive Program that proposes a series of exhibits on open spaces on the north and south shoreline of Islais Creek; and to seek authorization to award a contract to Macchiato design consultants to support the interpretive project. This project was determined to be Categorically Exempt by the San Francisco Planning Department

**DIRECTOR'S RECOMMENDATION:** Approve the Attached Resolution No. 22-27

### EXECUTIVE SUMMARY

In response to the Bayview and Dogpatch communities, the Southern Waterfront Advisory Committee (SWAC), kayakers, Friends of Islais Creek, International Longshoreman and Warehouse Union (ILWU), the Copra Crane Labor Landmark Association (CCLLA) and historic preservation advocacy, the Port has pursued the creation of open space and public improvements along the shoreline of Islais Creek. Port staff collaborated with the California Coastal Conservancy (CCC) and The Archie Green Fund for Labor Culture and History<sup>1</sup> ("The Fund") to develop the Islais Creek Interpretive Program. The program calls for the installation of a series of exhibits in three locations on the north and south shoreline of Islais Creek that will celebrate the natural history and environment, maritime and labor history, as well as the neighborhood culture and history and make it readily accessible to the public. The

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<sup>1</sup> The Archie Green Fund for Labor Culture and History is a 501c3 organization that acts as the Fiscal Agent for the Copra Crane Labor Landmark Association. The Copra Crane Labor Landmark Association is an informal body and is not a legal entity.

content and design of the exhibit program were guided by a volunteer committee of maritime, labor and community historians and community representatives. Port staff seeks Port Commission authorization to accept and expend a \$70,000 grant from the CCC and a \$35,000 gift from The Fund. Combined with an existing CCC grant and 2012

General Obligation Bond funds this will support the interpretive program and is budgeted for a total cost of \$625,281 and is scheduled to be completed in the spring of 2023. Additionally, Port staff requests Commission authorization to award a Sole Source contract with Macchiato design consultants to support the interpretive project.

This staff report is organized into six sections, which include:

1. Strategic Objectives
2. Background
3. Proposed Interpretive Program
4. Project Funding, Contracting and Schedule
5. Environmental Review
6. Port Commission Action

## **STRATEGIC OBJECTIVES**

The proposed Islais Creek Interpretive Program supports the Port's 2021-2025 Strategic Plan through the following Goals and Objectives:

### Evolution:

Open Space. Improve Port open spaces to provide publicly desired amenities and activities.

### Engagement:

Engage constituents and the public on Port functions and activities.

Agency Coordination. Partner with City departments and government agencies to align communication, engagement and activities.

## **BACKGROUND**

In 2001, the Pier 84 Copra Crane ("Crane") was identified as a historic resource eligible for listing on the National Register of Historic Places by the San Francisco Planning Department in their Central Waterfront Cultural Resources Survey. The Copra Crane was an eligible resource because of its maritime industry and labor significance. The Crane, which was located at the terminus of Indiana Street near the north shoreline of Islais Creek, was in an advanced state of deterioration. The historic significance, visibility and deteriorated condition of the Crane resulted in the creation of the Copra Crane Labor Landmark Association (CCLLA). The organization was formed to restore and save the Crane and eventually honor its historic labor significance and contributions to San Francisco's Waterfront History by seeking official Landmark designation and protection afforded by Article 10 of the City Planning Code, the City's landmarks preservation ordinance.

In 2008 the Port partnered with the CCLLA to accept a gift of services valued at \$430,000 for the rehabilitation of the Crane to become an enduring symbol of the Port's rich maritime labor history on the Southern Waterfront (*See Figure 1, Site Location and Photographs*). The Port assisted the organization over several years to achieve its goal of rehabilitating the Crane. However, the organization could not sufficiently advance the project before the Crane was determined a hazard due to the threat of imminent collapse. As a result, in 2012 the Port partnered with the San Francisco Municipal Transportation Agency (SFMTA) to remove the Crane due to the emergency posed by the threat of collapse. The crane removal was done so that it could be reassembled in the future after the construction of a new Pier 84 wharf and substructure.

In 2013, the Port Commission authorized staff to pursue a \$675,000 grant from the CCC to remove the deteriorated Pier 84 wharf and other remnant pile structures within Islais Creek and initiate the design process for a new wharf to support the reinstallation of the rehabilitated Copra Crane. As a result, port crews did remove the deteriorated Pier 84 and other remnant structures in the creek. However, the Port's engineering and design process for the new wharf and crane reinstallation revealed that the project was infeasible due to escalating project costs and insufficient funding to complete the work.

In 2015, Port staff worked with the CCC, CCLLA and stakeholders to develop an alternative project that would result in an Islais Creek interpretive exhibit program that would utilize the unspent CCC grant funding. To guide the Port, a volunteer committee of CCLLA members, maritime and labor historians and community representatives was formed in 2020 to consult with staff and the exhibit design team on the project approach, design and content. The Port has held three review meetings with the committee and the members have provided meaningful input. Based on the progress in the planning for the interpretive exhibits and the understanding that the Port could provide an enhanced exhibit program with additional funding, the CCC has offered the Port an additional \$70,000 in state funding and The Fund has offered a gift of \$35,000, which represents the funds the organization raised for the rehabilitation of the Copra Crane.

## **PROPOSED INTERPRETIVE PROGRAM**

The proposed interpretive program addresses the themes of maritime and labor history, natural history, Native American and neighborhood history and culture. The Islais Creek exhibits will take the form of interpretive panels with a combination of text, graphics and photographs and will be located on existing Port, SFMTA and SFPUC infrastructure on the north and south shoreline of Islais Creek (see Figure 2, Site Plan).

The proposed exhibit program includes exhibits at three locations on the Islais Creek shoreline. On the north, exhibits are proposed on an open space constructed and maintained by the SFMTA and the SFPUC, and on the south, the exhibits will be located in the Port's Bayview Gateway Park and in the Islais Creek Landing open space. The exhibits will include historical information and will take the form of



sculptural elements, as well as panels with a combination of graphics and text. The exhibits on the north shoreline will be installed on infrastructure owned and maintained by SFMTA or the SFPUC. The exhibits use simple, durable materials to minimize maintenance and cost. The graphic panels are sited so that specific stories are told in the geographic location associated with the events and will be designed utilizing common design elements providing continuity so that they read as a family of related exhibits.

The project is consistent with the San Francisco Planning Department's Islais Creek planning efforts. The Port's Southern Advisory Committee (SAC) received a presentation on the proposed project at its April 27, 2022 meeting and expressed support for it. In addition, the consultant team contacted representatives of the Ramaytush Ohlone to get their input on the content and design of the exhibits.

## PROJECT FUNDING, CONTRACTING AND SCHEDULE

The Islais Creek Interpretive Program will be funded through a combination of the following sources:

Source	Amount
Coastal Conservancy - Original Grant	\$366,281*
Coastal Conservancy – Additional Grant funds	\$ 70,000
The Archie Green Fund for Labor Culture and History	\$ 35,000
GO Bond	\$154,000
<b>Total</b>	<b>\$625,281</b>

\* The original CCC grant was for \$616,534 of which \$ 250,253 was used for conceptual design, Pier 84 and other Islais Creek pile removal conducted by Port crews.

### 2012 General Obligation (GO) Bond Funds – \$154,000

The 2012 GO Bond included shoreline access improvements for Islais Creek to create a continuous public pathway system from I-280 to Third Street and to close a gap between Tennessee and Third Streets along the north shore of Islais Creek. Two million dollars was allocated for this project. Because of the project area's complexity and the adjacent and overlapping projects by Public Works and the PUC, the project could not proceed and \$1.75 million was reallocated to Heron's Head Park project. Of the remaining \$250,000 for the Islais Creek Shoreline Access project, \$96,000 was used to conduct a feasibility study for the connection between Third and Tennessee Streets; the study's findings showed that the cost would be approximately \$13.8 million, which is significantly higher than the available GO bond funding.

The \$154,000 of remaining GO Bond funds will be used for the Islais Creek Interpretive Program project. This project will benefit the same geographic area and will still satisfy one of the goals of the GO Bond Islais Creek Shoreline Access project, which was to install interpretive signage.

### Additional California Coastal Conservancy Grant Funding - \$70,000



On September 21, 2021, the Port's design consultant for the Islais Creek Interpretive Program, Macchiato, presented their proposed interpretive exhibits to the CCC and shared their construction cost estimate. The CCC was impressed by their designs and chose to augment their grant by an additional \$70,000 to ensure the exhibits they deemed a high priority are installed.

#### The Fund - \$35,000

The Fund has been an active stakeholder in the interpretive program and has provided historical data to the Port's exhibit designer. The Fund proposes contributing a gift of funds in the amount of \$35,000, which was initially offered as a contribution when they were leading the project and will now help pay to complete the project's design phase.

#### Schedule

The anticipated project schedule is as follows:

- Design Completion August 2022
- Construction Through Public Work Job Order Contracting (JOC) October 2022
- Substantial Completion July 2023
- Final Completion September 2023

#### Design Contract

In 2021 the Port entered into a contract with Macchiato, a Local Business Enterprise (LBE) after it was the high-scoring proposer from a Micro Set-Aside solicitation for design of interpretative signage. The Port engaged Macchiato to design concepts for the Islais Creek signage program. Macchiato has experience designing exhibits for the National Park Service at Land's End, Crane Cove Park, Crissy Field and the Golden Gate Bridge Visitors Center.

Port staff proposes to utilize the additional funding to provide additional historical content and a more significant number of exhibits at the site. Port staff intends to use Macchiato to complete the initial design and fulfill the obligations of the additional CCC funding. These additional services require the Port to enter into a new contract with Macchiato.

Under other circumstances, the Port would undertake an informal competitive solicitation and the Executive Director would have the ability to award the contract for additional design services under her delegated authority. However, as Macchiato's preliminary concepts were presented to the CCC and directly led to the CCC's decision to increase funding to this project, Port staff are requesting the Port Commission to approve a sole source waiver under Chapter 6 of the Administrative Code to Macchiato for a contract in the amount of \$40,000. Staff believes this request for a Sole Source contract under Administrative Code 6.73 is justified because the contractor is the original designer and has unique knowledge and skill not available from other sources. Competitive bidding of this work would result in substantial duplication of cost to the Port because an alternate contractor would require additional time to understand the subject matter already possessed by Macchiato. See Appendix A for additional written justification required by Administrative Code 6.73.

## **ENVIRONMENTAL REVIEW**

The interpretive program project was analyzed through California Environmental Quality Act (CEQA) and the San Francisco Planning Department issued a Categorical Exemption on May 6, 2022.

## **PORT COMMISSION ACTION**

Staff seeks Port Commission authorization to accept and expend \$105,000 in grant funds from the CCC and a gift of \$35,000 in funding from the Archie Green Fund for Labor Culture and History; and authorization to execute a new Sole Source contract for \$40,000 with Macchiato design consultants to support the interpretive project.

Prepared by: Mark Paez, Planning and Environment  
and Noel Aquino, Engineering

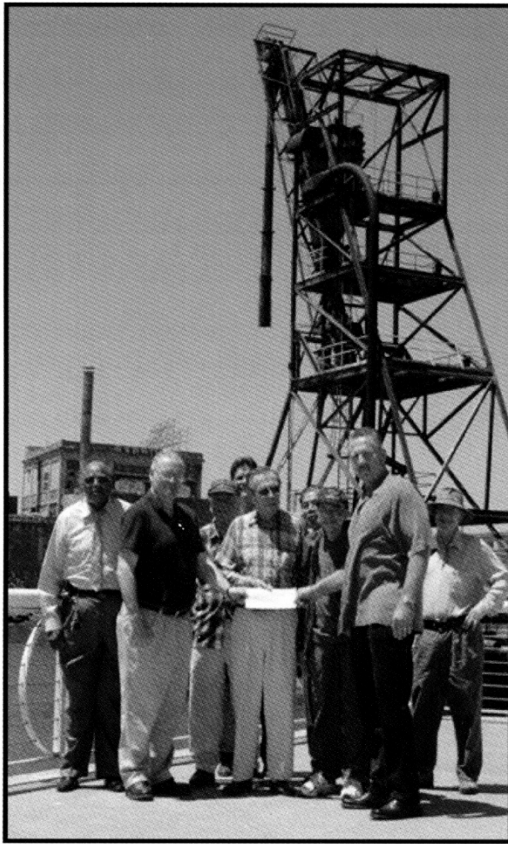
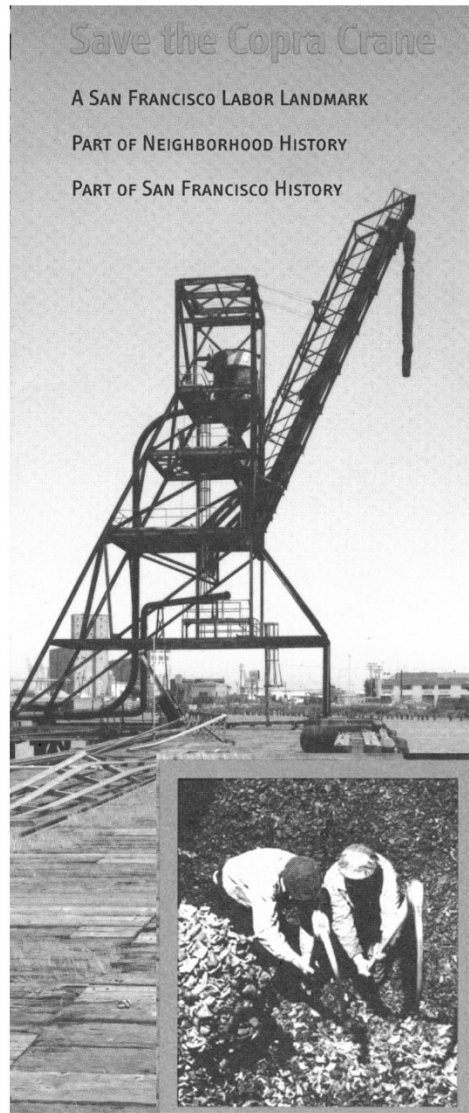
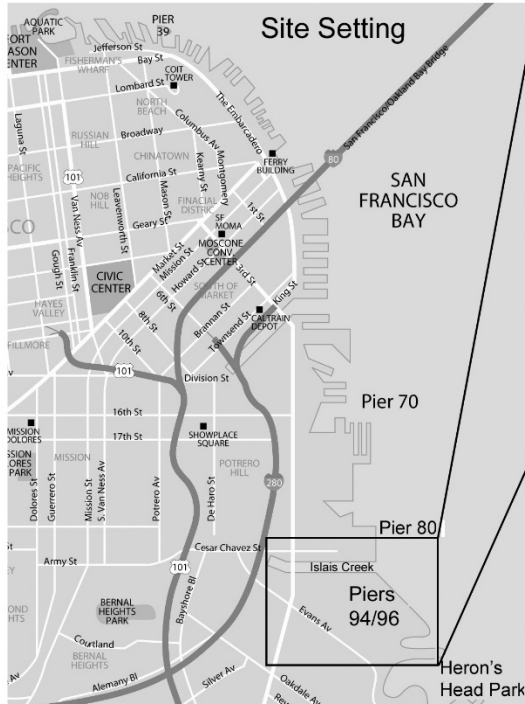
For: David Beaupre  
Deputy Director for Planning and  
Environment

## Appendix A: Sole Source Explanation under Chapter 6.73

Section 6.73 of the City's contract regulations authorizes the Executive Director to award a sole source contract if written justification is provided and the Port Commission adopts a resolution of approval and documents. This appendix includes the written justification required under Section 6.73.

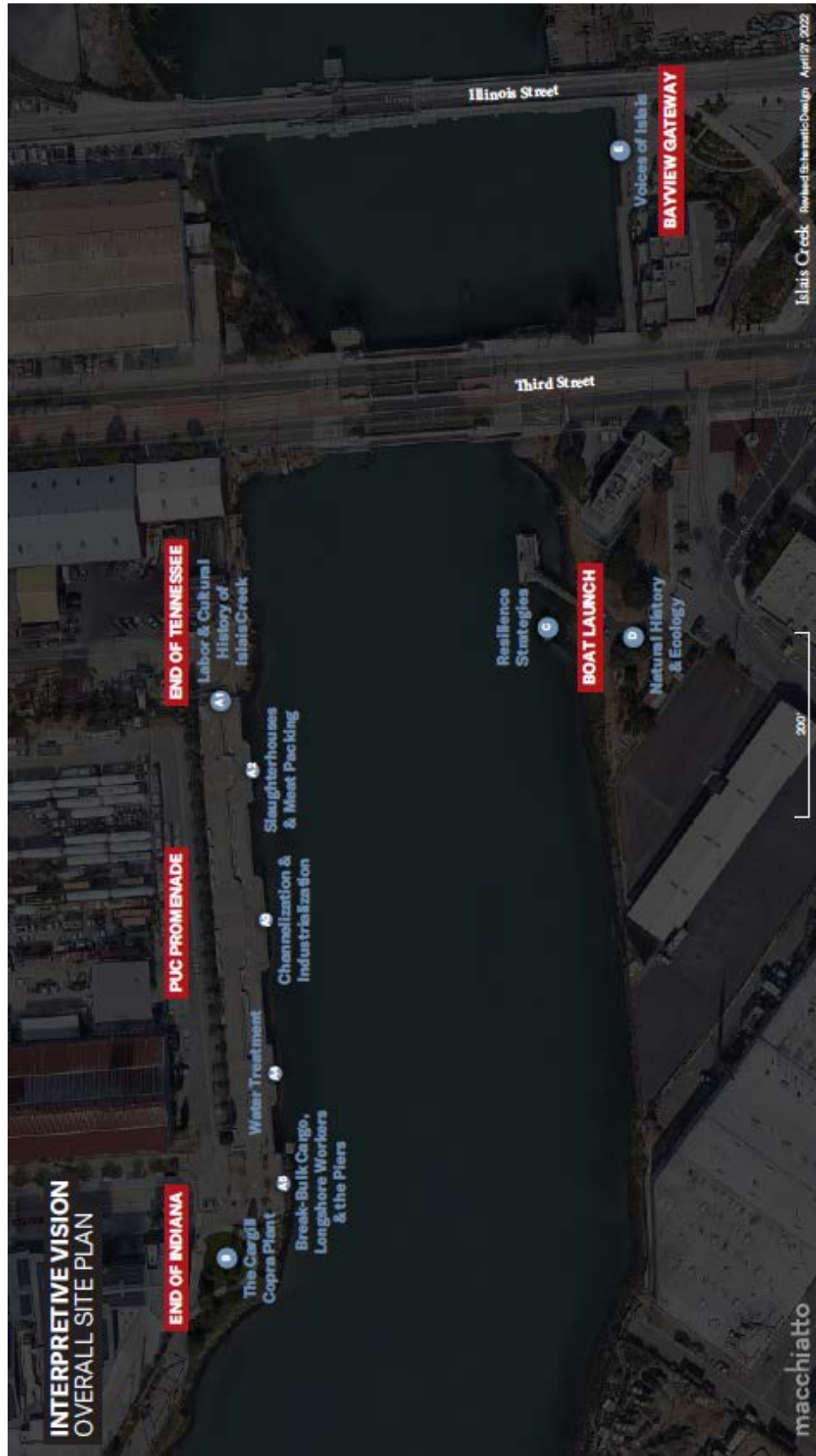
- (1) The expanded scope of work will allow the Port to respond to the desires of the CCC, CCLLA and the Bayview community all of which are seeking a more comprehensive interpretive program that fully addresses the maritime and labor history, as well as the Bayview history and culture maximizing the return on the limited project funding. The estimated value of this contract is \$40,000
- (2) The Contractor is uniquely qualified to perform the work because Machiatto was the high scoring respondent from the Micro-LBE Design of Interpretative Signage advertised in 2020. Under contract with the Port, Macchiato created the concept design for the project and have a deep understanding of the history of Islais Creek that is the result of the investment of time researching and collaborating with Port staff and community representatives. The nature of the proposed work is not something that can be easily transferrable to another party without a significant investment of time. The nature of the subject and the required investment of time cannot be supported by the limited project funding and tight schedule;
- (3) The competitive bidding process will result in the duplication of costs to the Port because an alternative contractor will require additional staff time for a solicitation process and for another contractor to develop the knowledge of the subject matter thereby reducing the amount of funding available resulting in the need to limit the program and number of exhibits;
- (4) The solicitation is impracticable because it will result in a significant delay of the project. The included grant funding requires the Port to complete the project by 2023. In the 2020 Micro-LBE Design of Interpretative Signage Request for Proposals, Machiatto was the high scoring respondent of the competitive process;
- (5) The follow-on work is justified because the use of a competitive process will reduce the Port's ability to fully respond to the public's best interests because a significant portion of the funding will have to be utilized to support the cost to duplicate the contractor's work in the areas of research, design and collaboration with the community, risking a loss of funds that could result if the project is delayed.

Figure 1, Site Location & Photos



Volunteers of Copra Crane Labor Landmark Association in front of Copra Crane

Figure 2- Interpretation Program Sites





**PORT COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO  
RESOLUTION NO. 22-27**

- WHEREAS, The California Coastal Conservancy (CCC) and the Archie Green Fund for Labor Culture and History (The Fund) have offered the Port funding to enhance the Islais Creek Interpretive Program in the amount of \$70,000 and \$35,000 respectively; and
- WHEREAS, Port staff developed the Islais Creek Interpretive Program as an alternate to the Copra Crane Rehabilitation Project when that project was determined infeasible in 2012, to provide significant public access amenities to improve the shoreline of Islais Creek and to commemorate the rich maritime, labor history and community history and culture in the existing open spaces along the Islais Creek; and
- WHEREAS, Port staff enlisted the help of maritime, labor and local historians and community stakeholders to guide the breadth of the interpretive exhibit content and design by creating an Islais Creek Interpretive Exhibit Program Review Committee that met periodically throughout the design process to ensure the exhibits reflect the rich history of Islais Creek and the Bayview neighborhood; and
- WHEREAS, the additional project funding will be used to close a project funding gap and provide for a more robust treatment of the area's rich history and increase the number of interpretive exhibits that can be included in the program; and
- WHEREAS, in 2021 Port entered into a contract with Macchiatto, a Local Business Enterprise (LBE), where Macchiatto was the highest-ranked proposer from a competitive Micro Set-Aside solicitation; and
- WHEREAS, Port staff proposes to utilize the funding to expand the original project scope of work to provide other historical content and a more significant number of exhibits; and
- WHEREAS additional services by Macchiatto is needed to complete their design is and the original contract with Macchiatto did not contemplate additional grant funding and Port staff now seeks Port Commission authorization to enter into a new Sole Source contract with Macchiatto for \$40,000; and
- WHEREAS, Port staff have determined that there is sufficient justification to pursue a Sole Source contract with its exhibit designer consultant, that was selected after a competitive bidding process, because the consultant has developed a unique program of exhibits and has worked efficiently with Port staff and the community to create a comprehensive set of exhibits within a limited budget and tight project schedule; and
- WHEREAS, The San Francisco Planning Department staff issued a Categorical Exemption for the proposed Project consistent California Environmental Quality Act (CEQA); now, therefore be it
- RESOLVED, that the Port Commission hereby authorizes the Port to accept and expend \$70,000 in grant funds from the California Coastal Conservancy and a \$35,000

gift of funds from The Fund, to supplement the Port's budget for the design and construction of additional interpretive exhibits and to conduct all negotiations, and execute and submit all documents, including, but not limited to applications, agreements, amendments, and payment requests, which may be necessary to secure the aforementioned grant funds; and be it further

RESOLVED, that the Port Commission authorizes the Executive Director to execute a Sole Source contract with Macchiato Consulting because Macchiato was initially selected after a competitive bidding process, and developed the conceptual design for the Islais Creek Interpretive Program; and be it further

RESOLVED, that the Port Commission authorizes the Executive Director to seek Board of Supervisor's authorization to accept and expend the funds.

***I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of May 10, 2022.***

DocuSigned by:  
*Carl Nauta*  
BFA59E31E3B84A8...

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Secretary



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SF PORT: Islais Creek Interpretation Project		
<b>Case No.</b>		<b>Permit No.</b>
2022-004107ENV		
<input type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b>          SF PORT: Islais Creek Interpretation Project PROPOSED INTERPRETIVE PROGRAM The proposed interpretive program addresses the themes of maritime and labor history, natural history, Native American and neighborhood history and culture. The Islais Creek exhibits will take the form of interpretive panels with a combination of text, graphics and photographs and will be located on existing Port, SFMTA and SFPUC infrastructure on the north and south shoreline of Islais Creek. The proposed exhibit program includes exhibits at three locations on the Islais Creek shoreline. On the north, exhibits are proposed on an open space constructed and maintained by the SFMTA and the SFPUC, and on the south, the exhibits will be located in the Port's Bayview Gateway Park and in the Islais Creek Landing open space. The exhibits will include historical information and will take the form of sculptural elements, as well as panels with a combination of graphics and text. The exhibits on the north shoreline will be installed on infrastructure owned and maintained by SFMTA or the SFPUC. The exhibits use simple, durable materials to minimize maintenance and cost. The graphic panels are sited so that specific stories are told in the geographic location associated with the events and will be designed utilizing common design elements providing continuity so          FULL PROJECT DESCRIPTION ATTACHED</p>		

### STEP 1: EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input checked="" type="checkbox"/>	<b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input type="checkbox"/>	<b>Other</b> _____
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment. <b>FOR ENVIRONMENTAL PLANNING USE ONLY</b>



**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p><b>Hazardous Materials:</b> If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><b>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p><b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>) <b>If box is checked, Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to <i>The Environmental Planning tab on the San Francisco Property Information Map</i>) <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic Hazard:</b> <input type="checkbox"/> <b>Landslide or</b> <input type="checkbox"/> <b>Liquefaction Hazard Zone:</b></p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to <i>The Environmental tab on the San Francisco Property Information Map</i>) <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> Joy Navarrete</p> <p>Work will not involve any grading, or construction of structures other than art exhibits or signage. All reversible.</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE  
TO BE COMPLETED BY PROJECT PLANNER**

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> <i>(refer to Property Information Map)</i>	
<input type="checkbox"/>	<b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>
<input checked="" type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

**STEP 4: PROPOSED WORK CHECKLIST  
TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input checked="" type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

**STEP 5: ADVANCED HISTORICAL REVIEW  
TO BE COMPLETED BY PRESERVATION PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Reclassification of property status.</b> <i>(Attach HRER Part I)</i>  <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other <i>(specify):</i>  <input type="checkbox"/> Reclassify to Category C <i>(No further historic review)</i>
<input type="checkbox"/>	2. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>
<input type="checkbox"/>	4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. <b>Work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. <b>Work compatible</b> with a historic district (Analysis required):
<input type="checkbox"/>	10. <b>Work that would not materially impair</b> a historic resource (Attach HRER Part II).
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input type="checkbox"/>	<b>Project can proceed with exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b>	
<b>Preservation Planner Signature:</b>	

**STEP 6: EXEMPTION DETERMINATION**  
**TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> Port of San Francisco Approval	<b>Signature:</b> Joy Navarrete
		05/09/2022
<p>Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>		

## **Full Project Description**

SF PORT: Islais Creek Interpretation Project

### **PROPOSED INTERPRETIVE PROGRAM**

The proposed interpretive program addresses the themes of maritime and labor history, natural history, Native American and neighborhood history and culture. The Islais Creek exhibits will take the form of interpretive panels with a combination of text, graphics and photographs and will be located on existing Port, SFMTA and SFPUC infrastructure on the north and south shoreline of Islais Creek.

The proposed exhibit program includes exhibits at three locations on the Islais Creek shoreline. On the north, exhibits are proposed on an open space constructed and maintained by the SFMTA and the SFPUC, and on the south, the exhibits will be located in the Port's Bayview Gateway Park and in the Islais Creek Landing open space. The exhibits will include historical information and will take the form of sculptural elements, as well as panels with a combination of graphics and text. The exhibits on the north shoreline will be installed on infrastructure owned and maintained by SFMTA or the SFPUC. The exhibits use simple, durable materials to minimize maintenance and cost. The graphic panels are sited so that specific stories are told in the geographic location associated with the events and will be designed utilizing common design elements providing continuity so that they read as a family of related exhibits.

## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

### MODIFIED PROJECT DESCRIPTION

Modified Project Description:

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code;   |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312;  |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)?   |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

**If at least one of the above boxes is checked, further environmental review is required**

### DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

**Planner Name:**

**Date:**

**From:** [Delepine, Boris \(PRT\)](#)  
**To:** [Jalipa, Brent \(BOS\)](#)  
**Cc:** [Hsieh, Frances \(BOS\)](#)  
**Subject:** Resolution #230221  
**Date:** Tuesday, April 18, 2023 1:07:48 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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Hello Brent,

Resolution #230221 is retroactive based on the funding approval start date of February 1, 2023, however, no funds have been accepted or spent until Board authorization is granted.

Thank you,  
Boris



**Boris Delepine**

Legislative Affairs Manager, Port of San Francisco  
415.274.0443 | [boris.delepine@sfport.com](mailto:boris.delepine@sfport.com)  
Pier 1, The Embarcadero, San Francisco, CA 94111



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**TO:** Angela Calvillo, Clerk of the Board of Supervisors  
**FROM:** Boris Delepine, Port of San Francisco  
**DATE:** December 27, 2022  
**SUBJECT:** Accept and Expend Resolution for Subject Grant  
**GRANT TITLE:** California Coastal Conservancy

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Attached please find the original\* and 1 copy of each of the following:

Proposed grant resolution; original\* signed by Department, Mayor, Controller

Grant information form, including disability checklist

Grant budget

Grant agreement

Grant award letter from funding agency

Ethics Form 126 (if applicable)

Contracts, Leases/Agreements (if applicable)

Other (Explain):

**Special Timeline Requirements:**

**Departmental representative to receive a copy of the adopted resolution:**

Name: Boris Delepine Phone: 415-571-6626

Interoffice Mail Address: Pier 1, The Embarcadero, San Francisco, Ca 94111

Certified copy required Yes  No X

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).