

CITY OF ALAMEDA
HISTORICAL ADVISORY BOARD
DRAFT RESOLUTION

A RESOLUTION OF THE HISTORICAL ADVISORY BOARD OF THE CITY OF ALAMEDA GRANTING CERTIFICATE OF APPROVAL PLN25-0030 FOR THE DEMOLITION OF BUILDING 116 LOCATED AT 2501 TODD STREET IN THE NAS ALAMEDA HISTORIC DISTRICT, ALAMEDA POINT.

WHEREAS, based on studies performed by Sally Woodbridge, the Navy made a determination in 1992 that an area designated as the Naval Air Station Alameda Historic District was eligible for inclusion in the National Register of Historic Places (NRHP). The Historic District was found to qualify for inclusion in the NRHP pursuant to two National Register criteria: its “association with events that have made a significant contribution to the broad patterns of our history” (Criterion A) and its embodiment of “the distinctive characteristics of a type, period, or method of construction” and because it represents “a significant and distinguishable entity whose components may lack individual distinction” (Criterion C); and

WHEREAS, Building 116, constructed in 1943 as a semi-permanent barracks for corpsmen, then used as a lecture hall and later as a driving school and counseling center, was identified as a contributing structure in the NAS Alameda Historic District; and

WHEREAS, in 1996 the Advisory Council on Historic Preservation (ACHP) and the California State Historic Preservation Officer (SHPO) granted the US Navy approval to demolish Building 116 and five other contributing structures in the NAS Alameda Historic District, including Buildings 75A, 115, 130, 135 and 137; and

WHEREAS, in 1996, the Navy, SHPO and ACHP executed a Memorandum of Agreement (MOA) for demolition of these six contributory buildings (Buildings 75A, 115, 116, 130, 135 and 137), and the MOA stipulated that recording of the six buildings consistent with the standards of the Historic American Buildings Survey (HABS) standards would be required prior to demolition and the Navy subsequently completed the HABS documentation in 1998; and

WHEREAS, in 1999 the Navy, ACHP, SHPO executed another MOA, which the City of Alameda signed as a concurring party, that addresses the short-term impacts to the historic properties at NAS Alameda that could occur between the signing of the MOA and conveyance of the property by the Navy and long-term impacts that could result from the reuse of Alameda NAS. The MOA specified caretaker and maintenance responsibilities for the buildings at NAS Alameda and the six contributing buildings were identified for abandonment in place; and

WHEREAS, since 1999, the City of Alameda cared for the buildings within the NAS Alameda Historic District according to the 1999 caretaker MOA and continued to plan for

the redevelopment of Alameda Point under the assumption that the six contributing buildings would eventually be demolished as part of redevelopment; and

WHEREAS, in December 2024 and January 2025, the City's Supervising Building Inspector and Chief Building Official inspected Building 116 and determined it to be unsafe to occupy and a hazard to the public and the environment; and

WHEREAS, there is no readily apparent economic use for the building that would warrant its rehabilitation, if such rehabilitation were to be determined physically feasible;

WHEREAS, Alameda Municipal Code Section 13-21 requires the Historical Advisory Board approve a Certificate of Approval for the demolition of historic resources; and

WHEREAS, the Historical Advisory Board held a public hearing on February 6, 2025 for this application, and examined pertinent evidence.

NOW, THEREFORE BE IT RESOLVED, the Historical Advisory Board finds that the environmental impact of demolition was adequately considered by the Alameda Point Project Final Environmental Impact Report (State Clearinghouse No. 2013012043) that was prepared pursuant to the California Environmental Quality Act and certified by the City Council on February 4, 2014. The FEIR stated that the demolition of buildings contributing to the NAS Alameda Historic District would cause a significant, unavoidable impact, and these impacts cannot be feasibly fully mitigated by changes in or alternatives to the Alameda Point Project. The City Council adopted a Statement of Overriding Considerations finding that the unavoidable impacts of the redevelopment at Alameda Point, including building demolition, are acceptable in light of specific economic, legal, social, technological, and other benefits of the Alameda Point Project because those benefits outweigh the significant unavoidable adverse environmental effects of the Project.

NOW, THEREFORE BE IT FURTHER RESOLVED, the Historical Advisory Board makes the following findings regarding this demolition request:

1. The Building Official has determined that Building 116 is unsafe to occupy and poses a hazard to public safety that cannot be readily cured.
2. In the event of a major seismic event, the building could suffer greater structural damage, which could pose a public safety hazard if the building were to collapse.
3. The US Navy, Advisory Council of Historic Preservation, California State Historic Preservation Officer, and the City of Alameda previously agreed to the demolition of Building 116 and five other contributing structures in the NAS Alameda historic district.
4. Mitigation measures required by the Advisory Council of Historic Preservation and the California State Historic Preservation Officer were completed by the Navy prior

to conveyance of the building to the City.

NOW, THEREFORE BE IT FURTHER RESOLVED, the Historical Advisory Board hereby approves Certificate of Approval application PLN25-0030 to allow demolition of Building 116, located at 2501 Todd Street, subject to the following conditions:

- (1) This Certificate of Approval shall expire three (3) years after the date of approval (February 6, 2028) unless demolition has begun under valid City permits prior to the date of expiration.
- (2) The following BAAQMD Best Management Practices for fugitive dust control shall be required for demolition activities. These measures will reduce fugitive dust emissions primarily during soil movement, grading and demolition activities, but also during vehicle and equipment movement on unpaved project sites:
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
 - e. All streets, driveways, and sidewalks to be paved shall be completed as soon as possible.
 - f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points.
 - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - h. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
- (3) Demolition and disposal of any asbestos containing building material shall be conducted in accordance with the procedures specified by Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of BAAQMD's regulations.
- (4) Prior to issuance of any demolition permit, a hazardous building material assessment shall be prepared by qualified licensed contractors indicating whether LBP or lead-based coatings, ACMs, and/or PCB-containing equipment are present.
 - a. If the assessment indicates the presence of LBP, ACMs, and/or PCBs, create and implement a health and safety plan to protect demolition and construction workers

- and the public from risks associated with such hazardous materials during demolition or renovation of affected structures.
- b. If the assessment finds presence of LBP, the project applicant shall develop and implement a LBP removal plan. The plan shall specify, but not be limited to, the following elements for implementation:
 - 1) Develop a removal specification approved by a Certified Lead Project Designer.
 - 2) Ensure that all removal workers are properly trained.
 - 3) Contain all work areas to prohibit off-site migration of paint chip debris.
 - 4) Remove all peeling and stratified LBP on building and non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact LBP on all equipment to be cut and/or removed during the demolition.
 - 5) Provide on-site personnel and area air monitoring during all removal activities to ensure that workers and the environment are adequately protected by the control measures used.
 - 6) Clean up and/or vacuum paint chips with a high efficiency particulate air (HEPA) filter.
 - 7) Collect, segregate, and profile waste for disposal determination.
 - 8) Properly dispose of all waste.
 - c. If the assessment finds asbestos, prepare an asbestos abatement plan and shall ensure that asbestos abatement is conducted by a licensed contractor prior to building demolition. Abatement of known or suspected ACMs shall occur prior to demolition or construction activities that would disturb those materials. Pursuant to an asbestos abatement plan developed by a state-certified asbestos consultant and approved by the City, all ACMs shall be removed and appropriately disposed of by a state certified asbestos contractor.
 - d. If the assessment required finds PCBs, ensure that PCB abatement is conducted prior to building demolition. PCBs shall be removed by a qualified contractor and transported in accordance with Caltrans requirements.

NOTICE. The decision of the Historical Advisory Board shall be final unless appealed to the City Council, in writing and within ten (10) days of the decision, by Notice of Appeal stating the appellant claims that either the Board's decision is not supported by its findings or its findings are not supported by the evidence in the record.

NOTICE. No judicial proceedings subject to review pursuant to California Code of Civil Procedure Section 1094.5 may be prosecuted more than ninety (90) days following the date of this decision plus extensions authorized by California Code of Civil Procedure Section 1094.6.

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