

File No. 130428

Committee Item No. 7

Board Item No. \_\_\_\_\_

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee

Date: 05/29/2013

Board of Supervisors Meeting

Date: \_\_\_\_\_

#### Cmte Board

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| <input type="checkbox"/>            | <input type="checkbox"/> | Motion                                       |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Resolution                                   |
| <input type="checkbox"/>            | <input type="checkbox"/> | Ordinance                                    |
| <input type="checkbox"/>            | <input type="checkbox"/> | Legislative Digest                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Budget and Legislative Analyst Report        |
| <input type="checkbox"/>            | <input type="checkbox"/> | Legislative Analyst Report                   |
| <input type="checkbox"/>            | <input type="checkbox"/> | Youth Commission Report                      |
| <input type="checkbox"/>            | <input type="checkbox"/> | Introduction Form                            |
| <input type="checkbox"/>            | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/>            | <input type="checkbox"/> | MOU  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Information Form                       |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Grant Budget                                 |
| <input type="checkbox"/>            | <input type="checkbox"/> | Subcontract Budget                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Contract/Agreement                           |
| <input type="checkbox"/>            | <input type="checkbox"/> | Form 126 – Ethics Commission                 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Award Letter                                 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Application                                  |
| <input type="checkbox"/>            | <input type="checkbox"/> | Public Correspondence                        |

#### OTHER

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Completed by: Victor Young Date May 24, 2013

Completed by: Victor Young Date \_\_\_\_\_

1 [Accept and Expend Grant - California Cultural and Historical Endowment Grant for Pier 70  
2 Union Iron Works Stabilization Project - \$250,000]

3 **Resolution authorizing the Port to accept and expend a grant in the amount of**  
4 **\$250,000 from the California Cultural and Historical Endowment Under the California**  
5 **Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002**  
6 **for the Pier 70 Union Iron Works Machine Shop Stabilization Project for the period of**  
7 **June 15, 2013, through December 31, 2014.**

8 WHEREAS, The former Union Iron Works/Bethlehem Steel Machine Shop is a rare  
9 surviving industrial structure that is historically significant on the local, state and national  
10 levels. The building is both a contributing resource to a Pier 70 Historic District and  
11 individually eligible for listing in the National Register of Historic Places; and

12 WHEREAS, The Port is prepared to advertise and seek competitive bids for the Pier  
13 70 Union Ironwork's Machine Shop Stabilization Project that will shore the existing roof  
14 trusses and create a secondary lateral and vertical support system for the mezzanine; and

15 WHEREAS, The people of the State of California have enacted the California Clean  
16 Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002, which  
17 provides funds to the State of California for the California Cultural and Historical Endowment  
18 (CCHE) Grant Program; and

19 WHEREAS, The Port has been awarded a Round IV capital grant for the Pier 70  
20 effort under the CCHE Grant Program for the stabilization of the Union Ironworks Building  
21 ("the Project"); and

22 WHEREAS, The Grant Agreement requires the Grantee to certify by resolution the  
23 approval of the Grant Agreement and its terms before execution of the Agreement; and

24 WHEREAS, Upon execution of this Agreement and approval of its terms and  
25 conditions, Grantee will perform all of the tasks stated in the Agreement; and

1           WHEREAS, The Port will enter into a Grant Agreement with CCHE for the Project,  
2 provide 60% matching funds and indemnify CCHE; and

3           WHEREAS, On January 12, 2010, through Resolution 10-05, the Port Commission  
4 authorized Port staff to apply for, accept and expend a grant in the amount of \$500,000 for  
5 the Union Ironworks Stabilization; and

6           WHEREAS, On May 24, 2011, through Resolution 11-32, the Port Commission  
7 authorized Port staff to advertise for competitive bids for the project; and

8           WHEREAS, On January 30, 2013, following three years of this Project being on the  
9 waiting-list for funds, CCHE approved the Port's grant application and awarded the Port  
10 Commission \$250,000 for the Project; and

11           WHEREAS, The required matching funds of \$150,000 were expended by the Port for  
12 project design utilizing its annual operating budget; and

13           WHEREAS, This grant does not create any new positions, and will not require an  
14 amendment to the Annual Salary Ordinance; and

15           WHEREAS, The grant application did not include indirect costs in the limited grant  
16 budget to allow for the maximum benefit to the project; now, therefore, be it

17           RESOLVED, That the Board of Supervisors hereby authorizes the San Francisco  
18 Port Commission to accept and expend \$250,000 in grant funding from the California  
19 Cultural and Historical Endowment for the Union Iron Works Machine Shop Stabilization  
20 Project; and, be it

21           FURTHER RESOLVED, That the Board of Supervisors (1) Approves the terms and  
22 conditions of the Grant Agreement to be funded from the California Clean Water, Clean Air,  
23 Safe Neighborhood Parks, and Coastal; Protection Act of 2002, and (2) certifies that the Port  
24 of San Francisco has reviewed, understands and agrees to the General Provisions of the  
25 CCHE Grant Application and Grant Agreement including indemnification and 3) Certifies

FILE NO.

RESOLUTION NO.

1 that the Port of San Francisco has or will have sufficient funds to operate and maintain the  
2 project, and where applicable, to complete the Project; and, be it

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

5 FURTHER RESOLVED, That the Board of Supervisors hereby authorizes the  
6 Executive Director of the Port or her designee to conduct all negotiations, execute and  
7 submit any documents (including, but not limited to, Scope of Work, CCHE Invoices, CCHE  
8 Progress Reports, CCHE Final Reports, and other documentation which may be necessary  
9 for the completion of the Project and including any amendments, augmentations or  
10 extensions thereto and indemnify the State of California from any claims or liabilities  
11 associated with the activities funded through this grant to the extent approved by the City's  
12 Risk Manager and the City Attorney's Office.

13  
14 Recommended:

15  
16 Monique Meyer

17 Department Head

Approved: Kate Hill

Mayor

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22  
23  
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25  
Approved: CR

Controller

**TO:** Angela Calvillo, Clerk of the Board of Supervisors  
**FROM:** Whitney Berry, Port of San Francisco  
**DATE:** April 26, 2013  
**SUBJECT:** Accept and Expend State Grant Funds  
**GRANT TITLE:** \$250,000 grant from the California Cultural and Historical Endowment (CCHE) under the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002 for the stabilization of the Pier 70 Union Ironworks Machine Shop

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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 — CCHE Board Resolution No. 2013.08
- 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 May 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).

**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 Cultural and Historical Endowment under the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002**

2. Department: **Port of San Francisco**

3. Contact Person: **Whitney Berry** Telephone: **415-274-0548**  
**Kathleen Diohep** 415-274-0536

4. Grant Approval Status (check one):  
 Approved by funding agency  Not yet approved

5. Amount of Grant Funding Approved or Applied for: **\$250,000**

6a. Matching Funds Required: 60% (\$150,000) in required non-federal matching funds.

b. Source(s) of matching funds (if applicable): Professional services for design and engineering from Port's operating budget

7a. Grant Source Agency: **California Cultural and Historical Endowment**

b. Grant Pass-Through Agency (if applicable): **n/a**

8. Proposed Grant Project Summary:

**Union Ironworks Machine Shop Stabilization** 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.

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

Start-Date: **June 15, 2013** End-Date: **December 31, 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**

12a. Amount budgeted for contractual services: **\$250,000**

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? **NA**

b2. How was the amount calculated? **NA**

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: **This project is a temporary shoring to prevent collapse of the structure. The building is currently not in use or occupied. A subsequent project will provide occupancy.**

Departmental or Mayor's Office of Disability Reviewer: Wendy Prock  
(Name)

Date Reviewed: 4/26/2013

Department Approval: Monique Moyer, Executive Director  
(Name) (Title)

Monique Moyer  
(Signature)



**TO:** Angela Calvillo, Clerk of the Board of Supervisors  
**FROM:** Port of San Francisco  
**DATE:** April 19, 2013  
**SUBJECT:** Budget Breakdown - \$250,000 grant from the California Cultural and Historical Endowment

**The Port's Grant Application**

The Port was awarded the following funding during the fourth round of the of funding from the California Cultural and Historical Endowment grant program under the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002

- \$250,000** – Union Ironworks Machine Shop Stabilization 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 required \$150,000 in required matching funds and to provide sufficient funds for the project.

Budget Category	Amount		
	Total	State	Port
A. Personnel	0	0	0
B. Fringe Benefits	0	0	0
C. Travel	0	0	0
D. Equipment	0	0	0
E. Supplies	0	0	0
F. Consultants/Contracts	1,750,000	\$250,000	\$1,500,000
G. Other	0	0	0
Total Direct Costs	1,750,000	\$250,000	\$1,500,000
H. Indirect Costs	0	0	0
<b>Federal Request</b>		\$250,000	
<b>Non-Federal Amount</b>			\$1,500,000
<b>Combined Total Project Costs</b>	\$1,750,000		

The State must enter into a grant contract this fiscal year to obligate the funds. This building is one of the buildings included in the Pier 70 20<sup>th</sup> Street Historic Buildings project approved as a term sheet by the Board of Supervisors on December 4, 2012. As the development agreement with Orton Development, Inc. is still under negotiation, the Port seeks to secure the grant commitment to have the ability to either do the stabilization project or to incorporate these funds into full seismic rehabilitation in partnership with its developer.



**CALIFORNIA CULTURAL AND  
HISTORICAL ENDOWMENT  
BOARD RESOLUTION NO. 2013.08**

California Cultural and Historical Endowment Board Meeting  
1/30/2013, Agenda Item No. 10.02

for

Port of San Francisco:  
Union Ironworks Machine Shop Stabilization

**WHEREAS**, the CCHE is dedicated to preserving historical and cultural resources; and

**WHEREAS**, CCHE has received an appropriation from Proposition 40, California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002; and

**WHEREAS**, CCHE may distribute funds from Proposition 40 to projects that provide a thread of California's cultural and historical resources; and

**WHEREAS**, the Project listed above meets the objectives of the CCHE program; and

**WHEREAS**, approval of this grant shall be conditioned upon the grantee's compliance with all applicable laws and regulations; and

**WHEREAS**, the Project consists of of the stabilization of the Union Iron Works Machine Shop at Pier 70; and

**WHEREAS**, CCHE, as a responsible agency, has determined that the project is exempt from the California Environmental Quality Act (CEQA) under Section 15331, Class 31, Historical Resource Restoration/Rehabilitation of the CEQA Guidelines. The project consists of the structural stabilization of the historic unreinforced masonry building to reduce the hazards of potential collapse in a seismic event or loss of load bearing capacity;

**NOW, THEREFORE BE IT RESOLVED** that the CCHE Board finds that the Project is exempt pursuant to Section 15331, Class 31 of the CEQA guidelines; approves funding for the project in the amount of \$250,000 and authorizes the Executive Officer, or designee, to process the approved grant and take all necessary actions to enter into a Grant Agreement with the applicant, subject to availability of appropriated funds; and

**BE IT FURTHER RESOLVED** that CCHE adopts the information contained in the CCHE Staff Report.

## Certification

The undersigned Chair of the CCHE Board of Directors does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the CCHE Board of Directors held 1/30/2013.

Dated: 1/31/13

Signature: \_\_\_\_\_

  
**Gerald Maginnity**  
**Acting State Librarian**  
**Interim Chair, CCHE Board of Directors**



## MEMORANDUM

January 6, 2010

**TO:** MEMBERS, PORT COMMISSION  
Hon. Rodney Fong, President  
Hon. Stephanie Shakofsky, Vice President  
Hon. Kimberly Brandon  
Hon. Michael Hardeman  
Hon. Ann Lazarus

**FROM:** Monique Moyer *M. Moyer*  
Executive Director

**SUBJECT:** Request authorization to apply for, accept and expend \$500,000 in grant funds from the California Cultural and Historical Endowment for the Pier 70 Union Ironwork's Machine Shop Stabilization Project

**DIRECTOR'S RECOMMENDATION:** Approve Attached Resolution

The California Cultural and Historical Endowment (CCHE) is charged with disbursing historic resource funds of the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002, more commonly known as State Proposition 40. In 2007, the Port received a planning grant from CCHE that funded portions of the Pier 70 Master Plan. The Port, based on its status as a prior planning grant recipient, is eligible to apply for a Round IV capital grant for up to \$500,000 for a project that preserves a compelling story of Pier 70's role in California's history. The grant requirements call for "shovel ready" projects with secured permits, and matching funds, that can be completed by May 2013.

The Pier 70 Master Plan presents a program for new development, historic rehabilitation, park, open space and infrastructure improvements to revitalize the area. The financing program offers lease and tax revenue that, over a long term horizon, fund the costs of the project partnering with private sector investment.

The Union Ironworks Machine Shop is one of the most valuable and vulnerable historic structures at Pier 70. The CCHE Grant application would be to secure funds to stabilize and retard future deterioration of the Union Iron Works Machine Shop. Port staff has engaged architectural and engineering consultants to devise a stabilization plan for the building that forestalls further deterioration. The stabilization will both address a current

**This Print Covers Calendar Item No. 8D**

safety hazard and be a first step toward the full rehabilitation of this very significant structure. Port funds matched with the grant (if awarded) would be utilized to construct improvements as detailed in the consultant's design.

The CCHE grant requires 60-percent matching funds during the grant contract. If the Port is awarded \$500,000 for the project, the local match would be \$300,000. The Port's FY 2009/2010 professional services budget will fund most of the matching funds for the design and engineering services. The FY 2010/11 annual capital budget will include additional funds for this project. The granting process is likely to be very competitive and the Port may receive a partial award of funds, requiring a smaller match.

The CCHE process requires the governing body to adopt a resolution authorizing submission of an application for this grant prior to February 10, 2010, as well as for entering into the grant contract, should the application be approved. The grant contract requires the Port to indemnify the CCHE from any claims that might arise related to this grant.

### **Port Commission Action**

Port staff seek Port Commission authorization for the Executive Director to apply for, accept, and expend grant funds from CCHE for this project and to indemnify CCHE as required by the terms of the grant.

Prepared by: Kathleen Diohep  
Project Manager

For: Byron Rhett  
Director of Planning and Development

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

**RESOLUTION NO. 10-05**

WHEREAS, the people of the State of California have enacted the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002, which provides funds to the State of California for the California Cultural and Historical Endowment (CCHE) Grant Program; and

WHEREAS, the Port is eligible to apply for a Round IV capital grant for the Pier 70 effort under the CCHE Grant Program and has identified the stabilization of the Union Ironworks Building as the specific project for this grant ("the Project"); and

WHEREAS, the California Cultural and Historical Endowment (CCHE) has been delegated the responsibility for the administration of the Grant Program, setting up necessary procedures; and

WHEREAS, these procedures require the Grant Applicant to certify by resolution the approval of an application before submission of the application to CCHE; and

WHEREAS, if the Port is awarded a grant, the Port will enter into a Grant Agreement with CCHE for the Project, provide 60% matching funds and indemnify CCHE; now, therefore, be it

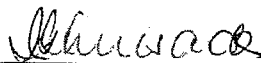
RESOLVED, that this Port Commission:

- 1) Approves the filing of a CCHE Capital Grant Application for the Pier 70 project to be funded from the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002; and
- 2) Certifies that the Grant Applicant has or will have sufficient funds to operate and maintain the Project, and where applicable, to complete the Project; and
- 3) Certifies that the Grantee has reviewed, understands and agrees to the General Provisions of the CCHE Grant Application and Grant Agreement including indemnification; and
- 4) Appoints the Executive Director of the Port (or her designee) as agent to conduct all negotiations, execute and submit all documents including, but not limited to, Applications, Agreements, payment requests, and other documentation which may be necessary for the completion of the Project; and be it further

RESOLVED, that this Port Commission hereby authorizes the Executive Director to seek Board of Supervisors approval to accept and expend the grant, if awarded; and be it further

RESOLVED, that the Executive Director (or her designee) is hereby authorized to execute such additional documents or take such additional actions as are necessary to implement the Project, including the Grant Agreement that includes the Port's agreement to indemnify the State for liability associated with the Project to the extent approved by the City's Risk Manager and the City Attorney's Office.

*I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of January 12, 2010.*



Secretary



## MEMORANDUM

May 19, 2011

**TO:** MEMBERS, PORT COMMISSION  
Hon. Kimberly Brandon, President  
Hon. Ann Lazarus, Vice President  
Hon. Francis X. Crowley  
Hon. Doreen Woo Ho  
Hon. Leslie Katz

**FROM:** Monique Moyer *M Moyer*  
Executive Director

**SUBJECT:** Request authorization to advertise for Competitive Bids for Contract No. 2723, Pier 70, Building 113 Temporary Shoring/Stabilization

**DIRECTOR'S RECOMMENDATION:** Approve Attached Resolution

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### Overview

Port staff requests Port Commission authorization to advertise for competitive bids for Contract No. 2723, Pier 70, Building 113 Temporary Shoring/Stabilization. As part of the base bid, the project scope will provide installation of temporary shoring for the existing roof trusses for the building and safety drape on multiple exterior walls. Additive alternate bid item 1 will be dismantling and storing the existing overhead cranes. Additive alternate bid item 2 will provide installation of secondary structural support for the mezzanine.

### Background

Building 113 is the former Union Iron Works/Bethlehem Steel Machine Shop, the oldest and most significant historic resource at Pier 70. Building 113 was constructed in 1886 and served as the foundry and machine shop for the Pier 70 ship fabrication and repair for 125 years. The building, now vacant due to its hazardous condition as a result of structural deficiencies, was still a functioning part of the Pier 70 ship repair yard as recently as 2001. The building has a timber and steel structural system and exterior load bearing masonry walls and is a rare surviving industrial structure from this period and is historically significant on the local, state and national levels. The building is both a contributing resource to a Pier 70 Historic District and individually eligible for listing in the National Register of Historic Places. The building is cornerstone and key element of the Pier 70 Preferred Master Plan and rehabilitation of it is a critical component of the success of the entire Pier 70 project.

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Building 113 is a red-tagged, unreinforced masonry building. The unreinforced masonry bearing walls are severely deteriorated and are in danger of settlement or collapse. As-needed consultants Creegan+D'Angelo Engineers, Inc./ F.E. Jordan Joint Venture are finalizing the design of an independent vertical support system for the roof trusses that bear on the deteriorating unreinforced brick perimeter walls for gravity loads only. As part of this proposed project, a safety drape will also be installed on multiple exterior walls to protect the public from falling debris if the wall collapses in the future.

During the design phase for this project, multiple potential seismic risks were identified. The overhead cranes inside the building will be dismantled because they may damage the crane girders and cast iron columns for the building during a seismic event. A secondary vertical and lateral system will also be designed as part of the project for the mezzanine to prevent damage the mezzanine may cause to other components of the building during a seismic event. The Port has taken a comprehensive approach to designing the temporary shoring for the building by including Carey and Company, Inc., historic preservation architect, on the design team. Because the building is an important historic resource, the Port collaborated with Carey and Company within the engineering team to design a shoring plan that leaves the building intact and minimizes interventions to do as little harm as possible. Carey and Company's work has resulted in a design that is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties and therefore appropriate for Building 113.

The proposed temporary shoring will reduce the risk of potential failure of the masonry walls and collapse of Building 113 while the Port seeks a development partner to undertake the necessary building rehabilitation. This project does not bring the building up to current seismic standards nor make the building safe for occupancy. Responses to the current Pier 70 Request for Interest (RFI) for the 20<sup>th</sup> Street Historic Buildings are due to the Port on June 1, 2011. However, even in a best case scenario the rehabilitation of Building 113 is not likely to commence for several years making the shoring/stabilization project a priority now.

The project will be advertised through the following channels:

- Human Rights Commission list of contractors
- Human Resources Outreach list of contractors
- Port Internet site
- City and County of San Francisco purchasing internet site
- Plan Rooms (Builders Exchange, Contractors Information Network, etc.) 18 total
- Newspapers (SF Examiner and Small Business Exchange)

Port staff will adhere to San Francisco Human Rights Commission (HRC) bidding procedures and requirements for this project. The Human Rights Commission staff is in the process of reviewing the project scope and will provide recommendation of subcontracting goal for Local Business Enterprises (LBE), including small and micro LBEs.



**Regulatory Approvals**

The Port has submitted an Environmental Evaluation Application to the San Francisco Planning Department and anticipates its issuance of a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA). The Categorical Exemption must be approved prior to the award of the contract.

**Funding**

The total estimated construction cost for the base bid for this project is \$1,058,128 and \$330,000 for the additive alternate bid items. 10% contingency for the project is \$138,800. The total construction project required funding is \$1,526,928. \$500,000 is currently appropriated for this project. Staff has also identified funds remaining in two completed capital projects (the Illinois Bridge Project - \$434,870 and the Noonan Building Project - \$200,000) which can be reallocated. Further, staff has identified projects which can be delayed (Pier 70 Building 2 - \$300,000, and the Ferry Terminal Floats - \$185,130). Port staff will submit these capital budget changes to the Board of Supervisors for final budget approval in July 2011, and will report back to the Port Commission this and any other changes to the Port's FY 2011-12 capital budget from the proposed budget the Port Commission approved on February 22, 2011.

The project base bid, additive alternate bid items, and contingency are financed by CPO793, Pier 70 Historic Building Stabilization and Repairs, and by delaying funding for two capital projects and defunding surplus funds remaining in two completed capital projects. It is Port Staff's opinion that these actions will not have a negative impact on Port operations or the Port's Capital Program.

Summary of funding required:

Construction base bid	\$1,058,128
Construction Additive Alternates	\$ 330,000
Construction 10% Contingency	\$ 138,800
<b>Total funding required for construction</b>	<b>\$1,526,928</b>

**Schedule**

The anticipated construction start date is October 2011, and the anticipated completion date is May 2012.

The project schedule is noted below:

Commission Approval to Advertise	May 24, 2011
Advertise for Bid	June, 2011
Bids Due	July, 2011
Award of Contract	September, 2011
Notice to Proceed	October, 2011
Final Completion	May, 2012

**Summary**

Port staff is prepared to seek competitive bids for the subject project. Port staff requests Port Commission authorization to advertise for competitive bids for Contract No. 2723, Pier 70; Building 113 temporary shoring/stabilization.

Prepared by: Winnie Lee  
Project Engineer


Mark Paez  
Port Historic Preservation  
Planner

For: Edward F. Byrne  
Chief Harbor Engineer

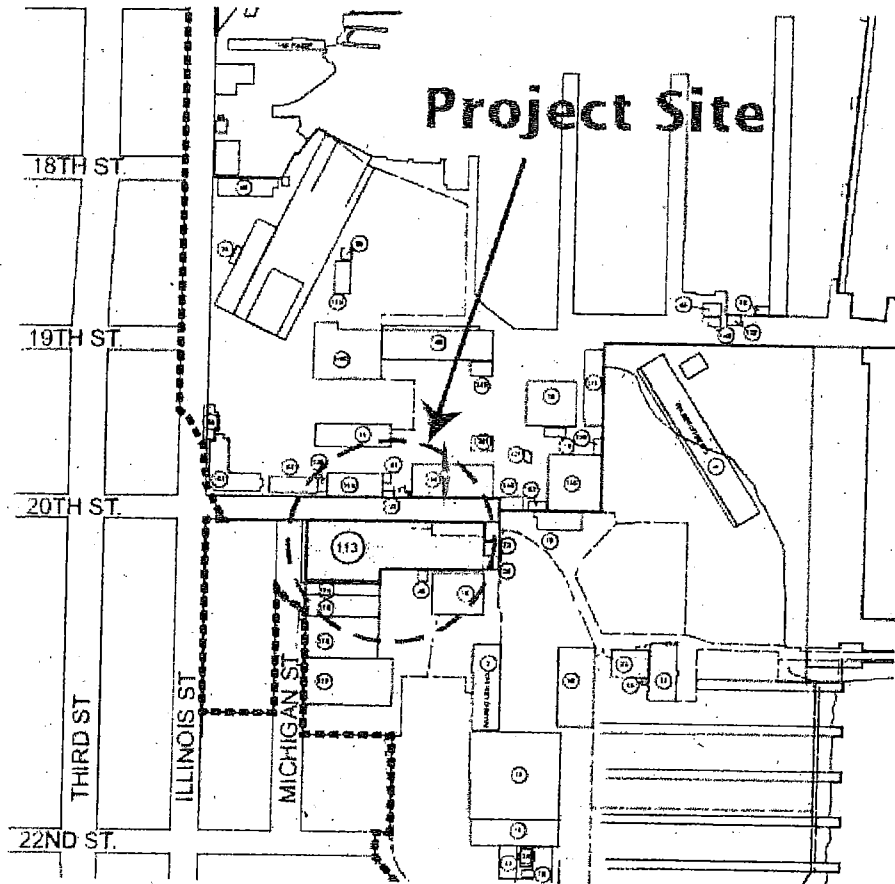
**PORT COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO  
RESOLUTION NO. 11-32**

- WHEREAS, Port staff is prepared to advertise and seek competitive bids for Contract No. 2723, Pier 70, Building 113 Temporary Shoring/ Stabilization (the "project"); and
- WHEREAS, the construction work for this project will provide temporary shoring for the existing roof trusses, dismantle and storage of existing overhead cranes, installation of safety drape on multiple exterior walls, and a secondary lateral and vertical support system for the mezzanine; and
- WHEREAS, Building 113, the former Union Iron Works/Bethlehem Steel Machine Shop is a rare surviving industrial structure that is historically significant on the local, state and national levels, and the building is both a contributing resource to a Pier 70 Historic District and individually eligible for listing in the National Register of Historic Places; and
- WHEREAS, the Port's as-needed consultant, Creegan+D'Angelo Engineers, Inc./ F.E. Jordan Joint Venture, has nearly completed the design drawings and specifications for this project; and
- WHEREAS, the current engineering construction cost estimate for the project base bid is \$1,058,128 and for the additive alternate bid items is \$330,000, with a 10% contingency of \$138,800, for a total estimated cost of \$1,526,928; and
- WHEREAS, the estimated project cost, including 10% contingency, has been fully funded by CPO793, Pier 70 Historic Building Stabilization and Repairs, delaying funding of some capital projects and defunding surplus funds remaining in other completed capital projects; and
- WHEREAS, The Port anticipates a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), and the Categorical Exemption must be approved by the Department of City Planning prior to the award of the contract; and
- WHEREAS, in the solicitation of bids for this project, Port staff will incorporate the subcontracting goal for Local Business Enterprises (LBEs) as recommended by the Human Rights Commission (HRC); now, therefore be it
- RESOLVED, that the San Francisco Port Commission hereby authorizes Port staff to advertise for and accept competitive bids for Contract No. 2723, Pier 70, Building 113 Temporary Shoring/ Stabilization.

***I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of May 24, 2011.***



Secretary



Pier 70 Building 113 Site Plan  
Not to Scale

Pier 70, Building 113 Temporary Shoring/ Stabilization –  
Contract No. 2723

Actions Taken  
at the January 30, 2012  
CCHE Board Meeting  
Held in Sacramento  
and by teleconference in  
Irvine, Los Angeles and Oakland, California

**Agenda Item 2:**

ACTION TAKEN: Minutes were approved from August 23, 2012 meeting

**Agenda Items 3 & 4:** Chairperson's and Executive Officer's Reports – no action required. EO Report included thanking former board member Robert McDonald and former legislative representative Senator Christine Kehoe and her designee Deanna Spehn for their service to the CCHE - no action required

**Agenda Item 5:** Transition planning – Information only.

**Agenda Item 6:** Round Four Wait List extension

ACTION TAKEN: The Board approved extending the wait list until the next Board Meeting.

**Agenda Item 7:** Go For Broke Education Center

ACTION TAKEN: Board approved the material change request

**Agenda Item 8:** Carson Block and Ingomar Theater (Round 2)

ACTION TAKEN: Board approved extension

**Agenda Item 9.1:** Carson Block and Ingomar Theater (Round 4)

Agenda Item pulled - no board action needed

**Agenda Item 9.2:** Discovery Science Center

ACTION TAKEN: Board approved extension

**Agenda Item 10.1:** San Francisco Mint

ACTION TAKEN: Board approved balance of funding of \$178,850.

**Agenda Item 10.2:** Port of San Francisco

ACTION TAKEN: Board approved funding of \$250,000 for stabilization of union ironworks machine shop.

**Agenda Item 10.3:** Atascadero City Hall

ACTION TAKEN: Board approved partial funding of \$28,850 and any other eligible funding up to the requested amount of \$300,000 until the date of the next Board meeting.

**Agenda Item 10.4:**

ITEM NOT CONSIDERED DUE TO LACK OF FUNDS IN THE GENERAL GRANT FUND.

**Agenda Item 10.5:**

ITEM NOT CONSIDERED DUE TO LACK OF FUNDS IN THE GENERAL GRANT FUND.



## CCHE ROUND FOUR APPLICATION FORM

<b>4. APPLICANT</b>	
Contact Name: Kathleen Diohep Organization: Port of San Francisco Address (please do not use P.O. Box): Planning & Development, Pier 1 City: San Francisco Phone: 415 - 274 - 0536 Email: Kathleen.Diohep@sfport.com	Title: Project Manager  State: CA      Zip Code: 94111 Fax: 415 - 274 - 0495 Website: www.sfport.com

<b>5. PROJECT INFORMATION</b>	
Name of Project: Union Ironworks Machine Shop Stabilization Project Coordinator Name: Kathleen Diohep      Title: Project Manager	
Address (please do not use P.O. Box): Planning & Development, Pier 1 City: San Francisco      State: CA      Zip Code: 94111 Phone: 415 - 274 - 0536      Fax: 415 - 274 - 0495 Email: Kathleen.Diohep@sfport.com      Website: www.sfport.com/pier70	

<b>6. FUNDING STATUS</b>	<b>7. COUNTY</b>	<b>8. FUNDS REQUESTED/RESERVED</b> <small>(Minimum: 100,000/Maximum: 500,000)</small>
Check all that apply <input type="checkbox"/> Grantee, Round 2 <input checked="" type="checkbox"/> Grantee, Round 3 <input type="checkbox"/> Applicant, Round 2 <input checked="" type="checkbox"/> Applicant, Round 3 <input type="checkbox"/> County with 2 or fewer CCHE Grants	U.S. Congressional District: <u>8</u> State Senate District: <u>3</u> State Assembly District: <u>13</u>	Round Four Request: \$ <u>500,000</u> If Applicable: R3 Request: \$ <u>300,000</u> / R3 Reserved: \$ <u>200,000</u>  R2 Request: \$ _____ / R2 Reserved: \$ _____

<b>6. CEQA STATUS (check applicable)</b>	
<input checked="" type="checkbox"/> Exempt from CEQA, pursuant to CEQA Guideline : <u>15301 (Class 1)</u> (Documentation to support exemption must be attached)	
<input type="checkbox"/> CEQA Approval received from another public agency. <input type="checkbox"/> CEQA Approval expected by April 2, 2010. Attach lead agency's resolution approving the project, Notice of Determination, Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report (and Findings and Statement of Overriding Considerations) approved and/or certified by the lead agency.	
<input type="checkbox"/> CEQA Approval received previously from CCHE for this project	

<b>7. PROJECT READINESS</b>		
Required Approvals. List all permits required for the proposed project and the agencies that will issue the permits, and the estimated time required to secure the necessary approvals.		
<b>PERMITS REQUIRED</b>	<b>ISSUING AGENCY</b>	<b>PERMITTING TIME NEEDED</b>
Certificate of Determination of Exemption from Environmental Review to issued by San Francisco Planning by 4/2/2010		
Building Permit	Port of San Francisco	3 weeks after design submittal
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <b>Encumbrance Deadline.</b> All funds must be committed by June 30, 2011 and must be disbursed by June 30, 2013. This means that the workplan and grant agreement must be approved prior to June 1, 2011, and the final invoice must be approved by CCHE staff by April 2, 2013. Will your organization be able to comply with this schedule?		

**8. MATCHING FUNDS REQUIREMENTS**

Sources of Match: Port FY2009/2010 Operating Budget Funding Level: \$200,000  
Port FY2010/2011 Capital Budget Funding Level: \$500,000

**Matching Funds Reduction Request.** The applicant requests an elimination of match for the following reasons:

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**9. CERTIFICATION**

I certify the following:

1. The information contained in this Grant Application has been carefully reviewed for its content and accuracy and I believe it to be true and correct to the best of my ability.
2. I waive all rights to privacy and confidentiality of the material I submit to CCHE.
3. Our organization is eligible to apply for a CCHE grant due to our status as a 501 (c) 3 non-profit organization, government entity, or tribe. For non-profits, the Internal Revenue Service Letter of Determination is attached.
4. CCHE has my permission to publish any provided digital image to its website ([www.endowment.library.ca.gov](http://www.endowment.library.ca.gov)) and to crop or resize the image.
5. If our organization receives a grant from CCHE, we will acknowledge CCHE's support in any news media, brochures, articles, publications, seminars, exhibits, buildings, displays, products, or other promotion materials about our funded project. (e.g., "Funding for this project has been provided in part by the California Cultural and Historical Endowment" or similar statement).
6. Our organization has long-term control of the property and will provide satisfactory documentation of the long-term control as part of the grant agreement development process.
7. The proposed project/organization is free of any legal challenges that could undermine progress on the project.

Signature: *Monique Moyer*

Printed Name: Monique Moyer

Title: Executive Director

Organization: Port of San Francisco

Date: February 9, 2010



## Union Iron Works Machine Shop Stabilization Project

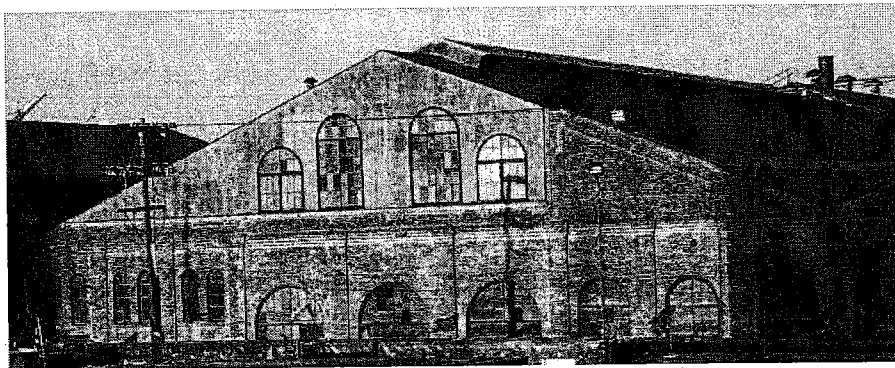
Like the California Cultural and Historic Endowment (“CCHE”), the Port of San Francisco’s mission is prescribed in State law. Since 1969, on behalf of the citizens of California, the Port manages 7 ½ miles of San Francisco’s waterfront to promote maritime commerce, navigation and fisheries, protect natural and cultural resources, and provide facilities that attract people to enjoy the waterfront.

This request is for \$500,000 to stabilize the Union Iron Works Machine Shop (“Machine Shop”) at Pier 70, a mile south of AT&T Park. The stabilization project, costing \$1.2 million, will prevent the potential collapse due to deterioration of the masonry walls. Structural engineering evaluation has identified a high risk of failure that, if to occur, would impede the planned rehabilitation. The building currently is a public safety hazard and the project proposed for funding would mitigate safety concerns to bridge the time frame until rehabilitation.

Union Iron Works, founded in the 1850s, moved to Pier 70 in 1884, and was the first major industrial facility on the west coast of the United States, directly supporting the economic prosperity of California for over 100 years. The shipyard is an ongoing success with the largest floating dry dock on the West Coast of the Americas. The 90,000 square foot Machine Shop contains enormous overhead cranes used during the apex of the ship building at the site. The Machine Shop is individually eligible for listing in the National Register of Historic Places for its national significance in the area of maritime industry for the period 1884 to 1945. Based on consultation with the State Office of Historic Preservation, the Port prioritized the Machine Shop for rehabilitation as part of the planned 65-acre Pier 70 National Historic District.

The Port, with support of CCHE, prepared a master plan for Pier 70 that prioritizes historic preservation while balancing the needs of the ongoing ship repair activity, public access to the waterfront, and economic considerations required to realize the vision. The Port has secured new financing tools specific to Pier 70 to invest growth in payroll and property taxes into historic preservation. However, as the funds from those sources are at least five years in the future, the Port is preparing for stabilization now and seeking CCHE support.

Stabilizing the Machine Shop ensures that it can be adaptively reused and interpreted to show succeeding generations the history of ship building and the industrial waterfront. This building is the centerpiece of the revitalization of Pier 70 – a project that will establish new parks, rehabilitate buildings, and create a new jobs center with 6,000 to 8,000 jobs. In the future, the historic buildings that tell the story of 19<sup>th</sup> century ship repair will be available to the citizens of California, alongside active dry dock facilities repairing the largest ships of this century.



## **Project Narrative: Union Iron Works Machine Shop Stabilization Project**

With support of the CCHE, the Port of San Francisco developed a master plan for the Pier 70 Historic Shipyard, a 65-acre site, located a mile south of ATT Ballpark. Pier 70 will become a historic district that integrates over 700,000 square feet of historic rehabilitation, activates new waterfront open spaces, creates a new jobs center, and supports a continuing ship repair industry. The first project under the plan is to stabilize the Union Iron Works Machine Shop (“Machine Shop”) to prevent the loss of this important historic resource so that it can be adaptively reused. If awarded, CCHE funding of \$500,000 will combine with \$700,000 of Port resources to stabilize the structure as soon as possible.

### **Mission**

The Port of San Francisco is charged by the California State Legislature to manage San Francisco’s 7 ½ miles of waterfront to promote maritime commerce, navigation and fisheries, protect natural and cultural resources, and provide facilities that attract people to enjoy the waterfront. San Francisco’s social and economic history is defined by its role as a port; the historic structures of waterfront provide a link to that history.

### **Fragility of Union Ironworks Machine Shop – Need for Stabilization**

The Machine Shop stands on the south side of 20th Street just east of Illinois Street and is both one of the most valuable and vulnerable historic resources on the site. With its rich history and grand volume of space, it is the identity of Pier 70. This two-block long industrial structure consists of the unreinforced brick buildings built in 1884 & 1885) that were joined by a connector in 1914. The building comprises 90,000 square feet of floor space in a massive building, about 62 feet tall and 492 feet long by 175 feet wide.

Historic architects and structural engineers have undertaken a thorough review of the current building condition. The fragile structure is at risk of potential collapse due to failure of the mortar and brick matrix in portions of its brick walls. The internal steel and iron structure, carrying the roof, which spans the length and width of the building, appears to be in good shape. However, it bears directly on the deteriorated masonry at the perimeter of the building. Should the brick walls fail, it would cause the collapse of the structure of the building. This project will stabilize the building by installation of steel columns at each structural bay to create a redundant bearing condition in the event of additional masonry failure. Reducing the load on the masonry walls and draping in structural netting supports the future repair and prevents inward collapse that would damage the historic structure and outward collapse ensuring life safety in the public right of way.

#### **National Significance – Machine Shop Individually; Pier 70 as a Historic District**

The Pier 70 site is eligible for listing in the National Register of Historic Places for its national significance in the area of maritime industry for the period 1884 to 1945, beginning with the initial construction of the Union Iron Works shipyard and closing at the end of World War II. The Machine Shop is eligible for individual listing as well. The Port will list Pier 70 on the National Register and has completed the documentation needed for a 65-acre historic district.

Pier 70 is significant for its association with pioneering technological developments in shipbuilding, labor relations, government and private industry relationships as well as for the production of significant wartime vessels. The district is also significant for its architectural design and engineering because it includes important works of master architects. It is a largely intact historic district containing a rich collection of resources, and provides a physical record expressing continuity with past trends in industrial architecture and design.

The Pier 70 Shipyard was significant in the industrialization of the United States, manufacturing supplies to support the Gold Rush and the Transcontinental Railway and supplying ships to support United States military engagements from the Spanish American War in the late 1800's through the two World Wars and up to the 1970's.

**Project Impact: Save Resource and Spur Economic Development**

This site has been used since 1883 for shipbuilding and repair or steel production and has been an industrial site, not a visitor's destination. The National Maritime Museum on San Francisco's northern waterfront has 4 million visitors a year demonstrating strong interest in maritime history. Pier 70 will draw locals and visitors from regional state and national audiences. Adaptive rehabilitation of UIW Machine Shop will foster knowledge and appreciation of Pier 70's history that is now known by few.

This project will aid in revitalization of Pier 70 and greater economic development. According to 2000 census data, residents of the southeast sector of San Francisco, which includes Pier 70, are 26% White, 30% Asian, 29% African American, 19% Latino; 41% are part of households containing children under 18 (more than any other area in San Francisco), 29% have attained a college degree; and the 2000 per capita income was \$21,789.

**Port of San Francisco Strong Record of Historic Preservation**

Pier 70 will be the second National Register Historic District nominated and managed by the Port of San Francisco. In 2006, the Embarcadero Historic District was placed on the National Register. The Port, with its partners, has rehabilitated the Ferry Building, Piers 1 through 5, and Pier 15 will soon be home to the Exploratorium. The Port's historic preservation staff use the Secretary of the Interior's Standards in our stewardship of the historic waterfront.

## **Pier 70 Project's Diverse Funding Sources provides a Sustainable Future**

Rather than the typical tension between historic preservation and economic development, the Pier 70 project leverages economic development to create the resources for historic preservation. Planned new development (3 million square feet on largely vacant areas of the site) will pay ground rent, payroll taxes and property taxes to fund historic preservation. The Machine Shop is the top priority historic preservation project for Pier 70. The full rehabilitation is estimated to cost \$50 million, while a large number, it is only a fraction of the \$300 million of public funds to be generated by the new development in the first 20 years of build out. The Port is advancing Pier 70 now so that it will be a preferred site for investment following the current recession. The Port is also seeking federal funds for historic building rehabilitation at Pier 70, however, these funds, if secured, and the committed local funds are at least five years in the future. Stabilization funds are urgently needed to ensure a secure future for the Machine Shop.

## **Strong Project and Organizational Team**

In 1969, the State of California transferred in trust the 7 ½ miles of the waterfront to the Port of San Francisco. The Port is governed by the Port Commission of the City and County of San Francisco and is managed as a self-supporting enterprise department of the City. The Port's revenue is derived primarily from leases of Port property to maritime, commercial and industrial enterprises and from maritime operations, including cargo, ship repair, fishing, harbor services, cruise and other maritime activities.

The Machine Shop stabilization project will be overseen by the Port's Engineering Division that manages capital projects along the waterfront. The construction project will be awarded by competitive bid using well-established procedures to ensure a fair and cost effective process. The Port will bid the construction work after securing necessary funds. As a self-

funding public agency with annual revenues of \$66 million, the Port has in place finance and administration staff and systems to handle grant reporting and construction project management.

The design team is lead by Charlie Duncan of Carey and Company who has over 18 years of experience as an architect, project manager and professor, with significant expertise in historic preservation. OLMN Engineering is the project structural engineer. Kathleen Diohep, the Port's Pier 70 project manager, has over 20 years of experience in real estate and redevelopment project management and finance. Joe Roger, a California licensed structural and civil engineer with 30 years of experience is the project engineer.

### **Stabilization is a Cost Effective Strategy**

Stabilization of the Union Ironworks Machine shop will keep it from failing prior to the full rehabilitation. If the building were to fail, the Port would be faced with urgent, expensive challenge to repair or remove a public safety hazard. Stabilization will insure the building can receive the substantial public investment programmed for it in the Pier 70 financial strategy. The stabilization is a first project toward adaptive reuse of the facility. The Port has committed \$200,000 of current year funds for design of the stabilization strategy and \$500,000 of FY2010/11 capital funds, funds realized from the Port's diverse income sources.

The project budget of \$1.2 million is sufficient to stabilize the most at risk portions of the building. This work also provides critical investigations, engineering, and design inputs into developing the adaptive reuse of the structure. Investing early in this top priority building shows future partners the Port's commitment to its reuse. As discussed above, the Port has a robust financial plan to attract public and private investment at Pier 70 over the next decade.

**Appendix Four: CCHE Round Four Workplan/Budget Form**  
**Organization: Port of San Francisco**  
**Project: Union Iron Works Machine Shop Stabilization**

February 10, 2010

Task	Deliverable	Entity Performing Task	Estimated Cost	CCHE Share of Task's Cost	Grantee's Share of Task's Cost	Source of Funding for Grantee's Match Share	Task Start Date	Task Completion Date
<b>Section I: PreDevelopment Costs</b>								
1	Existing Condition Evaluation	Carey & Co & OLMM Structural Engineering	\$50,000		\$50,000	Port FY09/10 Professional Services Budget	7/1/2009	11/1/2009
2	Structural Engineering Analysis	OLMM Structural Engineering	\$50,000	\$	\$50,000		8/1/2009	5/1/2010
3	Design and Engineering	Carey & Co & OLMM Structural Engineering	\$200,000	\$ 100,000	\$100,000		2/1/2010	7/1/2010
<b>Section I Subtotal</b>			<b>\$300,000</b>	<b>\$ 100,000</b>	<b>\$200,000</b>			
<b>Section II: Building and Facility Costs</b>								
4	Permitting and project preparation	Contractor selected through competitive bidding process meeting city requirements	\$ 50,000	\$	\$50,000	Port FY10/11 Capital Budget	8/1/2010	10/1/2010
5	Construction of system to reduce load on unreinforced masonry walls		\$ 550,000	\$ 300,000	\$250,000		10/1/2010	3/1/2011
6	System to stabilize brick walls		\$ 200,000	\$ 100,000	\$100,000		10/1/2010	3/1/2011
7	Public Safety Enhancements		\$ 50,000		\$50,000		10/1/2010	3/1/2011
<b>Section II Subtotal</b>			<b>\$ 850,000</b>	<b>\$ 400,000</b>	<b>\$ 450,000</b>			

**Appendix Four: CCHE Round Four Workplan/Budget Form**  
**Organization: Port of San Francisco**  
**Project: Union Iron Works Machine Shop Stabilization**

February 10, 2010

Task	Deliverable	Entity Performing Task	Estimated Cost	CCHE Share of Task's Cost	Grantee's Share of Task's Cost	Source of Funding for Grantee's Match Share	Task Start Date	Task Completion Date
<b>Section III: Interpretive Exhibit/Capital Asset Costs</b>								
8	Signage on Project		\$ 5,000	\$ -	\$ 5,000	Port Budget	10/1/2010	3/1/2011
<b>Section III Subtotal</b>								
			\$ 5,000	\$ -	\$ 5,000			
<b>Subtotal Direct Costs</b>			\$ 1,155,000	\$ 500,000	\$ 655,000			
<b>Section IV: Contingency Costs (cannot exceed 10% of CCHE-Funded Direct Costs)</b>								
	Maximum Request for Contingency Costs Equals		\$ 50,000.0	\$ -	\$ 50,000	Port FY10/11 Capital Budget		
<b>Section V: Indirect/Admin. Costs (cannot exceed 10% of CCHE-Funded Direct Costs)</b>								
	Maximum Request for Indirect/Admin. Costs Equals		\$ 50,000.0	\$ -	\$ -			
<b>Section VI: TOTAL PROJECT COST:</b>			\$ 1,205,000	\$ 500,000	\$ 705,000			
<b>Matching Funds Requirement Check at 60% of CCHE Contribution</b>								
					141.00%	Must be 60% or higher unless match reduction requested.		
<b>CCHE Funding Level Request:</b>			Cannot be below \$100K or over \$500K	\$ 500,000				



OFFICE OF THE MAYOR  
SAN FRANCISCO



EDWIN M. LEE  
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors  
FROM: *m* Mayor Edwin M. Lee *je*  
RE: Accept and Expend Grant - California Cultural and Historical Endowment  
Grant for Pier 70 Union Ironworks Stabilization Project - \$250,000  
DATE: May 7, 2013

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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 \$250,000 from the California Cultural and Historical Endowment Under the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002 for the Pier 70 Union Ironwork's Machine Shop Stabilization Project.

Please note this item is cosponsored by Supervisor Cohen.

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

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

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2013 MAY - 7 PM 3:18

cc. Supervisor Malia Cohen

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