

## APPROVED MEETING MINUTES

### REGULAR MEETING OF THE CITY OF ALAMEDA HISTORICAL ADVISORY BOARD THURSDAY, April 5, 2012

1. CONVENE: 7:00 p.m.
2. ROLL CALL: Present: Chair Owens, Board Members Hoffman and Jasper  
Absent: Board members Lynch and Vice-Chair Rauk

3. MINUTES:

March 1, 2012 (Pending)

4. AGENDA CHANGES AND DISCUSSIONS:

None.

5. ORAL COMMUNICATIONS:

None.

6. WRITTEN COMMUNICATIONS:

*Chair Owens* mentioned that the Alameda Architectural Preservation Society sent a letter to the Board discussing 7-A.

7. REGULAR AGENDA ITEMS:

**7-A. Certificate of Approval – PLN12-0027** – 930 Pacific Avenue – Daniel Winterich. The applicant requests approval for the demolition of more than 30 percent of the value of a residence included on the Historical Building Study List.

*Laura Ajello, Planning staff*, presented the staff report.

*Chair Owens* asked what the purpose of the hammerhead in the back of the driveway.

*Laura Ajello* replied the hammerhead is to enable cars to turn around and face forward, and Public Works requires the configuration if there are more than three units.

*Chair Owens* stated that the two cars in the back would use the configuration, but the ones in the front would not use that.

*Laura Ajello* replied that Public Works would review parking in the future and after a building permit was issued, that changes to the parking may be possible.

*Chair Owens* stated that according to the Secretary of Interior Standards, the railings could be considered as “false historic”. He asked if the railings could be re-designed.

*Daniel Winterich, architect*, replied that the design could be altered.

*Chair Owens* opened public comment.

Alan Teague, Alameda Architectural Preservation Society (AAPS), suggested the Board condition that the applicant get a variance for the open space requirement. He suggested that the balcony be removed from the front of the house. He said the French doors and railing in the front will be a major architectural feature in the front of the house and will significantly detract from that aspect.

Kevin Frederick, Alameda resident, stated that the balcony doesn't look like it's related to the project. He said he objects to the balcony in the front of the house unless they can prove that it was preexisting feature with a special architectural handrail.

*Chair Owens* closed public comment.

Board member Jasper stated he likes the proposal and doesn't have any objections.

Board member Hoffman said that all the balconies do not keep with the actual flow of the house or the period. He said he is not opposed to the balcony in the front if it is re-designed to look compatible with the period.

*Chair Owens* stated he does not agree with the whole hammerhead for the parking area and suggested that it be reduced by half. He asked how many parking spaces are required. He suggested that the board condition the approval, require that the railing be redesigned, and reduce the amount of paving.

*Laura Ajello* replied that usually two parking spaces are required per unit.

*Chair Owens* replied three legal spaces because two of them are tandem.

*Laura Ajello* replied each unit could have tandem parking.

*Chair Owens* stated he doesn't have a problem with the side decks. He does have concerns with safety issues regarding the front balcony: the railings should have as light of touch as possible, the least amount of mass conceivable, and painted in a color that blends in with the siding.

Board member Hoffman concurred with the Chair's comments.

Chair Owens motioned to approve the draft resolution with the exceptions of requiring balcony railings to be designed in a contemporary compatible fashion. Additionally, the railings must be designed with minimal impact and the Planning Board would consider eliminating the hammerhead configuration, minimizing the parking requirements to possibly less than six required spaces, and minimized the required paving.

Board member Hoffman seconded the motion.

Motion approved 3-0; no abstentions

**7-B. Draft Environmental Impact Report** – Todd Shipyard Crane Demolition (2900 Main Street) City of Alameda – Public Hearing to Consider a Draft Environmental Impact Report for the Todd Shipyard Crane Demolition Project –The City of Alameda Historic Advisory Board will hold a public hearing to receive comments on the Draft Environmental Impact Report (DEIR) to determine the environmental consequences that could occur if the crane were to be demolished. The crane is a contributing element to the United Engineering Company Shipyard Historic District. The HAB will be holding a hearing to consider a Certificate of Demolition at an upcoming meeting.

John Cook, Circlepoint, who prepared the environmental review for the project, gave a brief update on the CEQA process overview.

Board member Hoffman asked how the crane was pushed out of the district.

Chair Owens asked how the crane is contributing to the district since it is not in the district.

John Cook replied that the crane is on rails and was moved to its present location. He said that when the district was formulated, the crane was identified as an element within the district.

Chair Owens clarified with staff that the crane is considered a structure, is on State land and the City is the trustee for the State. He requested more detail about the district reevaluation. The district was formed to keep the Port of Oakland from dredging away Alameda.

Chair Owens explained from reading the documents that the Port of Oakland commented that the Crane is an important contributor and mitigation should go beyond the standard. So, he wanted to know if the mitigations being proposed were going beyond the minimum standard.

John Cook replied the Port of Oakland wrote the letter during the scoping period and the  
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main interest in the letter was the historic nature of the district and the impact that demolition would have in terms of cultural resources. He said the mitigation measures proposed are more than the bare minimum.

Chair Owens stated that the study of the reevaluation of the district is an important element and more should be done to preserve the crane because it's an important element to the district.

John Cook stated that demolition comes down to the financial aspects. He clarified that there is an agreement with the Bay Area Water Emergency Transportation Authority (WETA) to take some action and costs to preserve the crane in place or relocate it, which are outlined in the Environmental Impact Report. He estimated the hard engineering costs are well over one million dollars to either preserve in place or relocate, which does not include ongoing maintenance or the repair work for the pier.

Chair Owens stated that according to the structural engineer report the crane should be moved because the probability that it may fall down and hurt someone. He asked if the Building Official can order that the crane be removed.

Board member Hoffman said the crane's safety issues have been discussed at previous meetings.

John Cook replied that the City Building Official hasn't looked at the structure yet and explained that the agreement with WETA was to make the removal of the crane a matter of urgency. He said the procedure must be done within two years of when the agreement was signed.

Andrew Thomas explained that the reevaluation of the district is a valuable mitigation because of future projects that will happen to the district.

Chair Owens referred to the report stating that the structure is not salvageable and there is great risk in attempting to salvage it.

Chair Owens opened public comment.

Alan Teague stated that AAPS discussed the Draft Environmental Impact Report and agree that the crane should come down, stating that their biggest concern is with the revaluation of the district and the protection of the Sawtooth Building. He said AAPS would like to see reevaluation of the district conducted by an independent firm that was not involved in the other evaluations.

John Cook replied the Sawtooth Building was individually eligible as a resource and that the demolition of the crane did not affect its eligibility.

**7-C. Certificate of Approval — Historic Street Lights – City of Alameda.** The  
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applicant requests a Certificate of Approval to remove and replace 55 historic street lights located along Central Avenue and Lincoln Avenue. Staff is requesting continuance to May 3, 2012.

Chair Owens motioned to continue Item 7C.  
Board member Hoffman seconded the motion.  
Motion approved 3-0; no abstentions

8. BOARD COMMUNICATIONS:

None.

9. STAFF COMMUNICATIONS:

None.

10. ORAL COMMUNICATIONS:

NONE.

11. ADJOURNMENT: 8:14 pm