

AND AUTHORIZING THE EXECUTIVE OFFICER TO GRANT PERMISSION TO GEORGE W. LADD AND ROBERT E. ARMSTRONG TO CONSTRUCT ON THE SAME AREA A BOAT BUILDING SHOP OF 900 SQUARE FEET.

17. (LEASE NO. P.R.C. 138, THE ROMEO COMPANY - W.O. 248) On October 5, 1950, the Commission took the following action:

Upon motion duly made and unanimously carried, a resolution was adopted authorizing the Executive Officer to cancel Lease No. P.R.C. 138, issued to The Romeo Company, for failure to comply with the terms of Paragraph 2 of the lease agreement and specifically for non-payment after repeated demands of the 23rd, 24th, 25th and 26th quarterly rentals in the amount of \$90.00 each as due under terms of the agreement, November 5, 1949, February 5, 1950, May 5, 1950 and August 5, 1950, said cancellation to be effective November 5, 1949, and that the Executive Officer be directed by the State Lands Commission to notify the office of the Attorney General of this action and request that the Attorney General take whatever steps are necessary to effect surrender of the demised premises free of structures.

It now appears that the pier on the premises may have some value to the State and, under certain conditions, should not be removed but rather retained in place by the State and possibly sold or leased to others.

UPON MOTION DULY MADE AND UNANIMOUSLY CARRIED, A RESOLUTION WAS ADOPTED REVISING THE COMMISSION'S ACTION OF OCTOBER 5, 1950, ITEM 34, PAGES 1210 AND 1211, BY STRIKING THE WORDS "FREE OF STRUCTURES" FROM THE LAST LINE OF THE RESOLUTION AND SUBSTITUTING THEREFOR: "IN SUCH MANNER THAT IN HIS OPINION, WITH THE CONCURRENCE OF THE EXECUTIVE OFFICER, SHALL BEST SERVE THE INTERESTS OF THE STATE."

18. (TRANSFER OF JURISDICTION OF TIDE AND SUBMERGED LANDS IN SAN FRANCISCO TO STATE HARBOR COMMISSION - W.O. 1016 - P.R.C. 610) From time to time discussions have been held between members of the State Lands Commission and members of the State Harbor Commission for the port of San Francisco as well as between the respective Commissions' staff with a thought of eliminating conflicting jurisdictional problems on streets and lands, both filled and unfilled, adjacent to San Francisco Harbor. Many years ago, this area was laid out by the Board of Tideland Commissioners into blocks and streets with an embarcadero as well as basins for commerce in a long range program. In this program it was the apparent intention to reserve to the people the right of access to San Francisco Bay, even though lots and blocks were filled in to a depth of 24 feet of water.

The areas involved are primarily streets and portion of streets some of which have been accepted by the City of San Francisco and have been opened and maintained. Others in the tidelands are under water or have been reclaimed and are parts of industrial areas which have not been accepted and opened as streets. All are immediately contiguous to property under the jurisdiction of the Board of State Harbor Commissioners.

Formal request for the transfer of jurisdiction of these lands has been made of the State Lands Commission by the Board of State Harbor Commissioners under date of March 16, 1951.

The Commission's attention is directed to the fact that transfer of jurisdiction will not relieve it from assistance to the San Francisco Harbor Commission and the Attorney General in quiet title actions and ejectment proceedings with respect to trespassers on State land. The reason for this is that the original title records are in the office of the State Lands Commission.

It has been thought best to transfer the lands by parcels with separate descriptions. The method of transferring jurisdiction herein proposed would be by action of the State Lands Commission and subsequent approval by the Director of Finance pursuant to Section 13110 of the Government Code.

UPON MOTION DULY MADE AND UNANIMOUSLY CARRIED, A RESOLUTION WAS ADOPTED AUTHORIZING THE TRANSFER OF JURISDICTION FROM THE STATE LANDS COMMISSION TO THE BOARD OF STATE HARBOR COMMISSIONERS FOR SAN FRANCISCO HARBOR OF 11 PARCELS OF FILLED AND UNFILLED STATE TIDE AND SUBMERGED LANDS DESCRIBED AS FOLLOWS:

Parcel 1. Beginning at the intersection of the center line of Lewis Street with the center line of Webster Street; running thence easterly along the center line of Lewis Street to a point on the easterly line of Laguna Street extended; thence southerly along the easterly line of Laguna Street to the shoreline of San Francisco Bay as said shoreline existed in 1850; thence westerly along the shoreline of 1850 to the easterly line extended of Tide Land Survey #15, San Francisco County, patented by the State of California to the North San Francisco Home-
stead and Railroad Association on June 23, 1864; thence northerly along the easterly line of said Tide Land Survey #15 to the northeasterly corner thereof; thence westerly along the northerly line of said Tide Land Survey #15 to the center line of Webster Street; thence northerly along the center line of Webster Street to the point of beginning.

Parcel 2. Beginning at the intersection of the center line of Jefferson Street with the westerly line of Hyde Street; running thence easterly along the center line of Jefferson Street to the southerly line of the Embarcadero; thence easterly along the southerly line of the Embarcadero to the center line of Powell Street; thence southerly along the center line of Powell Street to the center line of Beach Street; thence easterly along the center line of Beach Street to the southerly line of the Embarcadero; thence easterly along the southerly line of the Embarcadero to the center line of Grant Avenue; thence southerly along the center line of Grant Avenue to the center line of North Point Street; thence easterly along the center line of North Point Street to the southwesterly line of the Embarcadero; thence southerly along the southwesterly line of the Embarcadero to the center line of Kearny Street; thence southerly along the center line of Kearny Street to the shoreline of San Francisco Bay as said shoreline existed in 1850; thence northerly along the said shoreline of 1850 to the westerly line of Kearny Street; thence northerly

along the westerly line of Kearny Street to the southerly line of North Point Street; thence westerly along the southerly line of North Point Street to the westerly line of Grant Avenue; thence northerly along the westerly line of Grant Avenue to the southerly line of Beach Street; thence westerly along the southerly line of Beach Street to the westerly line of Powell Street; thence northerly along the westerly line of Powell Street to the southerly line of Jefferson Street; thence westerly along the southerly line of Jefferson Street to the westerly line of Hyde Street; thence northerly along the westerly line of Hyde Street to the point of beginning.

Parcel 3. Beginning at the intersection of the shoreline of the San Francisco Bay as said shoreline existed in 1850 with the center line of Francisco Street; running thence easterly along the center line of Francisco Street to the center line of Montgomery Street; thence southerly along the center line of Montgomery Street to the center line of Chestnut Street; thence easterly along the center line of Chestnut Street to the center line of Sansome Street; thence southerly along the center line of Sansome Street to the center line of Lombard Street; thence easterly along the center line of Lombard Street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the center line of Battery Street; thence southerly along the center line of Battery Street to the center line of Greenwich Street; thence easterly along the center line of Greenwich Street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the southerly line of Greenwich Street; thence westerly along the southerly line of Greenwich Street to the westerly line of Battery Street; thence northerly along the westerly line of Battery Street to the southerly line of Lombard Street; thence westerly along the southerly line of Lombard Street to the westerly line of Sansome Street; thence northerly along the westerly line of Sansome Street to the southerly line of Chestnut Street; thence westerly along the southerly line of Chestnut Street to the westerly line of Montgomery Street; thence northerly along the westerly line of Montgomery Street to the southerly line of Francisco Street; thence westerly along the southerly line of Francisco Street to the shoreline of San Francisco Bay as said shoreline existed in 1850; thence northerly along the said shoreline of San Francisco Bay to the point of beginning.

Parcel 4. Beginning at the intersection of the westerly line of the Embarcadero with the westerly line of Front Street; thence running southerly along the westerly line of the Embarcadero to the center line of Front Street; thence southerly along the center line of Front Street to the center line of Vallejo Street; thence easterly along the center line of Vallejo Street to the center line of Davis Street; thence southerly along the center line of Davis Street to the center line of Pacific Avenue; thence easterly along the center line of Pacific Avenue to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the southerly line of Pacific Avenue; thence westerly along the southerly line of Pacific Avenue to the westerly line of Davis Street; thence northerly along the westerly line of Davis Street to the southerly line of Vallejo Street; thence

westerly along the southerly line of Vallejo Street to the westerly line of Front Street; thence northerly along the westerly line of Front Street to the point of beginning.

Parcel 5. Beginning at the intersection of the westerly line of the Embarcadero with the northerly line of Howard Street; thence running southerly along the westerly line of the Embarcadero to the southerly line of Howard Street; thence westerly along the southerly line of Howard Street to the easterly line of Stuart Street; thence southerly along the easterly line of Stuart Street to the northerly line of Folsom Street; thence easterly along the northerly line of Folsom Street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the center line of Folsom Street; thence southwesterly along the center line of Folsom Street to the center line of Stuart Street; thence southeasterly along the center line of Stuart Street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the westerly line of Stuart Street; thence northerly along the westerly line of Stuart Street to the northerly line of Howard Street; thence easterly along the northerly line of Howard Street to the point of beginning.

Parcel 6. Beginning at a point on the westerly line of Spear Street 137.5 feet southerly from the southerly line of Harrison Street at right angles thereto; running thence parallel to the southerly line of Harrison Street easterly to the center line of Spear Street; thence along the center line of Spear Street southerly to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the center line of Bryant Street; thence westerly along the center line of Bryant Street to the center line of Beale Street; thence southerly along the center line of Beale Street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the center line of Brannan Street; thence westerly along the center line of Brannan Street to the center line of First Street; thence southerly along the center line of First Street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to the center line of Townsend Street; thence westerly along the center line of Townsend Street to the center line of Gale Street; thence southerly along the center line of Gale Street to the center line of King Street; thence westerly along the center line of King Street to the center line of Second Street; thence southerly along the center line of Second Street to the center line of Berry Street; thence westerly along the center line of Berry Street to the center line of Third Street; thence southerly along the center line of Third Street to the northerly line of Channel Street; thence westerly along the northerly line of Channel Street to the westerly line of Third Street; thence northerly along the westerly line of Third Street to the northerly line of Berry Street; thence easterly along the northerly line of Berry Street to the westerly line of Second Street; thence northerly along the westerly line of Second Street to the northerly line of King Street; thence easterly along the northerly line of King Street to the westerly line of Gale Street; thence northerly along the westerly line of Gale Street to the northerly line of Townsend Street; thence easterly along the northerly line of Townsend Street to the westerly line of First Street; thence northerly along the westerly line of First Street to the northerly line of Brannan Street; thence easterly along the northerly line of

Brannan Street to the westerly line of Beale Street; thence northerly along the westerly line of Beale Street to the northerly line of Bryant Street; thence easterly along the northerly line of Bryant Street to the westerly line of Spear Street; thence northerly along the westerly line of Spear Street to the point of beginning.

Parcel 7. Beginning at the intersection of the southerly line of Channel Street and the westerly line of Third Street; running thence easterly along the southerly line of Channel Street to the center line of Third Street; thence southerly along the center line of Third Street to the center line of Fourth Street; thence southeasterly along the center line of Fourth Street to the center line of Georgia Street; thence southerly along the center line of Georgia Street to the center line of Alameda Street; thence easterly along the center line of Alameda Street to the westerly line of the Embarcadero; thence southerly along the westerly line of the Embarcadero to a point distant 130 feet easterly from the easterly line of Georgia Street, measured at right angles thereto; thence southerly parallel with Georgia Street to the center line of El Dorado Street; thence westerly along the center line of El Dorado Street to the center line of Illinois Street; thence southerly along the center line of Illinois Street to the southerly line of 18th Street; thence easterly along the southerly line of 18th Street to the water line front established by the Board of Tide Land Commissioners; thence southerly along said last mentioned line to the northerly line of Tulare Street; thence westerly along the northerly line of Tulare Street to the easterly line of Massachusetts Street; thence northerly along the easterly line of Massachusetts Street to the center line of 25th Street; thence westerly along the center line of 25th Street to the westerly line of Illinois Street; thence northerly along the westerly line of Illinois Street to a point on the line of ordinary high tide established by the Board of Tide Land Commissioners between Nevada Street (now 23rd Street) and Humboldt Street; thence easterly, northerly and westerly along said line of ordinary high tide to the westerly line of Illinois Street; thence northerly along the westerly line of Illinois Street to the southwesterly line of Fourth Street; thence northwesterly along the southwesterly line of Fourth Street to the westerly line of Third Street; thence northerly along the westerly line of Third Street to the point of beginning.

Parcel 8. Beginning at the intersection of the southwesterly line of Arthur Avenue and the southerly line of Islais Street; thence running easterly along the southerly line of Islais Street to the easterly line of Third Street; thence southerly along the easterly line of Third Street to the southeasterly line of Arthur Avenue; thence northwesterly along the southwesterly line of Arthur Avenue to the point of beginning.

Parcel 9. Beginning at the common intersection of the southwesterly line of Arthur Avenue with the westerly line of Ingalls Street and the westerly line of India Street; running thence southerly and easterly along the westerly and southerly lines of India Street to the center

line of Waterfront Street; thence southeasterly along the center line of Waterfront Street to the southeasterly line of Donahue Street (formerly D Street); thence southwesterly along the southeasterly line of Donahue Street to a northerly line of the State Patent to the South San Francisco Homestead and Railroad Association; thence westerly along the northerly line of said Patent to the line of ordinary high tide, as established by the Board of Tide Land Commissioners in 1868; thence northerly along said line of ordinary high tide to the westerly line of Ingalls Street; thence northerly along the westerly line of Ingalls Street to the point of beginning.

Parcel 10. Beginning at the intersection of the southeasterly line of Donahue Street and the northeasterly line of Wallace Avenue; thence running northwesterly along the northeasterly line of Wallace Avenue to a point in the line of ordinary high tide, as established by the Board of Tide Land Commissioners in 1868; thence running easterly along said line of ordinary high tide to the southerly line of the State Patent to the South San Francisco Homestead and Railroad Association; thence easterly along said southerly line of said Patent to the southeasterly line of Donahue Street; thence southwesterly along the southeasterly line of Donahue Street to the point of beginning.

Parcel 11. Beginning at the intersection of the southwesterly line of Yosemite Avenue and the westerly line of Waterfront Street; thence running southeasterly along the southwesterly line of Yosemite Avenue to the center line of Waterfront Street; thence southerly along the center line of Waterfront Street to the southern boundary of the City and County of San Francisco; thence westerly along said southern boundary to the westerly line of Waterfront Street; thence northerly along the westerly line of Waterfront Street to the point of beginning.

IT WAS FURTHER AUTHORIZED THAT THE EXECUTIVE OFFICER REQUEST THE DIRECTOR OF FINANCE TO APPROVE THIS TRANSFER PURSUANT TO SECTION 13110 OF THE GOVERNMENT CODE.

19. (PROPOSED REVISION OF RULES AND REGULATIONS OF STATE LANDS COMMISSION - W.O. 278) At the meeting of the Commission on February 28, 1951 (Minute Item 14, pages 1288 - 1320) proposed revisions of the Rules and Regulations of the State Lands Commission were presented and the Executive Officer was authorized to conduct the public hearings prescribed by the Code of Administrative Procedure. The hearings have not as yet been scheduled, pending the approval of the revisions by the Commission in order that the material under consideration by the public at the hearings will include any and all changes adopted by the Commission. Meanwhile, several minor amendments have been made by the staff.

UPON MOTION DULY MADE AND UNANIMOUSLY CARRIED, A RESOLUTION WAS ADOPTED APPROVING THE PROPOSED REVISIONS OF COMMISSIONS RULES AND REGULATIONS SUBMITTED ON FEBRUARY 28, 1951, WITH THE FOLLOWING AMENDMENTS: