

From: [Jennifer Ott](#)
To: [Irma Glidden](#); [Ashley Zieba](#)
Cc: [Yibin Shen](#); [Abby Thorne-Lyman](#)
Subject: FW: Protected views at Alameda Point
Date: Tuesday, March 19, 2024 12:48:37 PM
Attachments: [image001.png](#)

From: Jennifer Ott
Sent: Tuesday, March 19, 2024 11:10 AM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Cc: Abby Thorne-Lyman <athornelyman@alamedaca.gov>; Allen Tai <atai@alamedaca.gov>; Alesia Strauch <astrauch@alamedaca.gov>; Steven Buckley <sbuckley@alamedaca.gov>; Annie Cox <acox@alamedaca.gov>
Subject: Protected views at Alameda Point

Mayor and City Council:

In response to questions from Councilmembers, City staff wanted to provide additional information regarding questions about protected views at the Alameda Point:

1. The character-defining features of the base include the spatial organization and arrangement of buildings, which create strong vistas and view corridors both internal to the site and offsite to the surrounding water and skyline. This is documented in the National Register of Historic Places nomination for the Naval Air Station Alameda Historic District National Register Nomination ([linked here](#)).
2. The view corridors extend between the seaplane hangars along W. Tower Avenue and the landplane hangars along Monarch Street. Some of these are terminal views of access roads, such as along Lexington and Saratoga Streets. Others are perpendicular to the frontage road, between buildings but not along a distant axis.
3. The preservation of these view corridors is achieved by preventing new buildings from being constructed within the view corridors themselves. In the Seaplane Lagoon area, this is accomplished through building setbacks established in the Waterfront Town Center Precise Plan. The intent is to preserve visual access to the sides of the hangars, as well, since the large doors are a character defining feature that should remain visible and functional. See page 134 of the Plan ([linked here](#)) for an illustration of how infill development could occur.
4. There are no building setbacks established in zoning for the landplane hangars along Monarch St except where adjacent to public park / open space or on corner lots – [AMC 30-4.24](#), Alameda Point zoning district. (The regulation of street side yards is more applicable to corner lots found in the interior of the district, not along the hanger row.)
5. Therefore, the general use of the spaces between the seaplane and landside

hangars is governed by the Secretary of the Interior's Standards for the Treatment of Historic Properties, which state: "*A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*" Historically, the Navy utilized the spaces around the hangars for miscellaneous equipment, storage and other ancillary uses, as evidenced by historical photographs (see provided example below).



6. Projects that require a building permit are subject to design review; projects that physically affect the historic contributor buildings require HAB review; outdoor activity that is not strictly ancillary to a primary use requires a use permit.

In addition, the Biological Opinion will also be considered and restrictions on landscaping, light poles and structures vary depending on the location. Staff consults with the City's biological consultant that assisted the City in negotiating the Biological Opinion and supports the City in complying with it.

In summary, while the view corridors themselves are protected from new construction of buildings, the spaces between the buildings can be utilized in ways that are compatible with the historic use of the area. The ancillary use of the spaces between hangars that we see today represent minimal alterations to the distinctive spatial relationships that contribute to the historic character of the district, and generally do not constitute a use that requires further review.

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