CEQA Categorical Exemption Determination

Property Information/Project Description

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.

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?

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?

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?

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?

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

**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 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 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: restoration

9. Reclassification of property status to Category C

   a. Per Environmental Evaluation Evaluation, dated:

   b. Other, please specify:

   * Requires initial by Senior Preservation Planner / Preservation Coordinator

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)

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

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.

Preservation Planner Initials

Once signed and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.
Pereira, Monica

From: Beaufre, 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 Beaufre
Port of San Francisco
Planning and Development
415-274-0539
Fax 415-732-0409
sfport.com
### Preservation Team Review Form

**Preservation Team Meeting Date:** 4/15/2013  
**Date of Form Completion:** 4/22/2013

#### Project Information:
- **Planner:** Rich Sucre  
- **Address:** Pier 84 (Copra Crane)
- **Block/Lot:**  
- **Cross Streets:** Indiana and Tulare Streets
- **9900/084**
- **CEQA Category:** Art. 10/11
- **BPA/Case No.:** 2013.0447E

#### Purpose of Review:
- **CEQA**
- **Article 10/11**
- **Preliminary/PIC**
- **Alteration**
- **Demo/New Construction**

#### Date of Plans Under Review:
- 05/05/2003

#### Project Issues:
- **Is the subject Property an eligible historic resource?**
- **If so, are the proposed changes a significant impact?**

**Additional Notes:**
- Constructed in 1965, the Pier 84 Copra Crane is a historic resource for CEQA purposes, as determined by the Central Waterfront Historic Resource Survey.
- 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.

#### Preservation Team Review:

<table>
<thead>
<tr>
<th>Historic Resource per CEQA</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
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<tr>
<th>Historic District/Context</th>
<th>Yes</th>
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- **Criterion 1 - Event:** Yes No
- **Criterion 2 - Persons:** Yes No
- **Criterion 3 - Architecture:** Yes No
- **Criterion 4 - Info. Potential:** Yes No
- **Period of Significance:** 1965

- **Contributor**

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**Exhibit 2: City of San Francisco Planning Department CEQA Determination**
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 dissembled 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.
Exhibit 2: City of San Francisco Planning Department CEQA Determination

Pier 84, Copra Crane
(Source: Google Maps, Accessed April 22, 2013)
Resource name(s) or number (assigned by recorder): Pier 84 and Copra crane

Other Identifier: 133; Pier 84 Cargill Copra Plant

*P2. Location:  
  a. County: San Francisco  
  b. USGS 7.5' Quad: San Francisco South, CA  
  c. Address: Indiana and Tulare Streets at Islais Creek Channel  
  City: San Francisco  
  Zip: 94124

*P3a. Description:  
(Please describe the 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

*P5a. Photo

View from Tulare Street looking southwest  
11-30-2000

*P5b. Photo: (view and date)

*P6. Date Constructed/Age and Sources:  
Historic  
Pier: 1948 Port Files  
Crane: 1965 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 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

DPR 523A (1/95)  
*Required information
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*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)

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 Railroad 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.)

Sketch Map

DPR 523B (1/95)

*Required information
Copra Crane until 2012

Copra Crane, looking east from wharf, (1980's) at Islais Creek

Copra Crane, looking west from PUC promenade (2010) at Islais Creek
Copra Crane former and future site

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

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

Exhibit 2: City of San Francisco Planning Department CEQA Determination
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<td>5.</td>
<td>PILE CONSTRUCTION.</td>
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Exhibit 2: City of San Francisco Planning Department CEQA Determination
NOTE:
ALL STRUCTURE SHOWN ON THIS SHEET REJECTS THE EXISTING AS-BUILT CONDITION.
GENERAL NOTES:

1. ALL STEEL PLATE & SHAPES, ASTM A-36, OR BETTER; BOLTS, C8.  GALVANIZED. (SEE SHEET 2 FOR FILING MATERIALS & DETAILS.)

2. ALL WELDING, MATERIALS & WORKMENSHIP 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 JOINTED. DECK BEAMS MAY BE EITHER CHAINED OR STAGGERED INTERMITTENTLY WELDED WITH 6" SPACED, CONTINUOUS WELDS AT EACH END.

3. THE ENTIRE PLATFORM SHALL BE PROVIDED WITH A MULTI-TIER HANDRAIL INCLUDING A 4"x3/8" TREAD 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 & HOOK ARE 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, DIMETCOTE 302H. ANY DISTURBED STEEL SHALL BE DISC GROUNDED 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 / FILL DETAILS.
GENERAL NOTES:
1. CONCRETE FOOTINGS ARE SHOWN SHADEd.
2. BEFORE SETTING THE COPRA CRANE UPON THE NEW PLATFORM, THE STEEL SURFACES IN WAY OF THE CONCRETE FOOTINGS SHALL BE TREATED WITH "CHEMCO" BONDER LIQUID OR EQ.; THE CONCRETE FOOTING SURFACES SHALL ALSO BE COATED WITH THE SAME PRODUCT TO REDUCE PERMEABILITY TO MOISTURE PENETRATION.
PILE SPECIFICATIONS & NOTES:
1. ALL PILES TO MEET ASTM A-252 GR. 2 OR 3.
2. PILE BUTT WELDS SHALL BE FULL PENETRATION WITH BACKING BARS.
3. PILE TIPS SHALL BE MACHINE CUT & BEVELED 30 DEGREES.
4. PILE DRIVING TOLERANCES - VERTICAL CUT OFF 0 ±10.41' MLLW.
   HORIZ. 1/4" IN 10'.
   AFTER PILES ARE DRIVEN TO FINAL POSITION, MATERIAL WITHIN THE
   ANNULAR SPACE SHALL BE REMOVED & THE BOTTOM 10' FILLED WITH CON-
   crete; THE REMAINING SPACE SHALL BE FILLED WITH SAND/GRavel AGG-
   Regate, 3/4" MAX. GRAIN SIZE.
5. COATING - PREPARATION - ALL UNCOATED SURFACES TO BE CLEANED TO SSPC-SP6 COM-
   mercial Blast. APPLY PAINT IMMEDIATELY AFTER SURFACE
   preparation. APPLICATION - APPLY 1 COAT TIMETCOAT 302H 4 MILES DPT. ALLOW 1 HRS.
   DRY TIME @ 50 DEGREES F. BEFORE OVERCOATING.
   APPLY 1 COAT ANCHOR KRX700, 4.5 MILES DPT.
6. ALL WELDING TO MEET CURRENT AWS SPECIFICATIONS.