

File No. 130620

Committee Item No. 25

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee

Date: 07/24/2013

Board of Supervisors Meeting

Date: _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
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| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
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| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Application |
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OTHER (Use back side if additional space is needed)

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Completed by: Victor Young

Date July 19, 2013

Completed by: Victor Young

Date _____

1 [Accept and Expend Grant - Restoration of the Copra Crane and Removal of Pile Supported
2 Wharf - Pier 84 on Islais Creek - \$616,534]

3 **Resolution authorizing the Port of San Francisco to accept and expend a grant in the**
4 **amount of \$616,534 from the California Coastal Conservancy for the restoration of the**
5 **Copra Crane and removal of pile supported wharf at Pier 84 on Islais Creek for a**
6 **period of August 1, 2013, through August 1, 2014.**

7
8 WHEREAS, Port of San Francisco staff has applied for and was awarded a \$616,534
9 grant from the California Coastal Conservancy to restore and reassemble the Copra Crane
10 and to remove pile supported wharf structures known as Pier 84 on Islais Creek; and

11 WHEREAS, The Copra Crane is the last remnant artifact along San Francisco's
12 waterfront from the days when the longshoremen used hand operated machinery to off load
13 material from cargo vessels; and

14 WHEREAS, The Crane is one of the last surviving parts of the former Carghill
15 industrial plant that was developed on the northern shore of Islais Creek at the terminus of
16 Indiana Street; and

17 WHEREAS, The Crane is recognized by the City Planning Department and State
18 Office of Historic Preservation as a historic resource that is eligible for listing on the National
19 Register of Historic Places pursuant to the City Planning Department's 2001 Central
20 Waterfront Cultural Resources Survey; and

21 WHEREAS, An organization called the Copra Crane Labor Landmark Association
22 (CCLLA) approached the Port of San Francisco with a proposal to restore the Copra Crane
23 as a Landmark to recognize the important role of labor on the San Francisco Waterfront; and

24 WHEREAS, over the years the Port assisted in helping the CCLLA achieve its goal of
25 restoring the Crane, but unfortunately the organization was not able to complete the project

1 and in 2012, the Port working with the San Francisco Municipal Transportation Agency
2 (SFMTA) removed the Crane in an emergency situation; and

3 WHEREAS, This grant will be used to: a) design a new platform to support the
4 reassembled Crane; b) develop a plan to reassemble the Crane for ornamental purposes
5 (non-functional); c) remove the deteriorated piles and structures once used to support the
6 Crane; d) install a new platform structure in the same location; e) reinstall the Crane; f)
7 prepare plans for removal of the adjacent Pier 84 wharf area; and g) remove the deteriorated
8 Pier 84 wharf area; and

9 WHEREAS, restoration of the Copra Crane as a labor landmark and the removal of
10 the dilapidated wharf area adjacent to the Crane has broad community support; and

11 WHEREAS, Consistent with the California Environmental Quality Act, the San
12 Francisco Planning Department issued a Categorical Exemption (Case No.2013.0447E)
13 under Class 3, Historic Resource Rehabilitation/Restoration for the Crane restoration and a
14 Final Environmental Impact Report for the 34th America's Cup & James R. Herman Cruise
15 Terminal and Northeast Wharf Plaza (Case No. 2010.0493E) for the Pier 84 wharf removal;
16 and

17 WHEREAS, On May 14, 2013, through Resolution 13-18, the Port Commission
18 authorized the Executive Director to accept and expend \$616,534 in grant funds from the
19 California Coastal Conservancy and to conduct all negotiations, and execute and submit all
20 documents, including, but not limited to applications, agreements, amendments, and
21 payment requests, which may be necessary to secure the aforementioned grant funds; and

22 WHEREAS, On May 14, 2013, through Resolution 13-18, the Port Commission
23 authorized the Executive Director to execute an agreement, as required by the California
24 Coastal Conservancy, to indemnify the California Coastal Conservancy, the State and others
25 for liability associated with the grant funds, as approved by the City Risk Manager and the
City Attorney's Office; now, therefore, be it

1 RESOLVED, That the Board of Supervisors hereby authorizes the San Francisco
2 Port Commission to accept and expend \$616,534 in grant funding from the California
3 Coastal Conservancy for the restoration of the Copra Crane and removal of pile supported
4 wharf at Pier 84 on Islais Creek; and, be it

5 FURTHER RESOLVED, That the Board of Supervisors (1) certifies that the Port of
6 San Francisco has reviewed, understands and agrees to the General Provisions of the
7 California Coastal Conservancy Grant Application and Grant Agreement including
8 indemnification, and (2) Certifies that the Port of San Francisco has or will have sufficient
9 funds to operate and maintain the project, and where applicable, to complete the Project;
10 and, be it

11 FURTHER RESOLVED, That the Board of Supervisors hereby waives inclusion of
12 indirect costs as a part of this grant; and, be it

13 FURTHER RESOLVED, That the Board of Supervisors hereby authorizes the
14 Executive Director of the Port or her designee to conduct all negotiations, execute and
15 submit any documents (including, but not limited to, Scope of Work, California Coastal
16 Conservancy Invoices, Progress Reports, Final Reports, and other documentation which
17 may be necessary for the completion of the Project and including any amendments,
18 augmentations or extensions thereto and indemnify the State of California from any claims
19 or liabilities associated with the activities funded through this grant to the extent approved by
20 the City's Risk Manager and the City Attorney's Office.

21
22 Recommended:

23
24 Monique Monzen

25 Department Head

Approved: Kate Hill

for Mayor

Approved: [Signature]

Controller

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Whitney Berry, Port of San Francisco
DATE: May 28, 2013
SUBJECT: Accept and Expend State Grant Funds
GRANT TITLE: California Coastal Conservancy grant funds for the restoration of the Copra Crane and removal of pile supported wharf at Pier 84 on Islais Creek

Attached please find the original and 4 copies of each of the following:

- Proposed grant resolution; original signed by Department, Mayor, Controller
- Grant information form, including disability checklist
- Grant budget
- Grant application
- Award Letter
- Other (Explain): Port Commission resolutions authorizing applying for grant and bidding the project

Special Timeline Requirements: The State requires a resolution prior to entering into the grant contract and funds must be obligated this fiscal year requiring Board approval in June 2013.

Departmental representative to receive a copy of the adopted resolution:

Name: Whitney Berry

Phone: 415.274.0548

Interoffice Mail Address: Port of San Francisco, Pier 1

Certified copy required Yes

No

(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).

TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: Port of San Francisco

DATE: May XX, 2013

SUBJECT: Budget Breakdown - \$616,534 in grant funds from the California Coastal Conservancy for the restoration of the Copra Crane and removal of pile supported wharf at Pier 84 on Islais Creek

The Port's Grant Application

In 2009 and 2010, the California Coastal Conservancy (CCC) received approximately \$672,586 in mitigation funds resulting from the San Francisco Bay Conservation and Development Commission (BCDC) permit requirements for San Francisco Public Utilities Commission and West Coast Recycling. These funds were placed in the Conservancy's Coastal Trust Fund Account and have accrued approximately \$12,452 in interest, for a total of \$685,038. The CCC fee to administer the grant is approximately 10% with the remaining \$616,534 of funds going to a grant to the Port. The BCDC permits called for the funds to be allocated for improvements for public access at Islais Creek in San Francisco. The Port of San Francisco, CCC and BCDC staff subsequently met to discuss the proposed project. Should the grant be approved, the Port anticipates completion of the Islais Creek waterfront improvements and Copra Crane restoration in mid to late 2014.

- **\$616,534** – Copra Crane Restoration and Removal of Pier 84 pile supported wharf. Temporary shoring of the roof and building tresses to reduce the risk associated with the potential failure of the masonry walls and collapse due to the severe deterioration of the masonry walls. A combination of Port and capital funds have been identified to provide the \$150,000 necessary funds and to provide sufficient funds for the project.

Budget Category	Amount			
	Total	Coastal Conservancy	Port	Other (MTA, CCLLA)
A. Personnel	0	0	0	0
B. Fringe Benefits	0	0	0	0
C. Travel	0	0	0	0
D. Equipment	0	0	0	0
E. Supplies	0	0	0	0
F. Consultants/Contracts	\$771,534	\$616,534	\$85,000	\$70,000
G. Other	0	0	0	0
Total Direct Costs	\$771,534	\$616,534	\$85,000	\$70,000
H. Indirect Costs	0	0	0	0
Coastal Conservancy Request		\$616,534		
Non-Coastal Conservancy Amount			\$85,000	\$70,000
Combined Total Project Costs	\$771,534			

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Information Form
(Effective January 2000)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: **California Coastal Conservancy grant funds for the restoration of the Copra Crane and removal of pile supported wharf at Pier 84 on Islais Creek**
2. Department: **Port of San Francisco**
3. Contact Person: **David Beaupre** Telephone: **415-274-0539**
Whitney Berry 415-274-0548
4. Grant Approval Status (check one):
 Approved by funding agency Not yet approved
5. Amount of Grant Funding Approved or Applied for: **\$616,534**
- 6 a. Matching Funds Required: **n/a**
b. Source(s) of matching funds (if applicable): **n/a**
- 7 a. Grant Source Agency: **California Coastal Conservancy**
b. Grant Pass-Through Agency (if applicable): **n/a**
8. Proposed Grant Project Summary:

Restoration of Copra Crane at Islais Creek This grant will be used to:

- design a new platform to support the reassembled Crane;
- develop a plan to reassemble the Crane for ornamental purposes (non-functional);
- remove the deteriorated piles and structures once used to support the Crane;
- install a new platform structure in the same location, to support the Crane;
- reinstall the Crane;
- prepare plans for removal of the adjacent Pier 84 wharf area; and
- remove the deteriorated Pier 84 wharf structure.

The project to remove the deteriorated wharf area and to reconstruct and reinstall the Crane will be completed under a single construction project.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

As per 1 *As per 1*
Start-Date: **Summer 2013** End-Date: **Summer 2014**

10. Number of new positions created and funded: **None**
11. If new positions are created, explain the disposition of employees once the grant ends? **n/a**
- 12 a. Amount budgeted for contractual services: **\$616,534**

b. Will contractual services be put out to bid? **Yes**

c. If so, will contract services help to further the goals of the department's LBE requirements? **Yes**

d. Is this likely to be a one-time or ongoing request for contracting out? **One time**

13a. Does the budget include indirect costs?

Yes No

b1. If yes, how much? **n/a**

b2. How was the amount calculated? **n/a**

c. If no, why are indirect costs not included?

Not allowed by granting agency

To maximize use of grant funds on direct services

Other (please explain):

14. Any other significant grant requirements or comments:

The Port has been on the waiting list for this grant for several years. The project has been delayed and can now move forward. The State needs to obligate the funds in this fiscal year requiring

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

Existing Site(s)

Existing Structure(s)

Existing Program(s) or Service(s)

Rehabilitated Site(s)

Rehabilitated Structure(s)

New Program(s) or Service(s)

New Site(s)

New Structure(s)

16. The Departmental ADA Coordinator and/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 access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

Comments:

Departmental or Mayor's Office of Disability Reviewer:

Wendy Pratt
(Name)

Date Reviewed:

5/18/2013

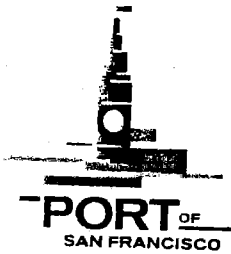
Department Approval:

Monique Moyer, Executive Director

(Name)

(Title)

Monique Moyer
(Signature)



MEMORANDUM

May 9, 2013

TO: MEMBERS, PORT COMMISSION
Hon. Doreen Woo Ho President
Hon. Kimberly Brandon, Vice President
Hon. Willie Adams
Hon. Leslie Katz
Hon. Mel Murphy

FROM: Monique Moyer
Executive Director *MMoyer*

SUBJECT: Request authorization to accept and expend \$616,534 in grant funds from the California Coastal Conservancy for the restoration of the Copra Crane and removal of pile supported wharf at Pier 84 on Islais Creek at the southern terminus of Indiana Street

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Overview

Port of San Francisco staff has applied for and was awarded a \$616,534 grant from the California Coastal Conservancy to restore and reassemble the Copra Crane ("Crane") and to remove pile supported wharf structures known as Pier 84 on Islais Creek (see Exhibit A, Photo and Location). The Copra Crane will be reassembled in its original location at the terminus of Indiana Street and the wharf removal area is adjacent to the Crane on the northern shoreline of Islais Creek, generally between Indiana Street and Interstate 280.

The Crane is the last remnant artifact along San Francisco's waterfront of the days when the longshoremen used hand operated machinery to off load material from cargo vessels. It is also the last surviving part of the former Cargill industrial plant that was developed on the northern shore of Islais Creek at the terminus of Indiana Street. The Crane, once reassembled will stand 5-stories high and weigh approximately 16,000 pounds and was last used by Granex Corporation in 1974 to off load Copra (dried coconut) that was imported primarily from the Philippines.

Once restored, the Crane will become a landmark to labor history, recognizing the important role labor had in the development of the San Francisco Waterfront.

THIS PRINT COVERS CALENDAR ITEM NO. 9A

Site History

The copra import operations were first established in 1948, when the Port of San Francisco constructed the Pier 84 facility to support the cargo operations and the Cargill Company constructed a copra oil refinery. Over time there were several Copra off-loading machines (cranes). The most recent, which exist today, was constructed in 1965 by Granex Corporation, for a copra processing plant owned and operated by Philippine Nationals. The Crane was historically used to vacuum Copra from ships hulls to a warehouse on land, where the Copra was processed for use, as oil in soaps, food and cosmetics. The Copra operations occurred on Islais Creek until 1974 when the copra processing plant closed.

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 Planning Department's 2001 Central Waterfront Cultural Resources Survey. Although the Crane was constructed less than 50 years ago, it is historically significant at the local level because of its connection to the Central Waterfront's and San Francisco's labor history and because it is the last remaining piece of hand operated machinery on the Port of San Francisco, used by the longshoremen working bulk cargo.

Project History

In 1999, an organization called the Copra Crane Labor Landmark Association (CCLLA) approached the Port of San Francisco with a proposal to restore the Copra Crane as a Landmark to recognize the important role of labor on the San Francisco Waterfront. The CCLLA is a group of individuals that represent a broad spectrum of labor, historians and neighborhood stakeholders, including representatives of various labor unions such as the electricians, pile drivers, carpenters and longshoremen as well as the Friends of Islais Creek. The CCLLA interest in restoring the Crane was summed up by one of its founding members Julia Vierra as saying: *"the Copra Crane on San Francisco's Islais Creek is a highly visible reminder of toil on the waterfront. It symbolizes a worldwide process -- harvesting coconuts from palm trees on Pacific plantations; shipping and unloading dried copra; processing the copra for oil for food, soap, perfume, and medicine; and recycling the residue for animal feed. Islais Creek, once the home of tanneries, canneries, and slaughterhouses, meant both welcome jobs and careless damage to a bay inlet. As factories faced obsolescence, they were abandoned."* In the last decade, community conservationists and preservationists have banded together to restore the creek, including restoration of the Crane.

Over the years the Port assisted in helping the CCLLA achieve its goals of restoring the Crane. Unfortunately the organization was not able to complete the project and in 2012, the Port working with the San Francisco Municipal Transportation Agency (SFMTA) removed the Crane in an emergency situation. The SFMTA was under construction on an adjacent site and noticed movement of the Crane. Recognizing the potential imminent collapse into the creek, the Port and SFMTA mobilized and removed the crane from its pile supported platform. The Crane was dismantled and placed on Port property for storage. The dismantling was photo-documented and assembly plans for the Crane were prepared prior to dismantling.

Project

If approved, this grant will be used to:

- design a new platform to support the reassembled Crane;
- develop a plan to reassemble the Crane for ornamental purposes (non-functional);
- remove the deteriorated piles and structures once used to support the Crane;
- install a new platform structure in the same location, to support the Crane;
- reinstall the Crane;
- prepare plans for removal of the adjacent Pier 84 wharf area; and
- remove the deteriorated Pier 84 wharf structure.

The project to remove the deteriorated wharf area and to reconstruct and reinstall the Crane will be completed under a single construction project.

Once the Crane restoration project is completed, the CCLLA, coordinating with the Port and SFMTA will create and install site interpretation about this history of the Copra Crane and role of labor.

Grant

In 2009 and 2010, the California Coastal Conservancy (CCC) received approximately \$672,586 in mitigation funds resulting from the San Francisco Bay Conservation and Development Commission (BCDC) permit requirements for San Francisco Public Utilities Commission and West Coast Recycling. These funds were placed in the Conservancy's Coastal Trust Fund Account and have accrued approximately \$12,452 in interest, for a total of \$685,038. The CCC fee to administer the grant is approximately 10% with the remaining \$616,534 of funds going to a grant to the Port. The BCDC permits called for the funds to be allocated for improvements for public access at Islais Creek in San Francisco. The Port of San Francisco, CCC and BCDC staff subsequently met to discuss the proposed project. Should the grant be approved, the Port anticipates completion of the Islais Creek waterfront improvements and Copra Crane restoration in mid to late 2014.

Community Review

The restoration of the Copra Crane as a labor landmark and the removal of the dilapidated wharf area adjacent to the Crane have broad community support. The Port and CCC received letters of support for this grant from a variety of labor groups, preservationists, neighborhood activists, kayakers and Friends of Islais Creek. The Port's Southern Waterfront Advisory Committee also supports the project.

Environmental Review

Consistent with the California Environmental Quality Act, the San Francisco Planning Department issued a Categorical Exemption (Case No.2013.0447E) under Class 3 Historic Resource Rehabilitation/Restoration for the Crane restoration and a Final Environmental Impact Report for the 34th America's Cup & James R. Herman Cruise

Terminal and Northeast Wharf Plaza (Case No. 2010.0493E) for the Pier 84 wharf removal.

Funding & Schedule

The Project is primarily being funded through the CCC grant. The Port will supplement these funds including funds already expended to conduct the emergency removal of the Crane and through staff time. The following is a preliminary estimate of the funding allocation by task and funder:

Task Number	Task	Port Funding	Coastal Conservancy	Other Funds (SFMTA,CCLLA)	Total Cost
1	Remove Crane from Platform	\$25,000		\$35,000	\$ 60,000
2	Complete Final Designs	\$50,000	\$30,000		\$ 80,000
3	Complete CEQA	\$5,000			\$ 5,000
4	Obtain Permits	\$5,000			\$ 5,000
5	Bid/Award/Construct		\$586,534		\$586,534
6	Develop project sign and install signs			\$35,000	\$ 35,000
TOTAL		\$85,000	\$616,534	\$70,000	\$771,534

Schedule

The following presents a draft schedule for the design and construction of the project:

Project Phase	Start Date	End Date
Planning/Conceptual Engineering	Complete	
Design Engineering & Permitting	Summer 2013	Fall 2013
Bid and Construction	Fall 2013	Summer 2014
Project Closeout	Summer 2014	

Port Commission Action

Through the attached resolution, staff seeks Port Commission authorization to accept and expend \$616,534 in grant funds from the California Coastal Conservancy.

Prepared by: David Beaupre
Senior Waterfront Planner

For: Byron Rhett
Deputy Director, Planning and Development

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 13-18

- WHEREAS, Port of San Francisco staff has applied for and was awarded a \$616,534 grant from the California Coastal Conservancy to restore and reassemble the Copra Crane and to remove pile supported wharf structures known as Pier 84 on Islais Creek; and
- WHEREAS, the Copra Crane is the last remnant artifact along San Francisco's waterfront from the days when the longshoremen used hand operated machinery to off load material from cargo vessels; and
- WHEREAS, the Crane is one of the last surviving parts of the former Cargill industrial plant that was developed on the northern shore of Islais Creek at the terminus of Indiana Street; and
- WHEREAS, 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 Planning Department's 2001 Central Waterfront Cultural Resources Survey; and
- WHEREAS, an organization called the Copra Crane Labor Landmark Association (CCLLA) approached the Port of San Francisco with a proposal to restore the Copra Crane as a Landmark to recognize the important role of labor on the San Francisco Waterfront; and
- WHEREAS, over the years the Port assisted in helping the CCLLA achieve its goal of restoring the Crane, but unfortunately the organization was not able to complete the project and in 2012, the Port working with the San Francisco Municipal Transportation Agency (SFMTA) removed the Crane in an emergency situation; and
- WHEREAS, this grant will be used to: a) design a new platform to support the reassembled Crane; b) develop a plan to reassemble the Crane for ornamental purposes (non-functional); c) remove the deteriorated piles and structures once used to support the Crane; d) install a new platform structure in the same location; e) reinstall the Crane; f) prepare plans for removal of the adjacent Pier 84 wharf area; and g) remove the deteriorated Pier 84 wharf area; and
- WHEREAS, restoration of the Copra Crane as a labor landmark and the removal of the dilapidated wharf area adjacent to the Crane has broad community support; and

WHEREAS, Consistent with the California Environmental Quality Act, the San Francisco Planning Department issued a Categorical Exemption (Case No.2013.0447E) under Class 3, Historic Resource Rehabilitation/ Restoration for the Crane restoration and a Final Environmental Impact Report for the 34th America's Cup & James R. Herman Cruise Terminal and Northeast Wharf Plaza (Case No. 2010.0493E) for the Pier 84 wharf removal; now, therefore be it

RESOLVED, that the Port Commission hereby authorizes the Executive Director to accept and expend \$616,534 in grant funds from the California Coastal Conservancy 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 an agreement, as required by the California Coastal Conservancy, to indemnify the California Coastal Conservancy, the State and others for liability associated with the grant funds, as approved by the City Risk Manager and the City Attorney's Office; 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 14, 2013.

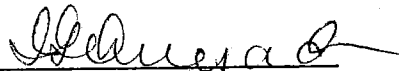
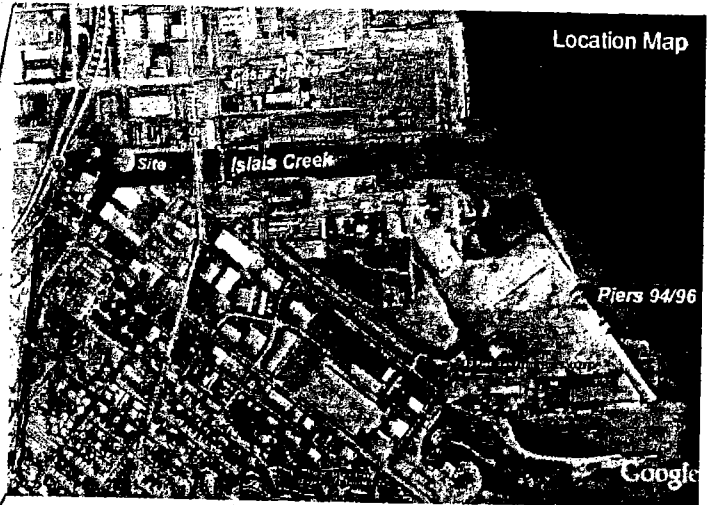
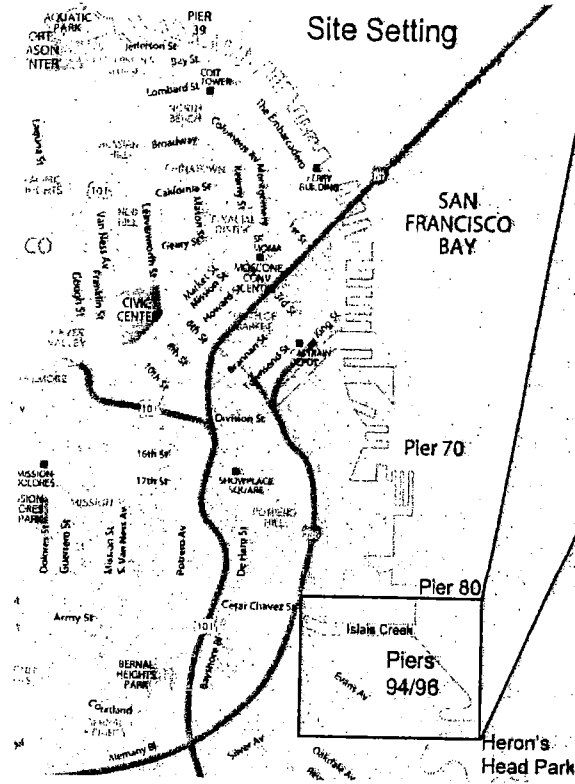
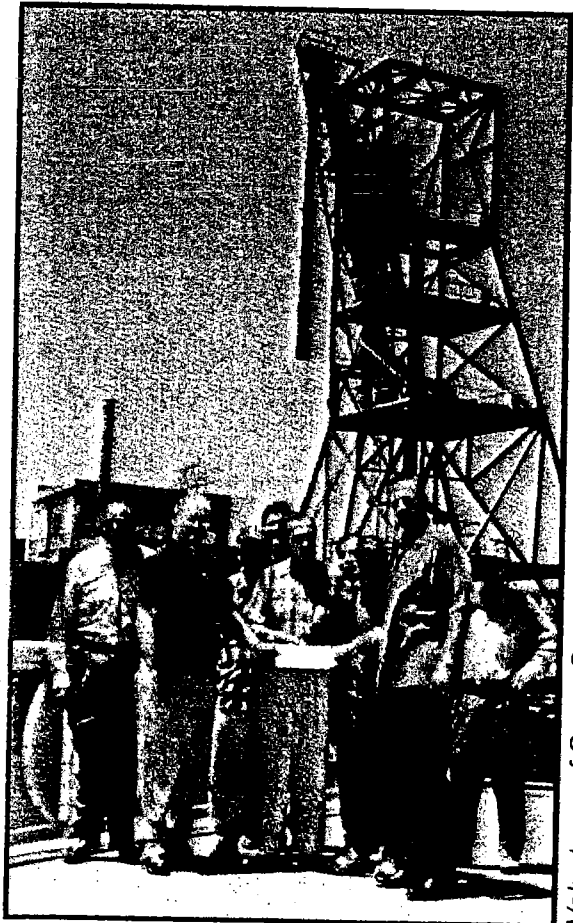

Secretary

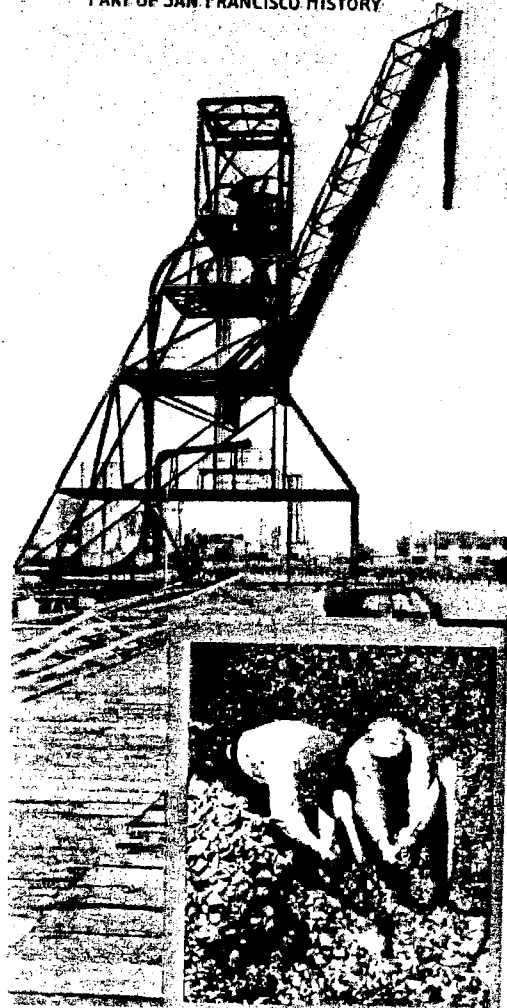
Exhibit A. Photo and Location



A SAN FRANCISCO LABOR LANDMARK
PART OF NEIGHBORHOOD HISTORY
PART OF SAN FRANCISCO HISTORY



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



Labors Unloading Copra



GRANT APPLICATION INFORMATION, FORM, AND EXHIBITS Updated April 2010

The Coastal Conservancy announces the availability of grants to government agencies and nonprofit organizations. Funding availability is generally subject to legislative appropriation of bond funds. Included in this document are an introduction to the Conservancy, the grant application process, the grant application, and the following exhibits which should assist you in preparing an application:

- Exhibit A: Project Selection Criteria and Guidelines
- Exhibit B: Coastal Conservancy Strategic Plan Goals and Objectives
- Exhibit C: Prioritization Required by Proposition 84
- Exhibit D: Typical Sequence of Activities for Grant Funding
- Exhibit E: Climate Change Policy
- Exhibit F: Climate Change Guidance (not yet available)

Introduction

The Coastal Conservancy, established in 1976, is a state agency that uses entrepreneurial techniques to purchase, protect, restore, and enhance coastal resources, and to provide access to the shore. We work in collaboration with local governments, other public agencies, nonprofit organizations, and private landowners. Our jurisdiction includes the entire coastal zone of California, ocean habitats, coastal watersheds, and the entire nine-county San Francisco Bay region.

To date, the Conservancy has undertaken more than 1,800 projects along the 1,100 mile California coastline and around San Francisco Bay. These projects often accomplish more than one Conservancy goal. Through such projects, the Conservancy:

- protects and improves coastal wetlands, streams, and watersheds;
- helps people get to coast and bay shores by building trails and stairways and by acquiring land and easements. The Conservancy also assists in the creation of low-cost accommodations along the coast, including campgrounds and hostels;
- works with local communities to revitalize urban waterfronts;
- helps to solve complex land-use problems;
- purchases and holds environmentally valuable coastal and bay lands;
- protects agricultural lands and supports coastal agriculture; and
- accepts donations and dedications of land and easements for public access, wildlife habitat, agriculture, and open space.

Applying for Grants

Prospective applicants must discuss their projects with Conservancy staff prior to completing or submitting this application. Conservancy staff will determine whether or not an application should be submitted and whether Part A, or both Part A and Part B, should be completed. Please contact the appropriate Program Manager from the list below, listed from North to South:

North Coast: Del Norte County to coastside Sonoma and Marin Counties)

Karyn Gear: kgear@scc.ca.gov or 510-286-4171.

San Francisco Bay Area: Nine Bay Area Counties, excluding the coastside of Sonoma, Marin, and San Mateo Counties

Amy Hutzel: ahutzel@scc.ca.gov or 510-286-4180

Central Coast: coastside San Mateo County to Santa Barbara County

Trish Chapman: tchapman@scc.ca.gov or 510-286-0749

South Coast: Ventura County to San Diego County

Joan Cardellino: jcard@scc.ca.gov or 510-286-4093

Continuous Submission Dates

Proposals will be accepted on a continuous basis. In addition, periodically grant rounds will be advertised and applications will be accepted for projects of a particular type or for specific locations.

Number of Copies

Please submit one hard copy of the completed application form, including all attachments. Please include a CD that contains your application saved as a Microsoft Word document, and your digital photos and maps (photos should be saved as .jpg files; maps should be saved as .pdf or .jpg files). If you are unable to send a CD, please contact us to discuss alternate ways to submit your electronic files. Please note: all information that you submit is subject to the unqualified and unconditional right of the Conservancy to use, reproduce, publish, or display, free of charge. Please indicate if crediting is requested for any of the photos and/or maps.

Mail the application to:

State Coastal Conservancy

1330 Broadway, 13th Floor

Oakland, CA 94612

Grant Amounts

There are no established minimum or maximum grant amounts. The Coastal Conservancy will base the size of awards on project needs, benefits and competing demands for existing funding.

Eligible Applicants

Government agencies (federal, state, local, and special districts) and certain nonprofit organizations are eligible for funding. Eligible nonprofit organizations must exist under the provisions of Section 501(c)(3) of the Internal Revenue Code. Eligibility of nonprofit organizations is defined by whether an organization's articles of incorporation (and IRS letter) demonstrate that the organization's purposes are consistent with Division 21 of the Public Resources Code, the Coastal Conservancy's enabling legislation.

Eligible Activities

The Coastal Conservancy may fund property acquisition and project planning, design, and/or construction in accordance with Division 21 of the Public Resources Code (available at <http://scc.ca.gov/about/enabling-legislation/>). Projects should meet the goals and objectives in the Conservancy's Strategic Plan (listed in Exhibit B), and be consistent with the purposes of the funding source, typically bond funds (see Exhibit C for Proposition 84 priorities: Proposition 84 is the source of the majority of the Conservancy's current funding). In addition, project applications should provide information that will enable consideration of any applicable criteria specified in the Project Selection Criteria and Guidelines established by the Conservancy's board (see Exhibit A). Regional planning, research, monitoring, and assessments will generally be considered only when directly tied to the furtherance of on-the-ground projects.

California Conservation Corps

The Coastal Conservancy encourages all applicants to consider using the California Conservation Corps for construction projects.

GRANT APPLICATION FORM

(Click in the shaded text fields to enter text, numbers and dates. The fields will expand to accommodate the data. Press the tab key to move between fields.)

PART A: SUMMARY

APPLICANT INFORMATION:

Applicant name (organization): Port of San Francisco

Address: Pier 1, San Francisco CA 94111

Contact name: David Beaupre

Telephone: 415-274-0539

Fax: 415-732-0409

Email: david.beaupre@sfport.com

Federal Tax ID# _____

Position(s) whose incumbents are authorized to negotiate agreements and amendments:

Senior Waterfront Planner,

Deputy Directors

Executive Director

Signature: _____ Date: Click here to enter a date.

PROJECT INFORMATION:

Project title: Islais Creek Pile and Wharf removal and Copra Crane Restoration to improve public and water recreational access to San Francisco Bay (Islais Creek)

Project location: City: San Francisco

County: San Francisco

Street: Islais Creek between Third Street and I-280

Cross street: _____

Proposed starting date: 1/7/2013

Estimated completion: 5/2/2014

Acreage (if relevant): _____

APN's (if an acquisition): _____

Trail length (if relevant – miles or linear feet): _____

Stream miles (if relevant – miles or linear feet): 1200

Latitude (e.g. 38.337094): 37°44'50.91"N

Longitude: (e.g. -122.589652): 122°23'25.76"W

Note: Latitude/Longitude can be determined using Google Earth, <http://itouchmap.com/latlong.html>, and other on-line resources

Elected Representatives for Project:

Congressional District(s): www.house.gov

Number(s): 8th

Name(s): Nancy Pelosi

State Senate District(s): www.senate.ca.gov

Number(s): 3

Name(s): Mark Leno

Assembly District(s): www.assembly.ca.gov

Number(s): 13

Name(s): Tom Ammiano

REQUIRED MAPS AND PHOTOS

All applications must include one or more clear photos of the project site (both digital, saved as .jpg files, and hard copies) and at least two reproducible (8.5" by 11") maps (both digital, saved as .jpg or .pdf files, and hard copies). These should be submitted as part of the application package submitted to the Conservancy (one hard copy and one CD).

The two maps should show the project location at regional and site scales.

- The regional map will clearly identify the project's location in relation to prominent area features and significant natural and recreational resources, including regional trails and protected lands.
- The site-scale map will show the location of project elements in relation to natural and man-made features on-site or nearby.

Please note: any photos and maps you submit are subject to the unqualified and unconditional right of the Conservancy to use, reproduce, publish, or display, free of charge. Please indicate if crediting is requested for the photos and/or maps.

Project Description:

Provide a clear, detailed description of the project proposed for Conservancy funding, including the project's goals and objectives. Please limit description to one page.

The Islais Creek pile and wharf removal and Copra Crane Restoration project will to improve public and water recreational access to San Francisco Bay (Islais Creek) and provide for historic interpretation about labor history on San Francisco's waterfront.

The wharf and pile removal project will be to remove in and over water fill of fill no longer needed to support maritime commerce. The project includes removal of approximately 1200 linear feet of pile supported wharf area directly adjacent and parallel to the shoreline, including approximately 13,000 square feet of fill area. The piles are creosote treated and are a contaminant of the bay water. Additionally the piles are a visual blight blocking views of the bay and creek . In addition, Islais Creeks is a geographic marker as an entrance to the Bayview community and as such removal of the piles will improve the appearance and image of the community. Lastly, the piles area navigational hazard for recreational vessels that utilize the creek and serve as an anchoring point for nuisance (metal bandits) that often use the creek as a dumping ground and other illicit activities.

The Copra Crane is the last remnant artifact along San Francisco's waterfront of the days when the Longshoreman used hand operated machinery to off load material from cargo vessels. It is also the last surviving part of the former Carghill industrial plant that was developed on the northern shore of Islais Creek at the terminus of Indiana Street, known as Pier 84 (see Exhibit A, Photo and Location). The crane stands 5-stories high and weighs approximately 16,000 pounds and was last used by Carghill in 1974 to off load Copra (dried coconut) that was imported primarily from the Philippines. The crane was built in the early 1970's by Carghill to replace an older Copra Crane.

A restoration and improvement plan for the Copra Crane that abates the significant deterioration and hazardous condition of the crane and that portion of the wharf structure that supports it. The plan is consistent with the Port's and the community's interest in preserving this iconic structure. The restoration is also a central part of future plans for the enhancement of the Islais Creek area and will support the recognition of the importance of labor history in the development of San Francisco's waterfront. Port staff has reviewed the proposed scope of work and has determined that the proposed improvements would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

The project to save the crane is to 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.

Funding Request

Funding amount requested from Conservancy: \$721,712

Month and Year Conservancy funding needed: [Click here to enter a date.](#)

Other Funding Sources (not including in-kind services):

\$ Amount	Source of funds	Estimated commitment date
\$35,000	Copra Crane Labor Landmark Association	2013
\$95,000	Port and SFMTA	Committed
		<u>Click here to enter a date.</u>
		<u>Click here to enter a date.</u>
		<u>Click here to enter a date.</u>
		<u>Click here to enter a date.</u>

Total Project Cost: \$866,712

In-kind Services

In-kind services or contributions include volunteer time and materials, bargain sales, and land donations. Please describe and estimate value, and differentiate between expected in-kind contributions and contributions (work or other types of contributions) already obtained/completed.

The Copra Crane Labor Landmark Association (CCLLA) is a volunteer organization that represents active or retired waterfront building trades, including the ILWU, the Pile Drivers Local 34, the Ironworkers Local 377 and the Electricians, Local 6. In addition there are a number of individuals that also volunteer including Rex McCardell, the engineer that designed the crane, community members, Friends of Islais Creek and Labor Historians.

The CCLLA will provide in-kind support in the form of providing labor to assist with the crane rehabilitation, site interpretation about the labor history and Islais Creek Watershed and potentially lighting of the crane.

PART B: Budget, Timeline, and Additional Questions

Preliminary Budget

In the budget matrix below, list the major tasks of the proposed project and indicate the estimated cost of each. These tasks should correlate with the activities you will list on the following page under "Timeline" (in some cases, several tasks listed here may logically be grouped as one activity in the timeline matrix). Show the source of funding for each task. A simplified example is provided.

Simplified Sample Budget

Task Number	Task	Applicant's Funding	Coastal Conservancy	Other Funds	Total Cost
1	Complete Final Designs	\$20,000	\$30,000	\$7,000	\$57,000
2	Complete CEQA	\$5,000			\$5,000
3	Obtain Permits	\$5,000			\$5,000
4	Develop project sign plan and install signs				
TOTAL		\$30,000	\$30,000	\$7,000	\$67,000

Preliminary Budget

Task Number	Task	Port Funding	Coastal Conservancy	Other Funds (SFMTA, CCLLA)	Total Cost
1	Remove Crane from Platform	\$25,000		\$35,000	\$ 60,000
2	Complete Final Designs	\$50,000	\$30,000		\$ 80,000
3	Complete CEQA	\$5,000			\$ 5,000
4	Obtain Permits	\$5,000			\$ 5,000
5	Bid/Award/Construct		\$586,534		\$586,534
6	Develop project sign and install signs			\$35,000	\$ 35,000
TOTAL		\$85,000	\$616,534	\$70,000	\$771,534

Timeline

Please list (1) all significant and pertinent project milestones related to the project for which funds are being requested (for example, California Environmental Quality Act compliance, obtaining of permits, appraisal preparation and other land acquisition documents, commencement of construction, and project completion), (2) expected dates for reaching or completing those steps, and (3) any factors that could influence the timely implementation of the project.

Simplified Sample Timeline

ACTIVITY	COMPLETION DATE	FACTORS THAT COULD INFLUENCE TIMELY IMPLEMENTATION
<i>Complete Final Design</i>	<i>11/30/2011</i>	<i>Lack of agreement</i>
<i>Complete CEQA</i>	<i>3/31/2012</i>	<i>Unanticipated impacts</i>
<i>Obtain Permits</i>	<i>4/30/2012</i>	<i>Delays in issuing of permits</i>

Timeline

ACTIVITY	COMPLETION DATE	FACTORS THAT COULD INFLUENCE TIMELY IMPLEMENTATION
Complete Schematic Design for Copra Crane Platform and Pile/Wharf Removal	11/2/2012	Complete
Complete CEQA	4/25/2012	
Complete Copra Crane Platform Design & Demolition Design	9/9/13	
Obtain Permits	10/15/2013	
Bid and Award	1/31/2014	
Demo & Construct	5/16/2014	Access to Waterway. & Availability of Contractors

Additional Questions

The following questions are intended to provide the Conservancy with sufficient information to evaluate your project's readiness, eligibility for funding, the extent to which the project is consistent with the Conservancy's adopted Climate Change Policy, and to consider the criteria specified in the Project Selection Criteria and Guidelines (Exhibit A). Please note "not applicable" if a question does not pertain to your project and please keep answers concise. See Exhibit F: Climate Change Guidance (to be added by Summer, 2010) for assistance in answering Questions 6, 11, 12 and 13.

1. **Project and Applicant History:** Provide a history of the project, and any background information not provided in the one page project description. Is the project related to any previous or proposed Coastal Conservancy projects? If so, which ones and how are they related?

A portion of this project (Copra Crane Restoration) was initiated by the Friends of Islais Creek and the Copra Crane Labor Landmark Association (CCLLA) approximately 15 years ago. The CCLA initiated the project recognizing the opportunity to restore the crane and recognize it as landmark to celebrate the labor history along the waterfront. The CCLA is a group of individuals that represent a variety of union, including electrician, pile drivers, carpenters and longshoreman (see enclosed brochure by CCLA).

The pile removal project is a project that has been identified by the various stakeholder groups including recreational boaters, community groups and environmentalist.

2. **Site Description:** Describe the project site or area, including site characteristics that are tied to your project objectives (i.e.: for acquisition of habitat, describe current vegetation assemblages, condition of habitats, known wildlife migration corridors, etc.). When relevant, include ownership and management information.

This project is completely within the jurisdiction of the Port of San Francisco. The project includes the removal of creosote treated piles that supported piers and wharves for maritime commerce and are no longer needed to support maritime cargo operations, but block views to the bay (creek) from the shoreline and are navigational hazards to recreational boaters. In addition, Islais Creek is an impaired waterway and removal of creosote treated piles will have a positive effect on water quality. The project also includes restoration of the historic Copra Crane, which once completed will be a landmark recognizing the important role of labor in the development of San Francisco.

3. **Consistency with Plans:** Describe how the project is supported by, consistent with, or in conflict with any applicable local or regional plans, such as Local Coastal Plans, San Francisco Bay Plan, general plans, county or regional trail plans, specific area plans, regional conservation plans, climate action plans, the 2009 California Climate Adaptation Strategy, Habitat Conservation Plans/Natural Community Conservation Plans, watershed

management plans, Integrated Regional Water Management Plans, etc. Identify the pertinent plan(s) and the date adopted by the applicable local/regional entity.

This project is consistent with the following Plans:

- 1) BCDC Special Area Plan: remove Bay fill and maximize public access to the Bay, adopted 1975 amended 2010
 - 2) Bay Trail Plan
 - 3) Bay Area Water Trail Plan
 - 4) Regional Water Quality Control Plan. The State Water Resources Control Board is required by the Clean Water Act Section 303(d) to assess water quality in water bodies throughout the state to determine if they are "impaired" by pollutants. The State Board's most recent report of its assessment is published in the "2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report)" Islais Creek is listed as impaired for several pollutants, including polynuclear aromatic hydrocarbons (PAHs) and sediment toxicity. Creosote is comprised primarily of PAH. Creosote-treated wood piles are a significant source of PAH leaching to water and sediment. This regulatory agency finding should support your proposal to remove creosote-treated wood piles from Islais Creek.
 - 5) Port's Waterfront Land Use Plan: create public access and interpret site history, adopted 2007, amended 2003
4. **Support:** What public agencies, non-profit organizations, elected officials, and other entities and individuals support the project and why?

This project is supported by San Francisco Bay Conservation Development Commission, San Francisco Parks Alliance, Friends of Islais Creek, Kayaks Unlimited, Copra Crane Labor Landmark Association, San Francisco Department of: Public Works, PUC, Police, Arts Commission, ABAG Bay Trail and Bay Area Water Trail, Supervisor Malia Cohen, District 10 Supervisor.

The Copra Crane Labor Landmark Association (CCLLA) is a volunteer organization that represents active or retired waterfront building trades, including the ILWU, the Pile Drivers Local 34, the Ironworkers Local 377 and the Electricians, Local 6. In addition there are a number of individuals that also volunteer including Rex McCardell, the engineer that designed the crane, community members, Friends of Islais Creek and Labor Historians. The organization was formed to restore and save the crane and to 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.

5. **Regional Significance:** Describe the regional significance of the project with respect to recreation (regional trails and parks, staging areas, environmental education facilities, etc.) and natural resources (including listed species, identified high priority habitat, wildlife corridors, watersheds, and agricultural soils). Who will benefit from the project? Will it serve a greater than local need?

The project is located along the Association of Bay Area Governments (ABAG) Bay Trail and the ABAG, Coastal Conservancy and San Francisco Bay Conservation and Development Commission's Bay Area Water Trail projects. Benefits of the project include improved water quality, eliminating navigational hazards to recreational boaters, interpretation about labor history and the history and role of the Islais Creek watershed. In addition it will benefit the adjacent community by removing visual blight and improve views to the bay from adjacent shoreline public access areas.

6. **Management and Monitoring:** For projects involving restoration, construction or land acquisition, describe your management and monitoring plans? Who will be responsible for funding and implementing ongoing management and monitoring? Please describe your plans for compiling baseline data, undertaking future monitoring and implementing adaptive management strategies if necessary.

7. **Need for Conservancy Funds:** What would happen to the project if no funds were available from the Conservancy? What project opportunities or benefits could be lost and why if the project is not implemented in the near future?

The pile and wharf fill would remain in the creek, the Copra Crane would likely not be restored and would be dismantled and disposed of.

8. **California Conservation Corps:** Applicants proposing construction projects are urged to consider using the California Conservation Corps. If your project involves construction, please indicate whether you have contacted the Corps regarding your project and the results of that contact.

The Port contracts with the California Conservation Corps for projects that are within the skill set of the Corp. The work to remove the piles and restore the Copra Crane are not within the skill set of the Corp.

9. **Willing Seller:** Projects that involve acquisition of property *must* involve a willing seller. If your project includes property acquisition, please describe the status and expected conclusion of landowner negotiations.

10. **Compliance with CEQA:** Under the California Environmental Quality Act ("CEQA"), activities that constitute "projects" under the Act and are not exempt must be evaluated by a public agency that is issuing a permit, providing funding, or approving the project, to determine whether the activities may have a significant effect on the environment. The evaluation generally starts with an "Initial Study" and results in a "Negative

Declaration,” “Mitigated Negative Declaration,” or “Environmental Impact Report.” When the Conservancy’s grantee is a public agency, that agency (or another public entity) is usually the “lead agency.” When the Conservancy’s grantee is a nonprofit organization, the Conservancy itself or another public agency is generally the “lead agency.” Where another public agency is the lead agency, the Conservancy still must meet requirements as a “responsible agency” under the Act. In any case, the Conservancy will need to review and approve any CEQA document. Please indicate any steps that you or anyone else has taken so far under CEQA, and your views as to which type of document would be required for the project. If your project will result in greenhouse gas (GHG) emissions, how does it comply with the revised CEQA Guidelines (effective March 18, 2010) pertaining to GHG? For more information on CEQA, visit: http://ceres.ca.gov/topic/env_law/ceqa/flowchart/index.html.

A preliminary analysis by the Port indicated that the work proposed by this project would be Categorically Exempt.

11. **Sea Level Rise Vulnerability:** If the project involves a site that is close to a shoreline (i.e. potentially flooded or eroded due to climate change), please identify vulnerabilities of the site in relation to flooding, erosion, and sea level rise/storm surges for the years 2050 and 2100. Describe any adaptive management approaches you have considered for addressing Sea Level Rise. What is the expected lifespan or duration of the project?

The only part of the project that could be vulnerable to sea level change is the restoration of the Copra Crane, the restoration would be on an platform isolated from the shoreline and not accessible from the public except to view. The platform that supports the Copra Crane will be established based upon the current understanding of the projected sea level rise.

12. **Vulnerability from Climate Change Impacts Other than Sea Level Rise:** Using Exhibit F: Climate Change Guidance (to be added by Summer, 2010), and the latest regional scenarios, predictions and trends, describe how the project objectives or project may be vulnerable to impacts (fire, drought, species and habitat loss, etc.) from climate change, other than sea level rise, coastal erosion or flooding? What design, siting, or other measures are you incorporating into the project to reduce these vulnerabilities? Describe any adaptive management, project monitoring, and stewardship measures you intend to use.

13. **Greenhouse Gas Emissions/Climate Change:** If the proposed project will result in production of greenhouse gas emissions (including construction impacts and vehicle miles travelled as part of a public access component), and you have calculated (for purposes of CEQA or otherwise) the project’s estimated contribution to greenhouse gas emissions, please provide this information. What measures does your project include to reduce, minimize or avoid greenhouse gas emissions through project design, implementation construction, or maintenance? (Refer to Exhibit F: Climate Change

Guidance for resources on Best Management Practices and green building techniques and materials.)? What, if any, are the possible sources or sinks of greenhouse gases for your project, such as carbon sequestration from habitats at the site? If one of the project goals is to sequester carbon (reduce greenhouse gas concentrations), how do you intend to ensure continued long term sequestration while achieving project objectives? Do you have any plans to seek carbon credits for the carbon sequestration activities on the project site?



EXHIBIT A

Project Selection Criteria and Guidelines

(Last updated June 4, 2009 by the
Board of the State Coastal Conservancy)

REQUIRED CRITERIA

- **Promotion of the Conservancy's statutory programs and purposes**
- **Consistency with purposes of the funding source**
- **Support from the public**
- **Location** (must benefit coastal, ocean resources, or the San Francisco Bay region)
- **Need** (desired project or result will not occur without Conservancy participation)
- **Greater-than-local interest**
- **Sea level rise vulnerability** (Consistent with Executive Order S-13-08, for new projects located in areas vulnerable to future sea level rise, planning shall consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise)

ADDITIONAL CRITERIA

- **Urgency** (threat to a coastal or ocean resource from development or natural or economic conditions; pressing need; or a fleeting opportunity)
- **Resolution of more than one issue**
- **Leverage** (contribution of funds or services by other entities)
- **Conflict resolution**
- **Innovation** (for example, environmental or economic demonstration)
- **Readiness** (ability of the grantee and others to start and finish the project timely)
- **Realization of prior Conservancy goals** (advances previous Conservancy projects)
- **Return to Conservancy** (funds will be repaid to the Conservancy, consistent with the Conservancy's long-term financial strategy)
- **Cooperation** (extent to which the public, nonprofit groups, landowners, and others will contribute to the project)
- **Minimization of Greenhouse Gas Emissions** (project design and construction methods include measures to avoid or minimize greenhouse gas emissions to the extent feasible and consistent with the project objectives)
- **Vulnerability from climate change impacts other than sea level rise** (project objectives, design and siting consider and address vulnerabilities from climate change impacts other than sea level rise)



EXHIBIT B

Coastal Conservancy Strategic Plan, July 2007 Goals and Objectives for Public Access, Coastal Resource Conservation, and San Francisco Bay Area Conservancy Program

The entire Strategic Plan is available at: <http://scc.ca.gov/strategic-plan-2007/>

PUBLIC ACCESS

Public Access Goal 1: Develop the Coastal Trail as a major new recreational amenity, tourist attraction, and alternative transportation system, especially in urban areas, and develop networks of inland trails that connect to the coast and parks and provide other recreational opportunities.

- Objective 1A: Continue to support efforts to obtain consensus and refine the alignment of the Coastal Trail.
- Objective 1B: Place Coastal Trail signs on approximately 300 miles of existing trails within public and private ownerships.
- Objective 1C: Design approximately 94 miles of trails within public and private ownerships.
- Objective 1D: Construct approximately 93 miles of trails within public and private ownerships.
- Objective 1E: Design approximately 52 miles of regional trails and river parkways along rivers and creeks to connect inland populations to the coast and expand recreational opportunities.
- Objective 1F: Construct approximately 56 miles of regional trails and river parkways along rivers and creeks to connect inland populations to the coast and expand recreational opportunities.
- Objective 1G: Assist in 20 projects that secure real property or property interests to facilitate the development of the Coastal Trail and inland connecting trails, or for waterfront parks.
- Background information about the California Coastal Trail is available at:
<http://scc.ca.gov/2010/01/07/the-california-coastal-trail/>

Public Access Goal 2: Develop a system of coastal public accessways, open-space areas, and parks.

- Objective 2A: Develop approximately 11 plans to create or improve waterfront or watershed projects, including but not limited to parks along regional trails, multibenefit pocket parks or projects that demonstrate innovative storm water management strategies.

- Objective 2B: Implement approximately 15 projects to create or enhance waterfront or watershed parks, including but not limited to parks along regional trails, multibenefit pocket parks, or projects that demonstrate innovative storm-water management strategies. Open approximately 17 coastal areas that are currently inaccessible or closed to public use while respecting the rights of nearby landowners and the need to minimize impacts on sensitive natural resources.
- Objective 2C: Open approximately 17 coastal areas that are currently inaccessible or closed to public use while respecting the rights of nearby landowners and the need to minimize impacts on sensitive natural resources.
- Objective 2D: Ensure acceptance of 119 offers to dedicate (OTDs) public access easements before they expire, and work with project partners to open these interests to the public.
- Objective 2E: Fund 24 projects for new and upgraded facilities, or reconstruction of dilapidated and unsafe facilities to increase and enhance coastal recreational opportunities for residents and visitors.

Public Access Goal 3: Revitalize coastal and inland waterfronts.

- Objective 3A: Develop approximately eight waterfront restoration plans that encourage and promote public access to developed waterfront areas, accommodate tourism where necessary, promote excellence and innovation in urban design, protect and restore cultural and historic resources, and support commercial and recreational fishing communities.
- Objective 3B: Implement 13 waterfront restoration projects that encourage and promote public access to developed waterfront areas, support commercial and recreational fishing, promote excellence and innovation in urban design, increase wheelchair accessibility, and protect and restore cultural and historic resources.
- Objective 3C: Support the planning, design, or implementation of 15 or more interpretive or educational displays, exhibits, and public events emphasizing coastal, watershed, and ocean-resource education, maritime history, and climate-change impacts.
- Objective 3D: Increase education of the public about environmental issues affecting the coast and inland watersheds by constructing or improving 11 regional environmental education centers.

COASTAL RESOURCES CONSERVATION

Coastal Resources Conservation Goal 4: Acquire significant coastal resource properties.

- Objective 4A: Protect 25,400 acres of significant coastal and watershed resource properties.

Coastal Resources Conservation Goal 5: Restore and enhance biological diversity in coastal watersheds.

- Objective 5A: Develop 28 plans for the restoration and enhancement of coastal habitats, including coastal wetlands and intertidal areas, stream corridors, dunes, coastal terraces, coastal sage scrub, redwood forest, oak woodlands, Douglas fir forests, and coastal prairie, and for prevention, eradication, or control of invasive species.
- Objective 5B: Restore and enhance 6,820 acres of coastal habitats including coastal wetlands and intertidal areas, stream corridors, dunes, coastal sage scrub, coastal terraces, redwood forest, oak woodlands, Douglas fir forests and coastal prairie.
- Objective 5C: Implement approximately 25 projects to preserve and restore wildlife corridors both between core habitat areas along the coast and from coastal to inland habitat areas.
- Objective 5D: Implement 16 projects that target prevention, control or eradication of non-native invasive species that threaten important coastal habitats.
- Objective 5E: Implement two projects to support the recovery of the southern sea otter (*Enhydra lutris nereis*) population.

Coastal Resources Conservation Goal 6: Improve water quality, habitat, and other coastal resources within coastal watersheds and the ocean.

- Objective 6A: Develop 21 plans to preserve and restore coastal watersheds and create river parkways.
- Objective 6B: Implement 49 projects to preserve and restore coastal watersheds and create river parkways.
- Objective 6C: Develop 112 plans to remove barriers to fish passage and ensure sufficient instream flow to support fish habitat.
- Objective 6D: Implement fish barrier removal projects to open or improve 99 miles of habitat.
- Objective 6E: Complete approximately 19 plans to improve water quality to benefit coastal ocean resources.
- Objective 6F: Implement 16 projects to improve water quality to benefit coastal resources.
- Objective 6G: Assist in the development of seven projects that constitute regional approaches to the management of shoreline erosion and sediment management.

Coastal Resources Conservation Goal 7: Preservation of working landscapes.

- Objective 7A: Acquire approximately 74,070 acres of working-lands conservation easements or fee interests over strategic properties in key coastal watersheds.
- Objective 7B: Provide funding for 38 plans for projects that foster the long-term viability of coastal working lands, including projects to assist farmers, ranchers, and timber producers to reduce impacts of their operations on wildlife habitat and water quality.

- Objective 7C: Implement approximately 60 projects that foster the long-term viability of coastal working lands, including projects to assist farmers, ranchers, and timber producers to reduce impacts of their operations on wildlife habitat and water quality.

Coastal Resources Conservation Goal 8: Provide nonregulatory alternatives to reduce conflicts among competing uses in the Coastal Zone.

- Objective 8A: Resolve 6 land-use conflicts stemming from local coastal programs, work toward elimination of “white holes” (areas where there is no certified local coastal program), and participate in habitat-conservation planning.

SAN FRANCISCO BAY AREA CONSERVANCY PROGRAM

San Francisco Bay Area Conservancy Program Goal 9: Maintain and update lists of long-term resource and recreational goals for the San Francisco Bay Area.

- Objective 9A: Maintain and update lists of high-priority areas for the Bay Area Program, including projects that protect and restore natural habitats and other open-space lands of regional significance, and those that improve public access to and around the bay, connecting the ridges, coast, and urban open spaces.

San Francisco Bay Area Conservancy Program Goal 10: Protect, restore, and enhance natural habitats and connecting corridors, watersheds, scenic areas, and other open-space resources of regional importance.

- Objective 10A: Protect approximately 3,000 acres of wetland habitat throughout the nine Bay Area counties. For purposes of this objective, wetlands include tidal, managed, riparian, riverine, and subtidal habitats.
- Objective 10B: Develop plans for restoration or enhancement projects covering approximately 3,500 acres of wetlands. For purposes of this objective, wetlands include tidal, managed, seasonal, riparian, and subtidal habitats.
- Objective 10C: Restore or enhance approximately 10,000 acres of wetland habitat throughout the nine Bay Area counties. For purposes of this objective, wetlands include tidal, managed, seasonal, and subtidal habitats.
- Objective 10D: Protect approximately 20,000 acres of uplands wildlife habitat, connecting corridors, scenic areas, and other open-space resources of regional significance throughout the nine Bay Area counties.
- Objective 10E: Develop plans for restoration or enhancement projects covering approximately 5,000 acres of uplands habitat.
- Objective 10F: Restore or enhance approximately 5,000 acres of uplands habitat throughout the nine Bay Area counties.

- Objective 10G: Develop plans for restoration or enhancement projects covering at least 15 linear miles of riparian or riverine habitat.
- Objective 10H: Restore or enhance approximately 10 linear miles of riparian or riverine habitat throughout the nine Bay Area counties.
- Objective 10I: Plan 5 projects that protect, restore, or enhance watershed functions and processes for the benefit of wildlife or water quality.
- Objective 10J: Develop 5 plans or studies to prevent, control, or eradicate non-native invasive species that threaten important habitats in the San Francisco Bay Area.
- Objective 10K: Implement 5 projects or programs to prevent, control, or eradicate non-native invasive species that threaten important habitats in the San Francisco Bay Area.

San Francisco Bay Area Conservancy Program Goal 11: Improve public access, recreation, and educational facilities and programs in and around San Francisco Bay, along the coast, the ridgelines, in urban open spaces, and natural areas.

- Objective 11A: Develop approximately 25 plans that provide recreational facilities such as picnic and staging areas, docks and piers, campgrounds, parking lots, interpretive signs, and interpretive or educational centers.
- Objective 11B: Implement approximately 20 projects that provide recreational facilities such as picnic and staging areas, docks and piers, campgrounds, parking lots, interpretive signs, and interpretive or educational centers.
- Objective 11C: Complete 20 projects that increase the amount of land accessible to the public or provide corridors for trails.
- Objective 11D: Develop plans for approximately 15 miles of the San Francisco Bay Trail.
- Objective 11E: Construct approximately 30 miles of the San Francisco Bay Trail.
- Objective 11F: Plan approximately 50 miles of the Bay Area Ridge Trail.
- Objective 11G: Construct approximately 30 miles of the Bay Area Ridge Trail.
- Objective 11H: Develop five plans for regionally significant public access trails and community connectors, including links between the Bay Trail, Ridge Trail, and Coastal Trail, and links between regional trails and urban communities.
- Objective 11I: Construct approximately 50 miles of regionally significant public trails and community connectors, including links between the Bay Trail, Ridge Trail, and Coastal Trail, and links between regional trails and urban communities.
- Objective 11 J: Plan approximately 10 launch sites for the San Francisco Bay Area Water Trail.
- Objective 11K: Construct or enhance approximately 35 launch sites for the San Francisco Bay Area Water Trail.

- Objective 11L: Include wheelchair-accessible or other ADA-compliant elements in approximately 25 Conservancy-funded projects.
- Objective 11M: Implement approximately 25 projects that create, expand, or improve educational or interpretive programs that are tied to on-the-ground restoration projects or trail construction or enhancement and are available to the urban population of the Bay Area.

San Francisco Bay Area Conservancy Program Goal 12: Protect farmlands, including rangeland, from urban encroachment.

- Objective 12A: Protect approximately 500 acres of farmland in the nine Bay Area counties.
- Objective 12B: Protect approximately 5,000 acres of rangeland in the nine Bay Area counties.
- Objective 12C: Develop or implement three plans or projects that promote conservation technologies and assist farmers and ranchers in complying with best-management practices.



EXHIBIT C

Prioritization Required by Proposition 84

Chapter 10 of Proposition 84, the "Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Act of 2006," under "Miscellaneous Provisions," requires the Coastal Conservancy, in evaluating potential projects to be funded with Proposition 84 money that involve acquisition or restoration for the purpose of natural resource protection, to give priority to projects that demonstrate one or more of the characteristics listed below (Section 75071 of the Public Resources Code):

1. Landscape/Habitat Linkages: properties that link to, or contribute to linking, existing protected areas with other large blocks of protected habitat. Linkages must serve to connect existing protected areas, facilitate wildlife movement or botanical transfer, and result in sustainable combined acreage.
2. Watershed Protection: projects that contribute to long-term protection of and improvement to the water and biological quality of the streams, aquifers, and terrestrial resources of priority watersheds of the major biological regions of the state as identified by the Resources Agency.
3. Properties that support relatively large areas of under-protected major habitat types.
4. Properties that provide habitat linkages between two or more major biological regions of the state.
5. Properties for which there is a non-state matching contribution toward the acquisition, restoration, stewardship or management costs. Matching contributions can be either monetary or in the form of services, including volunteer services.

Typical Sequence of Activities for Grant Funding from Application through Project Completion

After discussing your project with State Coastal Conservancy staff, submitting the grant application is the next step in the process of receiving grant funds. There are several steps and additional support that the grantee will need to provide prior to the award of funding and throughout the project. To help prospective grantees understand the process, the requirements and associated time commitments, this document describes the **typical** steps in the process of receiving funds from the State Coastal Conservancy.

1. Conservancy staff review and rank applications to establish priorities for funding (see application for description of selection process). All projects must be authorized for funding by the governing board of the Coastal Conservancy (Board) at a noticed public meeting. Selected high priority projects may be presented to the Board as early as a few months after grantee is notified, or later depending on the project's readiness, urgency for funds, and availability of Conservancy staff.
2. A Conservancy Project Manager is assigned to the proposed project. He/she will contact the grantee to learn more about the project and arrange for a tour of the project site, if appropriate. The Project Manager will be the grantee's main contact at the Conservancy from the beginning to the end of the project.
3. The Project Manager will write a detailed Staff Recommendation for the Board's consideration, and includes letters of support gathered by the grantee as an exhibit to the report. The Staff Recommendation is reviewed by several Conservancy staff members, including the Program Manager, an attorney, and the Executive Officer. Reports are started approximately two to three months prior to each board meeting and finalized approximately one month prior to each Board meeting.

Applicants are required to provide staff with all pertinent information in a timely manner to ensure Board consideration at any particular meeting. Applicants are also strongly encouraged to provide letters of support for their proposed project, including letters from key legislators. Letters of support should not be submitted at the time of application, but will need to be provided at least one month prior to the date of the Board meeting at which the proposed project will be considered. Support letters should be addressed to the Chair of the Conservancy, Douglas Bosco, and sent to the Coastal Conservancy at 1330 Broadway, 13th Floor, Oakland, CA 94612. The Conservancy's project manager should be copied on the letter (i.e., include as cc: Project Manager's Name).

4. Board meetings take place about six to eight times each year and are held at various locations around the state. For each project, the Project Manager will make a brief presentation to the Board members, usually followed by a brief presentation by the Grantee. The Board generally votes on staff's recommendations at this same meeting.
5. Following Board approval, the Project Manager prepares a draft Grant Agreement. This Agreement, when signed, is legally binding and includes requirements of the grantee and information about how and when funds can be disbursed. The draft Agreement is reviewed by the Project Manager, a

EXHIBIT D

Conservancy attorney, and the Conservancy's contracts office. It can also be sent in draft form to the grantee. Preparation and finalization of an agreement usually takes at least three weeks. Five copies of the final Agreement are sent to the grantee for signatures, and all five are sent back to the Conservancy. The Executive Officer signs each copy and one fully executed copy is sent back to the grantee.

It is important that the person administering the project for the grantee be familiar with the procedures and requirements of the agreement. It may be useful for the grantee to arrange a meeting with the Project Manager early in the project to review agreement conditions.

6. The Grant Agreement requires the grantee to prepare additional documents for the Executive Officer's review and approval before the project may begin (or, at least, before the parts of the project for which the Conservancy will be asked to provide reimbursement may begin). Typical accompanying documents may include:
 - a work program that includes a budget and schedule of tasks to be completed
 - the names, titles, and pay rates of staff and any subcontractors
 - a plan for signs acknowledging the Conservancy's contribution to the project
 - proof that all permits and approvals have been obtained
 - verification of adequate insurance (and bonding, if contractors are hired for large construction projects)
 - a resolution from the grantee's governing board containing the following: (1) authority to enter into an agreement with the Conservancy; (2) approval of the agreement's terms and conditions; and (3) designation of the applicant's authorized representative to negotiate and sign the agreement (be sure to get this on your board's agenda before the date you plan to start work)
 - agreements with landowners, if project is implemented on property not owned by grantee
 - an agreement to maintain the project improvements for 20 years
 - other legal documents that may require notarized signatures and recording

For projects involving the acquisition of property or conservation easements, appraisals, title documents, draft purchase agreements, escrow instructions, and other documents will be required. Coastal Conservancy *Environmental Appraisal Specifications* are available from Conservancy staff.

7. Once the Project Manager has received and the Executive Officer has approved all of the required additional documents and the Grant Agreement has been signed, the Project Manager will provide a written approval for the project to commence.
8. Invoices can then be sent to the Conservancy for reimbursement of tasks specifically agreed upon in the Grant Agreement and its accompanying documents. Grantees are required to use a "Request for Disbursement" form (provided by the Project Manager, along with an instruction sheet) as the form of the invoice. The invoices will be reviewed by the Project Manager and the contracts office. Payment will be mailed to the grantee usually within three weeks after the invoice is found to be complete. Generally, the Conservancy is required to withhold ten percent of invoiced amounts until the project is satisfactorily completed.
9. At project completion, the grantee submits a final invoice for remaining project costs and withheld amounts along with a final summary report of the project. For acquisition projects, the request for

EXHIBIT D

disbursement is sent to the Conservancy and when all acquisition documents have been approved by the Executive Officer and escrow conditions met, the warrant is sent to and paid out of escrow. Upon the Project Manager's assessment that all requirements of the Grant Agreement have been met, the agreement is closed.

Non-Reimbursable Expenses: Expenses incurred before the contractual agreement with the Conservancy is completed are not reimbursable. Such expenses should be discussed with the Project Manager early in the application and agreement preparation phase if pre-agreement costs will be a problem for the grantee.

**California Coastal Conservancy
Climate Change Policy
Adopted on June 4, 2009**

Pertinent Facts

- A. The State Coastal Conservancy Act of 1976 (Division 21 of the Public Resources Code) establishes the State Coastal Conservancy (Conservancy) to work cooperatively to protect and restore natural resources, agricultural lands, and to provide public access to and along the coast.
- B. The Legislature later amended the Conservancy's geographic and programmatic jurisdiction to include the entire nine-county San Francisco Bay Area, the protection of coastal and marine habitats, urban waterfronts, coastal watersheds, educational projects and programs, administration of the Ocean Protection Council, and implementation of the California Coastal Trail and the San Francisco Bay Area Water Trail Plan.
- C. The Global Warming Solutions Act of 2006 (AB 32) declares that global warming poses a serious threat to the environment of California and requires California to reduce its total greenhouse gas (GHG) emission levels.
- D. AB32, the Governor's Executive Orders S-3-05 (2005) and S-13-08 (2008), the Governor's Office of Planning and Research Technical Advisory dated June 18, 2008, and pending revisions to formal Guidelines for the California Environmental Quality Act (CEQA) all require that agencies consider global warming with respect to their proposed actions.
- E. The Conservancy's *Strategic Plan 2007* identifies many effects that climate change will have on ocean, coastal and near-coastal resources, and the need to consider these impacts in determining the priority of expenditures in the design and siting of Conservancy-funded infrastructure projects; to support others in order to improve our understanding of the effects of climate change; and to identify tools to mitigate and plan for a range of predicted changes.
- F. The California coast, ocean, and the San Francisco Bay area are experiencing documented adverse changes as a result of global warming, and climate scientists are predicting that these changes will accelerate, posing tremendous impacts and threats to the resources within the Conservancy's jurisdiction.
- G. California's coastal, near shore, and marine resources are expected to experience dramatic physical, ecological, economic and social impacts due to predicted higher air and water

EXHIBIT E

temperatures, altered precipitation patterns, significant sea-level rise, salinity changes, more severe El Niño climate events, increased storm frequency and intensity, higher coastal erosion rates, greater fire intensity and frequency, increased ocean acidification, changes in ocean circulation and upwelling, saltwater intrusion into water sources for agriculture, and other changes.

- H. Coastal and bay wetland habitats, already significantly altered and reduced in size due to human activities, are expected to be significantly affected by changes in climate-driven processes such as sea-level rise, fresh water flows, and sediment supplies.
- I. Increased coastal erosion will likely reduce the lifespan of and threaten California's existing public and private facilities and structures, beaches and coastal habitats. Sea-level rise and other effects of climate change on the coast and ocean threaten California's \$46 billion ocean-dependent economy.
- J. Many Conservancy projects result in the protection of open space, restoration of urban areas, and development of multi-purpose trails which will help support efforts to implement transit-oriented, high-density development and reduce vehicle miles travelled and greenhouse gas emissions from transportation.
- K. Agricultural protection projects are expected to be vulnerable to higher air temperatures and changes in water supplies, including from saltwater intrusion into groundwater sources.
- L. The protection, restoration, and enhancement of habitats, ecosystem processes, and open space is essential to minimizing threats from global warming to California's biodiversity—an important part of the Conservancy's mission.
- M. The coastal regions of the state are projected to have less severe temperature increases than inland regions, rendering the coastal region even more significant as a refuge for human use and overall biodiversity.
- N. Protection of habitat inland and adjacent to tidal wetlands is essential for offsetting some wetland losses due to sea-level rise and changes in storm frequencies and intensities.
- O. Many habitat restoration projects sequester carbon, an important factor in reducing the concentration of greenhouse gas emissions and slowing the rate of global warming.
- P. The effects of climate change make adaptive management, coupled with monitoring of ecosystem processes, more important than ever to assure that non-climate related stressors are identified and addressed early on, to assure that management actions are effective or "do no harm," and to contribute toward the collective knowledge for use of scientists, managers, and the public.

EXHIBIT E

In light of the Pertinent Facts, above, the Conservancy adopts the following climate change policies:

1. The Executive Officer is directed to consider climate change in evaluating which projects to fund and the manner in which projects are selected, in order to reduce vulnerabilities from climate change while continuing to support the resources (public access, open space, etc.) the Conservancy is charged with protecting.
2. Sea-level Rise. Prior to the completion of the National Academies of Science report on sea-level rise, consistent with Executive Order S-13-08, the Conservancy will consider the following sea-level rise scenarios in assessing project vulnerability and, to the extent feasible, reducing expected risks and increasing resiliency to sea-level rise:
 - a) 16 inches (40 cm) by 2050, and
 - b) 55 inches (140cm) by 2100
3. Collaboration to Support Adaptation Strategies. The Conservancy will collaborate with other agencies and entities to develop, support, and implement climate change adaptation plans, strategies and projects that minimize or offset impacts to natural resources, public access, and other matters specified in the Conservancy's enabling legislation.
4. Adaptation Strategies. The Conservancy encourages applications for climate-sensitive projects that include robust adaptation measures and strategies, including pilot or demonstration projects that are consistent with its enabling legislation, strategic plan, and available funding. These may employ innovative strategies for adaptation and mitigation of greenhouse gas emissions to minimize effects of climate change on natural resources and public access. Applications are encouraged for, but not limited to the following types of projects or project elements:
 - a) *Protection of Areas Adjacent to Shoreline Habitats* in order to support the inland shift of habitats such as tidal wetlands, in response to sea-level rise;
 - b) *Regional Sediment Management* to support restoration of natural sediment processes and beneficial reuse of dredge materials to enable tidal wetlands and other shoreline habitats to keep pace with sea-level rise;
 - c) *Setbacks, Rolling Easements and Planned Retreat* which 1) relocate developments further inland or away from areas likely to be affected by flooding and erosion within the life of the structure, 2) remove development as hazards encroach into developed areas, or 3) facilitate landward movement of coastal ecosystems subject to dislocation by sea-level rise and other climate change impacts;
 - d) *Innovative Designs* that incorporate features that are resilient to climate change impacts and can serve as demonstration projects;
 - e) *Protection of Land* for supporting native species in responding to climate change;

EXHIBIT E

- f) ***Protection of Open Space*** to protect existing and future habitat for species impacted by climate change and to support transit-oriented, high-density development in urban areas that minimize impacts to habitats and that help reduce greenhouse gas emissions from transportation;
 - g) ***Restoration of Urban Waterfronts and Urban Coastal Watershed Areas*** to support transit-oriented, high-density development, which help reduce greenhouse gas emissions from transportation;
 - h) ***Conservation, Restoration and Enhancement of Habitats that Sequester Carbon***, including forests, tidal wetlands, and estuarine scrub/shrub habitats;
 - i) ***Development of Multi-use Trails*** that connect communities, provide access to and along the coast, and help reduce vehicle miles travelled;
 - j) ***Management of Invasive Species***, especially projects which prevent introduction or spread of invasive species, in order to reduce the impacts of this major stressor on biodiversity;
 - k) ***Riparian Protection, Enhancement, and Restoration Projects*** that allow for wider riparian corridors to accommodate increased flooding, or provide other benefits such as increased shading to moderate water temperature increases;
 - l) ***Acquisition Planning Projects*** that apply the latest information on climate change impacts and recommendations on reserve design, to identify wildlife migration corridors and natural lands that have a diversity of topography, soils and microclimates, to maximize the survival of native species and biodiversity and preserve ecosystem processes;
 - m) ***Adaptive Management and Monitoring*** of ecosystem and physical processes to support implementation of management actions to achieve project objectives under rapidly-changing climatic conditions; and
 - n) ***Living Shoreline Projects*** which restore and enhance nearshore and tidal habitats such as tidal wetlands, eelgrass and native oysters, to promote sedimentation and protect against shoreline erosion.
5. **Climate Change Research**. When appropriate and consistent with the Conservancy's enabling legislation and available funding sources, the Conservancy will support priority research projects that are targeted to increasing understanding of climate change impacts to coastal and bay resources, support vulnerability assessments, quantify carbon sequestration benefits of habitat enhancement and restoration projects, and that demonstrate the effectiveness of applied management strategies.

EXHIBIT E

6. Education, Outreach and Guidance. To the extent feasible with staffing and funding limitations, the Conservancy will collaborate with others to provide current information and guidance to grantees on the latest relevant climate change information and best management practices.
7. Greenhouse Gas Emissions. Conservancy staff will work with applicants to identify, evaluate, and incorporate reasonable measures to reduce the greenhouse gas emissions of Conservancy-funded projects. The Conservancy will encourage use of best management practices and innovative designs that reduce greenhouse gas emissions and, as possible will support the development of such practices and designs through funding and other actions.
8. Carbon Reduction and Offsets. Conservancy staff will continue to measure, verify and report its overall greenhouse gas emissions with the goal of reducing them; and will explore opportunities to offset emissions from Conservancy operations. The Conservancy will require grantees to obtain the approval of the Executive Officer prior to sale of carbon credits on land for which the Conservancy provided funding to purchase, restore, enhance, or develop.
9. Transportation. Conservancy staff will, where feasible, attempt to reduce their work-related greenhouse gas emissions from travel, through the use of public transportation, carpooling, bicycling, use of low fuel vehicles, clustering meetings and events, and using phone- and web-based conferencing technologies.



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion 18514

HEARING DATE: December 15, 2011

Hearing Date: December 15, 2011
Case No.: 2010.0493E
Project Address: various
Zoning: various
Block/Lot: various
Project Sponsors: San Francisco Office of Economic and Workforce Development

1 Dr. Carlton Goodlett Place
San Francisco, CA 94102

Port of San Francisco
Pier 1
San Francisco, CA 94111

34th America's Cup Event Authority
160 Pacific Avenue
San Francisco, CA 94111

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ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR (1) A PROPOSED PROJECT INVOLVING AMERICA'S CUP SAILING RACES IN THE SUMMER / FALL OF 2012 AND 2013, INCLUDING VARIOUS WATERFRONT VENUES, AND (2) A PROPOSED PROJECT INVOLVING CONSTRUCTION OF THE JAMES R. HERMAN CRUISE TERMINAL AND NORTHEAST WHARF PLAZA AT PIERS 27-29.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2010.0493E, (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on February 9, 2011.

www.sfplanning.org

- B. On July 11, 2011, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.
 - C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on July 11, 2011.
 - D. On July 11, 2011, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
 - E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on July 11, 2011.
2. The Commission held a duly advertised public hearing on said DEIR on August 11, 2011, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on August 25, 2011.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Draft Comments and Responses document, published on December 1, 2011, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
 4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document all as required by law.
 5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.
 6. On December 15, 2011, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
 7. The Planning Commission hereby does find that the FEIR concerning File No. 2010.0493E, the 34th America's Cup & James R Herman Cruise Terminal & Northeast Wharf Plaza reflects the independent judgment and analysis of the City and County of San Francisco, is

adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.

8. The Commission, in certifying the completion of said FEIR, hereby does find that the 34th America's Cup project described in the EIR:

A. Will have a significant project-specific effect on the environment by:

- a. reducing levels of service at 18 signalized and unsignalized intersections;
- b. impacting other signalized and unsignalized intersections;
- c. resulting in a significant impact on traffic operations;
- d. exceeding available transit capacity of Muni lines, PresidiGo shuttle service, AC Transit lines, BART lines, WETA lines, Golden Gate Transit bus and ferry lines, Blue & Gold ferry lines, Caltrain service, and SamTrans lines;
- e. impacting transit operations related to additional congestion resulting from the project;
- f. disrupting regular scheduled ferry operations;
- g. resulting in potentially significant impacts to the transportation network in combination with other special events occurring simultaneously in San Francisco;
- h. resulting in exposure of persons to or generation of noise levels in excess of standards established in the *San Francisco General Plan* or San Francisco Noise Ordinance;
- i. resulting in a temporary and periodic increase in ambient noise levels in the project vicinity above levels existing without the project associated with increased traffic levels on weekends;
- j. resulting in construction emission of criteria pollutants and precursors that would violate an air quality standard or contribute substantially to an existing or projected air quality violation;
- k. resulting in exposure of sensitive receptors to substantial concentrations of toxic air contaminants or respirable particulate matter (PM2.5) associated with construction;
- l. violating an air quality standard or contribute substantially to an existing or projected air quality violation associated with operations;



CEQA Categorical Exemption Determination

SAN FRANCISCO
PLANNING
DEPARTMENT

Property Information/Project Description

PROJECT ADDRESS <i>Pier 84 - Copra Avenue</i>	BLOCK/LOT(S) <i>9900/084</i>
--	---------------------------------

CASE NO. <i>2013-0447 E</i>	PERMIT NO.	PLANS DATED <i>5/5/03</i>
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- Addition/ Alteration (detailed below)
 Demolition (requires HRER if over 50 years old)
 New Construction

STEP 1 EXEMPTION CLASS

- Class 1: Existing Facilities**
 Interior and exterior alterations; additions under 10,000 sq.ft.; change of use if principally permitted or with a CU.
- Class 3: New Construction**
 Up to three (3) single family residences; six (6) dwelling units in one building; commercial/office structures under 10,000 sq.ft.; accessory structures; utility extensions.

CLASS 31 - Historical Resource Restoration/Rehabilitate

NOTE:
If neither class applies, an *Environmental Evaluation Application* is required.

STEP 2 CEQA IMPACTS (To be completed by Project Planner)

If ANY box is initialed below an *Environmental Evaluation Application* is required.

_____ **Transportation:** Does the project create six (6) or more net new parking spaces or residential units? 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?

_____ **Air Quality:** Would the project add new sensitive receptors (specifically, schools, colleges, universities, day care facilities, hospitals, residential dwellings [subject to Article 38 of the Health Code], and senior-care facilities)?

_____ **Hazardous Materials:** Would the project involve 1) change of use (including tenant improvements) and/or 2) soil disturbance; on a site with a former gas station, auto repair, dry cleaners, or heavy manufacturing use, or on a site with underground storage tanks?
Phase I Environmental Site Assessment required for CEQA clearance (E.P. initials required)

_____ **Soil Disturbance/Modification:** Would the project result in the soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in non-archeological sensitive areas?

Refer to: EP ArcMap > CEQA CatEx Determination Layers > Archeological Sensitive Areas

_____ **Noise:** Does the project include new noise-sensitive receptors (schools, colleges, universities, day care facilities, hospitals, residential dwellings, and senior-care facilities) fronting roadways located in the noise mitigation area?

Refer to: EP ArcMap > CEQA CatEx Determination Layers > Noise Mitigation Area

_____ **Subdivision/Lot-Line Adjustment:** Does the project site involve a subdivision or lot-line adjustment on a lot with a slope of 20% or more?

Refer to: EP ArcMap > CEQA CatEx Determination Layers > Topography

CONTINUED ON PAGE 2

Slope = or > 20%: Does the project involve excavation, square footage expansion, shoring, underpinning, retaining wall work, grading – including excavation or fill?

Exceptions: Do not check box for work performed on previously graded level portion of site; stairs, patio, deck and fence work.

Geotechnical report required and a Certificate or higher level CEQA document required – File an Environmental Application

Seismic: Landslide Zone: Does the project involve excavation, square footage expansion, shoring, underpinning, retaining wall work, grading – including excavation and fill on a landslide zone – as identified in the San Francisco General Plan?

Exceptions: Do not check box for stairs, patio, deck and fence work.

Geotechnical report required and a Certificate or higher level CEQA document required – File an Environmental Application

Seismic: Liquefaction Zone: Does the project involve excavation, square footage expansion, shoring, underpinning, retaining wall work, grading – including excavation and fill on either seismic, flooding, or liquefaction zone?

Exceptions: Do not check box for stairs, patio, deck and fence work.

Geotechnical report will likely be required. File an Environmental Application

Serpentine Rock: Does the project involve any excavation in a property containing serpentine rock?

No exceptions.

File an Environmental Application to determine the applicable level of CEQA analysis

NOTE:
Project Planner must initial box below before proceeding to Step 3.

Project Can Proceed With Categorical Exemption Review.

The project does not trigger any of the CEQA Impacts and can proceed with categorical exemption review.

GO TO STEP 3

*MP
10/16/13
The Port will standard follow the procedure used in similar projects that are cleared under the maintenance & repair code.*

STEP 3 PROPERTY STATUS - HISTORICAL RESOURCE

Property is one of the following: (Refer to: San Francisco Property Information Map)

Category A: Known Historical Resource **GO TO STEP 5**

Category B: Potential Historical Resource (over 50 years of age) **GO TO STEP 4**

Category C: Not a Historical Resource or Not Age Eligible (under 50 years of age) **GO TO STEP 6**

STEP 4 PROPOSED WORK CHECKLIST (To be completed by Project Planner)

If condition applies, please initial.

1. **Change of Use and New Construction** (tenant improvements not included).
2. **Interior alterations/interior tenant improvements.** Note: Publicly-accessible spaces (i.e. lobby, auditorium, or sanctuary) require preservation planner review.
3. **Regular maintenance and repair** to correct or repair deterioration, decay, or damage to the building.
4. **Window replacement** that meets the Department's *Window Replacement Standards* (does not include storefront window alterations).
5. **Garage work**, specifically, a new opening that meets the *Guidelines for Adding Garages and Curb Cuts*, and/or replacement of garage door in an existing opening.
6. **Deck, terrace construction, or fences** that are not visible from any immediately adjacent public right-of-way.
7. **Mechanical equipment installation** not visible from any immediately adjacent public right-of-way.
8. **Dormer installation** that meets the requirements for exemption from public notification under *Zoning Administrator Bulletin: Dormer Windows*.
9. **Additions** that are not visible from any immediately adjacent public right-of-way for 150' 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.

NOTE:
Project Planner must check box below before proceeding.

Project is not listed:

GO TO STEP 5

Project does not conform to the scopes of work:

GO TO STEP 5

Project involves 4 or more work descriptions:

GO TO STEP 5

Project involves less than 4 work descriptions:

GO TO STEP 6

STEP 5 CEQA IMPACTS - ADVANCED HISTORICAL REVIEW (To be completed by Preservation Planner)

If condition applies, please initial.

1. Project involves a Known Historical Resource (CEQA Category A) as determined by Step 3 and conforms entirely to Scope of Work Descriptions listed in Step 4. (Please initial scopes of work in STEP 4 that apply.)
2. Interior alterations to publicly-accessible spaces.
3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
7. Addition(s), including mechanical equipment that are minimally visible from a public right of way and meets the Secretary of the Interior's Standards for Rehabilitation.
8. Other work consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties
Specify: See PTR Form signed 4/27/13
9. Reclassification of property status to Category C
 a. Per Environmental Evaluation, dated: _____
 * Attach Historic Resource Evaluation Report
 b. Other, please specify: _____
* Requires initial by Senior Preservation Planner / Preservation Coordinator

NOTE:
If ANY box is initialed in STEP 5, Preservation Planner MUST review & initial below.

Further Environmental Review Required.

Based on the information provided, the project requires an *Environmental Evaluation Application* to be submitted.

GO TO STEP 6

Preservation Planner Initials

Project Can Proceed With Categorical Exemption Review.

The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review.

GO TO STEP 6

Preservation Planner Initials

STEP 6 CATEGORICAL EXEMPTION DETERMINATION (To be completed by Project Planner)

- Further Environmental Review Required.
Proposed Project does not meet scopes of work in either:
(check all that apply)
- Step 2 (CEQA Impacts) or
- Step 5 (Advanced Historical Review)

STOP!

Must file *Environmental Evaluation Application*.

No Further Environmental Review Required. Project is categorically exempt under CEQA.

Planner's Signature: [Signature]

Date: 4/27/13

Print Name: Rich Sore

Once signed and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 91 of the Administrative Code.

Pereira, Monica

From: Beaupre, David
Sent: Tuesday, April 16, 2013 9:31 AM
To: Pereira, Monica
Subject: Copra Crane Questions- Response

Monica,

The Port would conduct removal activities in accordance with applicable regulatory permits and would cut or break the piles off at least one foot below the mudline. The Port will minimize sediment disturbance during removal, use a floating boom around the work area to contain and capture debris. Creosote treated piles and decking material will be placed on a barge and shipped to be processed and transferred to an appropriate upland disposal site. The repair crew will work diligently to prevent any material from dropping into the Bay during the course of the work, if any material falls into the Bay it will immediately be retrieved.

The new deck and support for the copra crane will be constructed from the waterside utilizing a barge and crane.

Please let me know if you have any other questions.

Thank you,

David Beaupre
Port of San Francisco
Planning and Development
415-274-0539
Fax 415-732-0409
sfport.com

PRESERVATION TEAM REVIEW FORM

4/15/2013	4/22/2013
-----------	-----------

Rich Sucre		Pier 84 (Copra Crane)	
9900/084		Indiana and Tulare Streets	
A			2013.0447E

<input checked="" type="radio"/> CEQA	<input type="radio"/> Article 10/11	<input type="radio"/> Preliminary/PIC	<input type="radio"/> Alteration	<input type="radio"/> Demo/New Construction
---------------------------------------	-------------------------------------	---------------------------------------	----------------------------------	---

05/05/2013

<input type="checkbox"/>	Is the subject Property an eligible historic resource?
<input checked="" type="checkbox"/>	If so, are the proposed changes a significant impact?
Additional Notes:	
<p>- Constructed in 1965, the Pier 84 Copra Crane is a historic resource for CEQA purposes, as determined by the Central Waterfront Historic Resource Survey.</p> <p>- The proposed project includes reconstruction of the Copra Crane and construction of a new platform consisting of ten creosote-treated wood piles, pile caps, stringers and 1,100 sq ft of wood decking. The crane and platform would be reconstructed in its original location.</p>	

<input checked="" type="radio"/> Yes <input type="radio"/> No * <input type="radio"/> N/A	
<p style="text-align: center;">Individual</p> <p>Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:</p> <p>Criterion 1 - Event: <input type="radio"/> Yes <input type="radio"/> No</p> <p>Criterion 2 - Persons: <input type="radio"/> Yes <input type="radio"/> No</p> <p>Criterion 3 - Architecture: <input type="radio"/> Yes <input type="radio"/> No</p> <p>Criterion 4 - Info. Potential: <input type="radio"/> Yes <input type="radio"/> No</p> <p>Period of Significance: <input style="width: 100px;" type="text"/></p>	<p style="text-align: center;">Historic District/Context</p> <p>Property is eligible for inclusion in a California Register Historic District/Context under one or more of the following Criteria:</p> <p>Criterion 1 - Event: <input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Criterion 2 - Persons: <input type="radio"/> Yes <input checked="" type="radio"/> No</p> <p>Criterion 3 - Architecture: <input type="radio"/> Yes <input checked="" type="radio"/> No</p> <p>Criterion 4 - Info. Potential: <input type="radio"/> Yes <input checked="" type="radio"/> No</p> <p>Period of Significance: <input style="width: 100px; border: 1px solid black;" type="text" value="1965"/></p> <p><input type="radio"/> Contributor <input type="radio"/> Non-Contributor</p>

[REDACTED]	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
	<input type="radio"/> Yes	<input checked="" type="radio"/> No	

* If No is selected for Historic Resource per CEQA, a signature from Senior Preservation Planner or Preservation Coordinator is required.

COMMENTS

The Pier 84 Copra Crane is significant for its association with San Francisco's waterfront and labor history. It is the last surviving remnant of the former Cargill industrial plant, and is representative of the hand-operated machinery used by Longshoremen to off load material from cargo vessels. In 2012, the Copra Crane was disassembled and was stored off-site, due to imminent collapse of the timber wharf.

The proposed project would construct a new timber wharf and would reconstruct the Copra Crane in its original location. The reconstruction of the Copra Crane would be guided by detailed architectural and engineering drawings, and would meet the Secretary of the Interior's Standards for Reconstruction. The new timber wharf would match the original timber wharf in location, design, size and appearance. Ultimately, the reconstructed Copra Crane would serve as an monument to recognize and interpret the history of the Copra Crane and its contribution to San Francisco's waterfront. The proposed project is sponsored by the Port of San Francisco with the Copra Crane Labor Landmark Association (CCLLA).

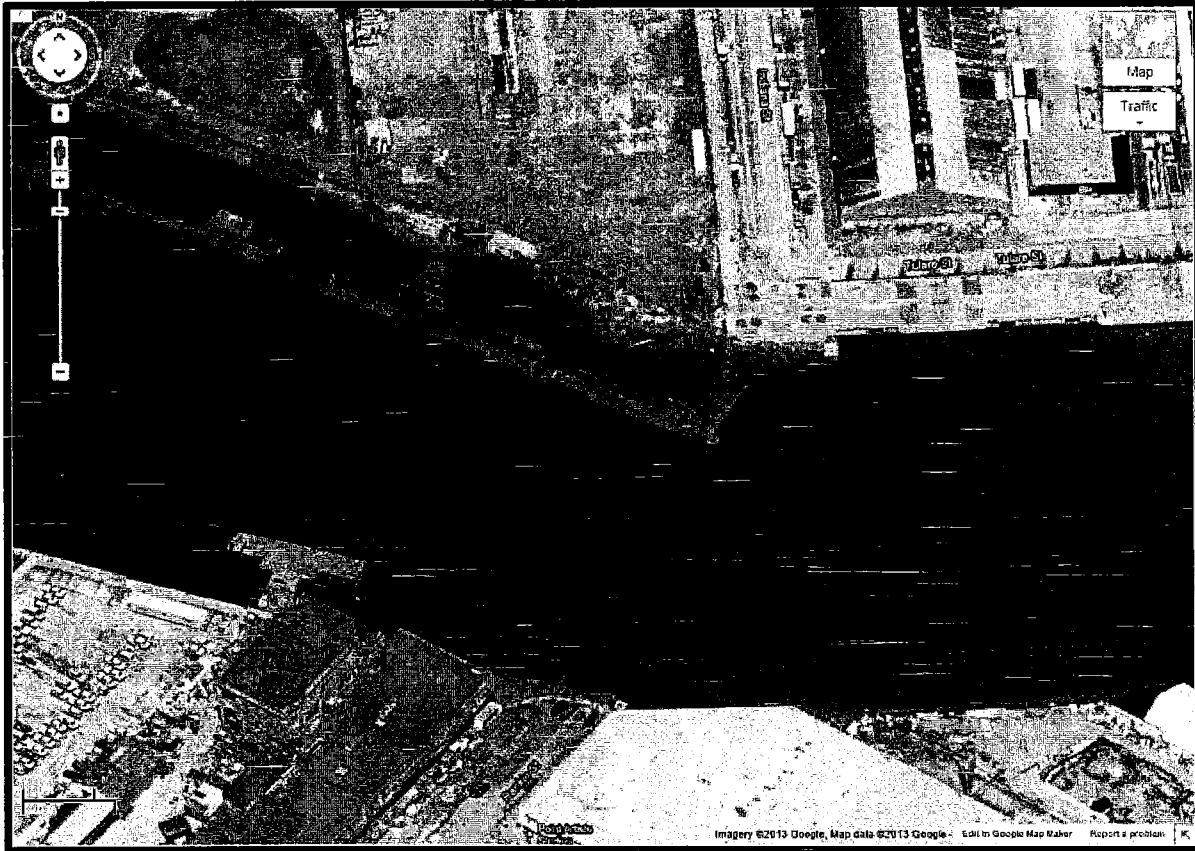
Overall, the proposed project would not have a significant adverse impact to any on-site or off-site historic resources, since the proposed project would meet the Secretary of the Interior's Standards for Reconstruction.

[REDACTED]	[REDACTED]
Uma	4 - 22 - 2013

Preservation Team Review Form
April 22, 2013

Case No. 2013.0447E
Pier 84, Copra Crane

IMAGES



Pier 84, Copra Crane
(Source: Google Maps, Accessed April 22, 2013)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # HRI # Trinomial NRHP Status Code
Other Listings Review Code	Reviewer Date

Page 1 of 2 Resource name(s) or number(assigned by recorder) Pier 84 and Copra crane

***P1. Other Identifier:** 133; Pier 84 Cargill Copra Plant

***P2. Location:** Not for Publication Unrestricted

***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco South, CA **Date** 1995

***c. Address** Indiana and Tulare Streets at Islais Creek Channel **City** San Francisco

Zip 94124

***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 84

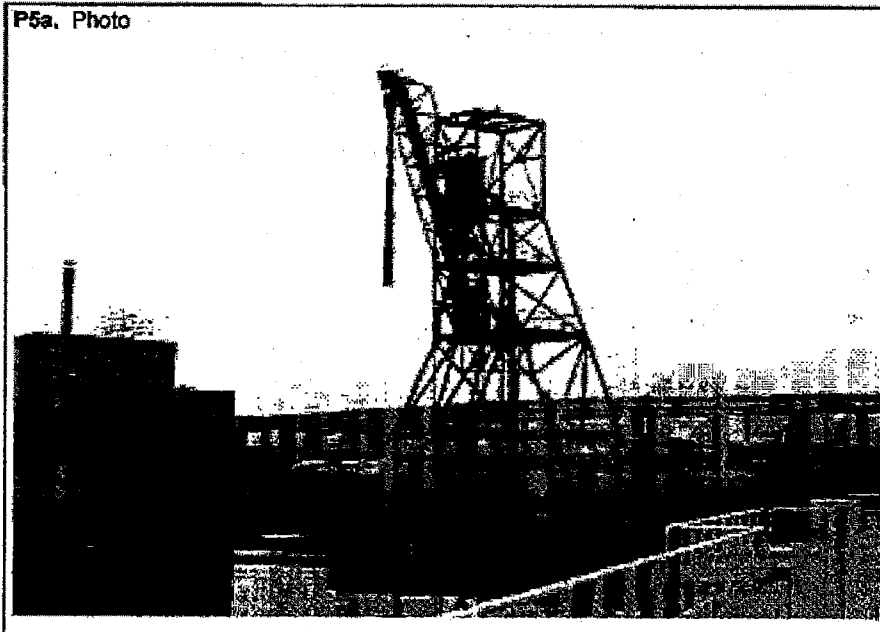
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Pier 84 is a single level wooden wharf set on wood pilings located along the northwest shore of the Islais Creek Channel. The wharf is located some fifty feet from the shoreline and was accessed by short bridges, no longer standing. Adjacent buildings have also been demolished, c. 1998.

The copra crane is a large (approximately 50-foot tall) structural steel loading crane with a broad base set onto the deck of the pier. A long arm and descending "trunk" project from the midsection of the crane. The crane has been tooled to unload copra, or dried coconut meat, which was processed for vegetable oil in the now demolished plant on the adjacent shore.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure; AH 13 Wharves

***P4. Resources Present:** Building Structure Object Site District Element of District Other



***P5b. Photo:** (view and date)
View from Tulare Street looking southwest
11-30-2000

***P6. Date Constructed/Age and Sources:** Historic
Pier: 1948 Port Files
Crane: 1985 Port Files

***P7. Owner and Address:**
Port of San Francisco
Ferry Building
San Francisco, Ca 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey (1990.348L) "Pier 84 with Loading

report and other sources, or enter "none") San Francisco Landmarks Case Report, June 1, 1990
Tower"; DPR 523 10/24/94

***Attachments:** None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 481
 *Resource Name or # Pier 84 and copra crane

- B1. Historic name: Cargill Inc. Copra loading crane
- B2. Common name: Copra loading crane
- B3. Original Use: Copra loading crane B4. Present use: None

*B5. Architectural Style: N/A
 *B6. Construction History: (Construction date, alterations, and date of alterations)
 Pier constructed in 1948. Crane constructed in 1965.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
 Shed and pump house, both post-1964. Rail spurs. Office on Cesar Chavez Street.

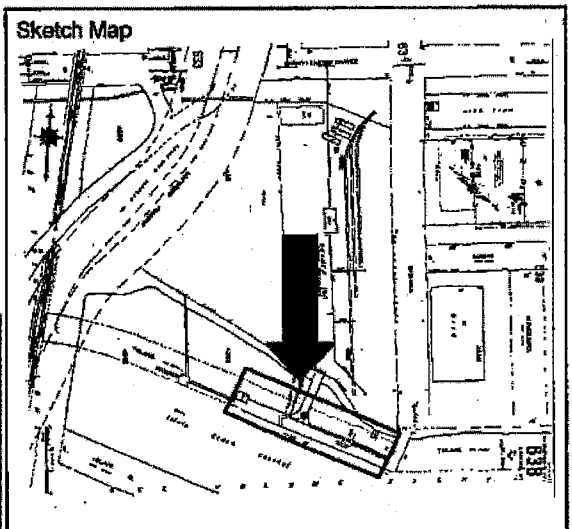
B9a. Architect: Unknown b. Builder: Unknown
 *B10. Significance: Theme Commercial Development Area San Francisco's Central Waterfront
 Period of Significance 1854-1948 Property Type Industrial Applicable Criteria A
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This area does not appear on any maps before 1920 because it was an open creek bed. By 1928, work had begun on the Islais Creek Reclamation project, which entailed creating 281 acres of fill for industrial expansion and new factory sites and dredging 6,000,000 cubic yards of fill to create the present channel. This parcel is listed in the 1935 block book with the Western Pacific Rail Road Company as the owner of the entire block. In 1948, the Port of San Francisco constructed Pier 84. By 1948, a plant and refinery for coconut oil was constructed by Cargill Inc., and in 1956, the administration building was constructed with general offices, an oil manager office, a grain manager office, a trading room and a sample room. The loading crane - copra crane was erected in 1965 by/for Granex Corp., a copra processing plant owned and operated by Philippine nationals. It was used until 1974 when the copra processing plant closed. City Directories list Cargill Inc. at this address until 1980 and Granex Corporation, refiners of oil/copra processing from 1981 until 1990. Pan Pacific Commodities, dealers of crude oil, were also listed at this address from 1981-1983.

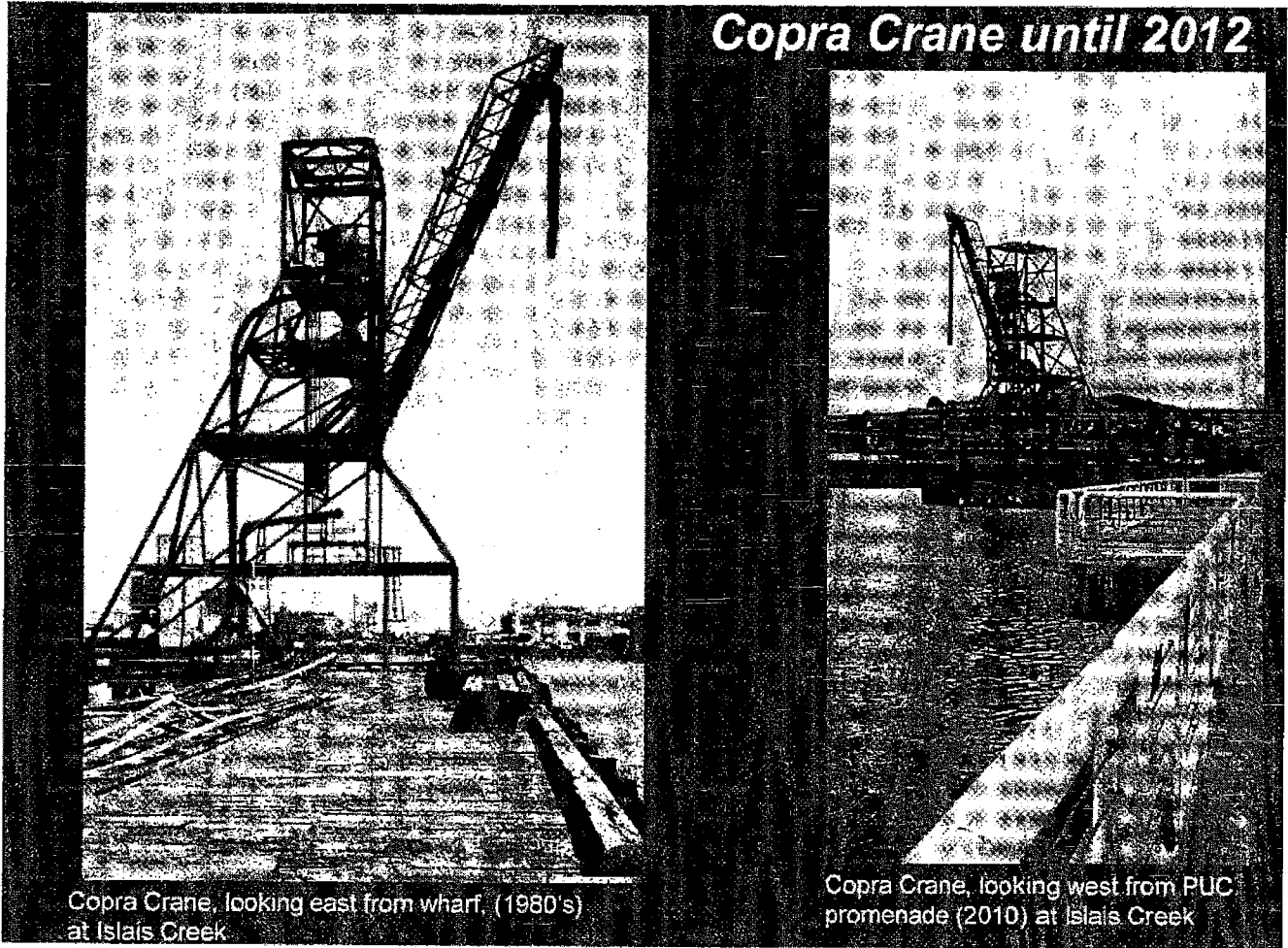
The crane retains integrity of location, design, workmanship, materials, and association. It is such a striking structure that, although almost all of the buildings from the plant have been demolished, it still possesses integrity of setting and feeling.

Although this crane was erected less than 50 years ago, it is significant at the local level because of its connection to the Central Waterfront's and San Francisco's labor history as it is the last remaining piece of machinery on the Port of San Francisco hand-operated by longshoremen working bulk cargo. It also represents the ties of San Francisco's economy with those of the South Pacific Islands. In the 1960s, copra imports to San Francisco were valued at about \$18 million annually. This resource may become eligible for separate listing in the National Register when the property becomes old enough to meet the Register's 50-year requirement. Additional research may find it as the only remaining property representative of the copra processing industry in San Francisco. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

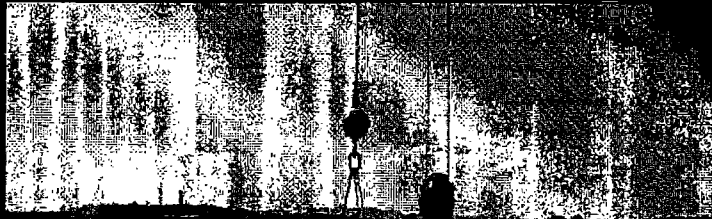
- B11. Additional Resource Attributes: (List attributes and codes)
- *B12. References:
 Building Permit #188857; Port of San Francisco Historic Resources Data Base; "Save the Copra Crane" brochure; Copra Crane Labor Landmark Association; Islais Creek Human History Outline
- B13. Remarks:
- *B14. Evaluator:
 Tim Kelley, historian, Central Waterfront Survey Advisory Committee
- *Date of Evaluation:
 July 20, 2001



(This space reserved for official comments.)

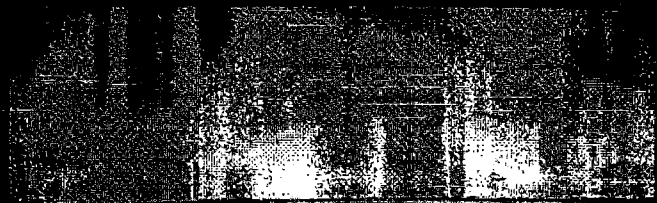


Copra Crane former and future site



Above: Piles that once supported Copra Crane, looking south at Terminus of Indian Street at Islais Creek

Below: Pile supported wharf area adjacent to former Copra Crane Platform, Looking west at terminus of Indiana Street



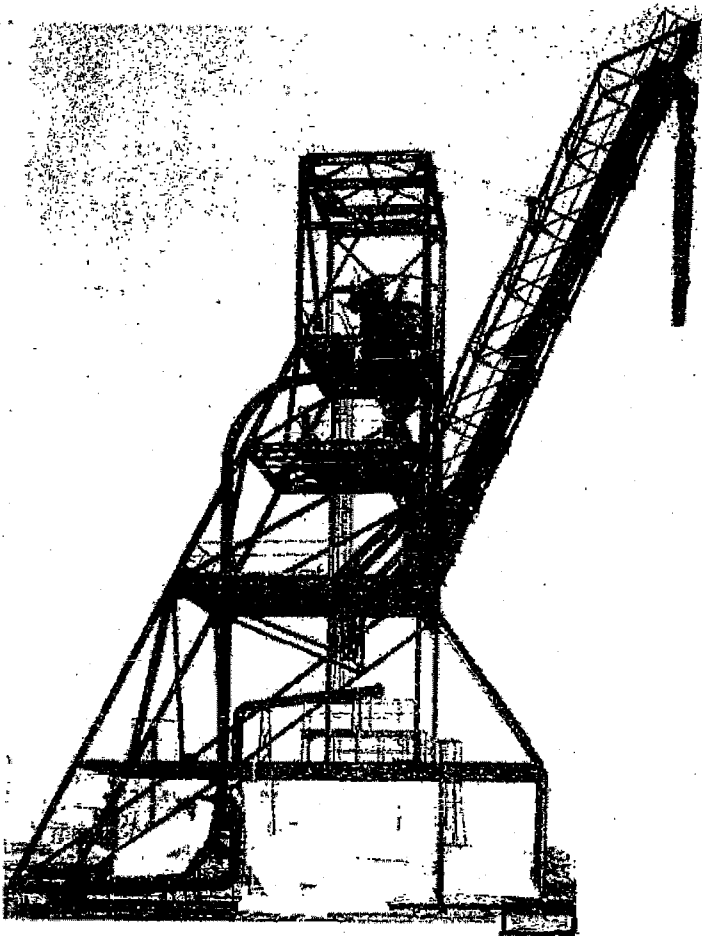



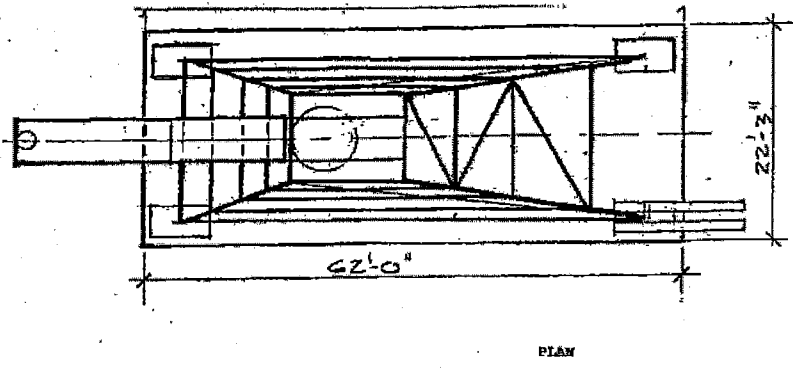
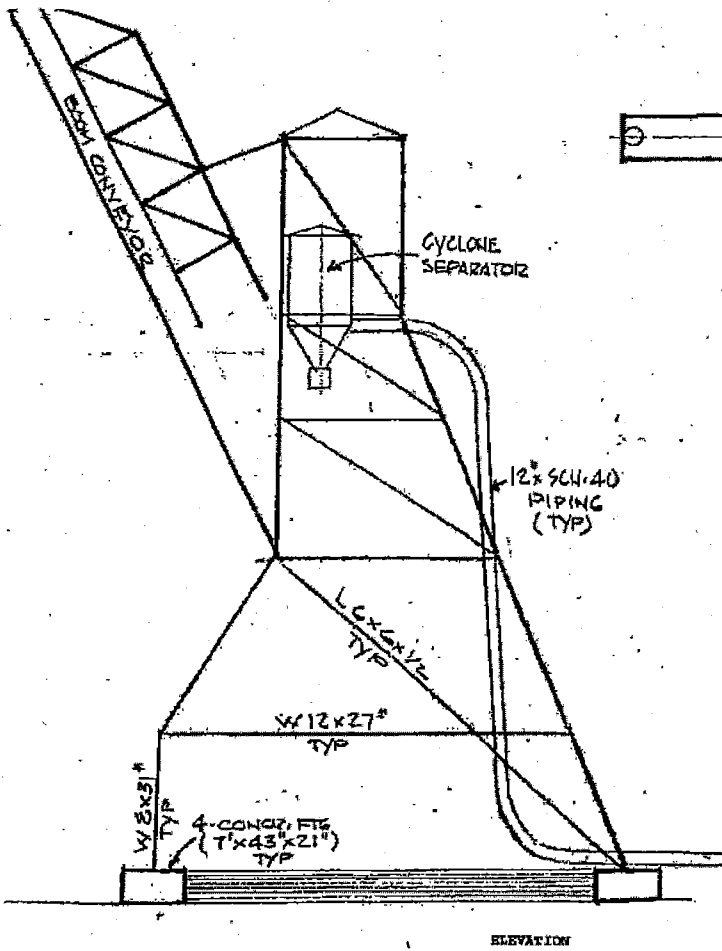
TABLE OF CONTENTS:

SHEET NO.	CONTENT
1.	TITLE SHEET & TABLE OF CONTENTS.
2.	COPRA CRANE; GENERAL ARRANGEMENT, PLAN & ELEVATION.
3.	NEW COPRA CRANE PLATFORM; STRUCTURAL ARRANGEMENT.
4.	NEW COPRA CRANE PLATFORM; CORNER CONSTRUCTION DETAILS.
5.	PILE CONSTRUCTION.



 <p>HARBOR DESIGN ENGINEERS 365 TENNESSEE AVE. - MILL VALLEY 94541 PHONE & FAX 415/738-9362</p>		
<p>CARGILL COPRA CRANE LABOR NORWENT PIER 84/18LA'S CREEK</p>		
<p>CIVIL • MARINE • MECHANICAL</p>		
<p>DRAWN BY: R. MCCARDLELL</p>	<p>APPROV:</p>	<p>SCALE:</p>
<p>DRAWING NO: (C0305-001)</p>	<p>REV:</p>	<p>DATE: 5/5/03</p>

SHEET NO. 1 OF 5



NOTE:
 ALL STRUCTURE SHOWN ON THIS SHEET REFLECTS THE EXISTING AS-BUILT CONDITION.

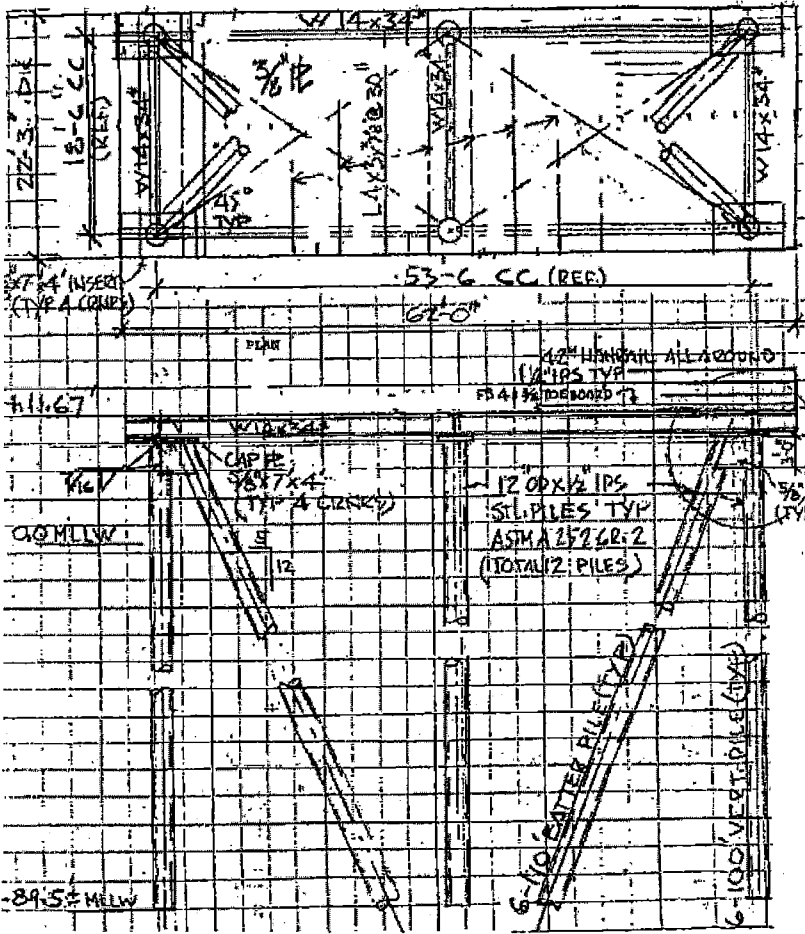


HARBOR DESIGN ENGINEERS
 304 TENNESSEE AVE. • MILL VALLEY 94541
 PHONE & FAX 415.938.9362

CARGILL CORRA CRANE LAZER MONUMENT
 GENERAL ARRANGEMENT

DRAWN BY: R. MCCARDELL	APPVD:	SCALE: 1" = 10'
DRAWING NO: C0305-001	REV:	DATE:

SHEET NO. 2 OF 5



GENERAL NOTES:

1. ALL STEEL PLATE & SHAPES, ASTM A-36, OR BETTER; BOLTS, GR. 2 GALVANIZED. (SEE SHEET 2 FOR PILING MATERIALS & DETAILS.)
2. ALL WELDING, MATERIALS & WORKMANSHIP SHALL MEET CURRENT AWS SPECIFICATIONS. ALL BUTT WELDS SHALL BE FULL PENETRATION WITH REINFORCEMENT; ALL FILLET WELDS SHALL BE DOUBLE CONTINUOUS SIZED 1/16" LESS THAN THE THINNER OF THE MATERIALS BEING JOINED. DECK BEAMS MAY BE EITHER CHAINED OR STAGGERED INTERMITTENT WELDED WITH 6" DEL. CONTINUOUS WELDS AT EACH END.
3. THE ENTIRE PLATFORM SHALL BE PROVIDED WITH A MULTI TIER HAND-RAIL INCLUDING A 4"x1 1/8" TOEBOARD TO MEET USC STANDARDS; AN OPENING AT MID-LENGTH ON THE EAST FACE SHALL BE PROVIDED & A VERTICAL LADDER SHALL BE INSTALLED FOR PERMANENT ACCESS TO THE PLATFORM. THE LADDER CONSTRUCTION SHALL BE STEEL GALVANIZED WITH NON-SKID RUNGS. A SAFETY CHAIN & STOP ALL CRB OR GALVANIZED SHALL BE PROVIDED & INSTALLED AT THE OPENING IN THE HANDRAIL.
4. AFTER COMPLETION OF ALL WELDING, ALL NEW STEEL TO BE PREPARED PER SSPC-SP-6, CLEANED THOROUGHLY & COATED WITH A WATERBORNE ZINC SILICATE, DIMETOOTE 102K. ANY DISTURBED STEEL SHALL BE DISC GROUND TO BARE METAL & COATED WITH THE SAME PRODUCT; WELD AREAS TO BE REPAIRED WITH COMPATIBLE APPROVED MATERIALS.
5. DO NOT SCALE DRAWING; CHECK WITH THE ENGINEER IN CASE OF ANY DOUBT.

SEE SHEET 4 FOR CORNER/PILE CONSTRUCTION DETAILS.



<p>HARBOR DESIGN ENGINEERS 384 TENNESSEE AVE. MILL VALLEY 94641 PHONE & FAX 415/938-6362</p> <p>CARGILL COAST CRANE LABOR ROBURENT</p> <p>PLATFORM STRUCTURAL ARRANGEMENT</p>		
DRAWN BY: R. MCCORDELL DRAWING NO: C0305-001	APPVD: REV:	SCALE: 1/8" = 1'-0" DATE:

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: *per* Mayor Edwin M. Lee *EL*
RE: Accept and Expend Grant – California Coastal Conservancy grant funds
for the restoration of the Copra Crane and removal of pile supported wharf
at Pier 84 on Islais Creek - \$616,534
DATE: June 11, 2013

Attached for introduction to the Board of Supervisors is the resolution authorizing the Port of San Francisco to accept and expend a grant in the amount of \$616,534 from the California Coastal Conservancy for the restoration of the Copra Crane and removal of pile supported wharf at Pier 84 on Islais Creek.

I request that this item be calendared in Budget and Finance Committee.

Should you have any questions, please contact Jason Elliott (415) 554-5105.

