

APPLICATION FOR CERTIFICATE OF APPROVAL (DEMOLITION)

TO: Historical Advisory Board

FROM: Sean Murphy, Alameda Marina, LLC ("Project Sponsor")

DATE: March 7, 2019

RE: Alameda Marina: Historical Advisory Board

- Certificate of Approval for (1) Demolition of Certain Contributory Buildings in the Alameda Marina Historic District and (2) Demolition of Certain Non-Contributory Buildings Built Prior to 1942
- Approval of History Walk and Interpretive Signage Plan
- Approval of Additions to Street Names List

APN: 071-0288-003 and 071-0257-004 (for the leased areas of the site); 071-0257-003-01 and 071-0288-001-02 (for the fee areas of the site)

I. APPLICATION FOR CERTIFICATE OF APPROVAL (DEMOLITION)

On July 6, 2017, pursuant to Resolution No. HAB-17-07, the Historical Advisory Board designated seventeen buildings located at Alameda Marina, Buildings 1, 4, 6, 12, 15, 16, 17, 19, 21, 22, 27, 28, 29, 31, 32, 33, 34, and the graving dock as contributing buildings/features to the "Alameda Marina Historic District," which has been included on the City's Historical Building Study List. Three of the seven commercial buildings (Buildings 16, 19, and 27) have been determined to be individually eligible for the National Register of Historic Places.

On May 29, 2018, the Planning Board unanimously recommended that the City Council adopt the Alameda Marina Master Plan (the "Master Plan") and its related housing density bonus application. The Master Plan is a mixed-use plan that includes up to 760 multifamily housing units, up to 250,000 square feet of commercial and maritime commercial space, approximately 3.45 acres of open space, approximately 17.1 acres dedicated to marina operations, and a 530 slip marina. (A copy of the Master Plan Site Plan is attached as Exhibit A). The Master Plan implements General Plan policies for mixed use redevelopment on the former industrial site while retaining waterfront and maritime-related businesses, increasing housing opportunities (both market rate and affordable deed-restricted), increasing public access to public waterfront parks and the new Bay Trail extension, and improving transportation infrastructure. On July 25, 2018, the City Council unanimously adopted Ordinance No. 3221, which approved the Master Plan and its related density bonus application.

The City Council-approved Master Plan will retain six (6) of the contributory buildings, including the three individually eligible buildings, and the graving dock. The Master Plan will also retain five (5) additional existing non-contributory buildings. The Master Plan authorizes the demolition of the remaining contributory and non-contributory buildings on the site.

The Project Sponsor is now moving forward with its tentative map for the Master Plan, the planned development and design approval of the various phases of the Master Plan, and implementation of mitigation measures from the Alameda Marina EIR. This memorandum outlines the Project's Sponsor's application for Certificates of Approval for the demolition of certain contributory buildings in the Alameda Marina Historic District and certain non-contributory buildings built prior to 1942, implementation of Alameda Marina's cultural resources mitigation measures, and application for additions to the street names list.

II. DEMOLITION

As previously explained in the Historical Advisory Board's Staff Report of June 1, 2017, designation of the Alameda Marina Historic District does not guarantee that the buildings contained within the District cannot be demolished. The buildings that require a Certificate of Approval for Demolition are as listed in Exhibit B and are as located on the Alameda Marina Site Plan in Exhibit C. The buildings will be demolished in phases according to the Existing Buildings Demolition Phasing shown in Exhibit D. In their place, new multifamily residential units will be built in conformance with the Master Plan and pursuant to the City's obligation to fulfill its Regional Housing Needs Allocation under State law.

The City's General Plan Housing Element identifies the Alameda Marina project site as vacant and/or underutilized, and thus available to help meet the City's Regional Housing Needs Allocation. Accordingly, the project site was re-zoned in 2012 as a priority site for multi-family housing and designated as a multifamily housing opportunity site in the City's General Plan Housing Element. The City is required to follow the State's Housing Accountability Act, which provides that the City is restricted in its ability to deny, reduce the density of, or make infeasible a project such as the Alameda Marina Master Plan that complies with all applicable objective General Plan, zoning, and subdivision standards and criteria, unless the local agency can make specific written findings supported by a preponderance of the evidence on the record that the housing development project would have a specific, adverse impact upon the public health or safety and there is no feasible method to satisfactorily mitigate or avoid the adverse impact identified. See Government Code § 65589.5(j)(1)(A) and (B). The Master Plan qualifies as this type of housing development project because it complies with all objective general plan, zoning, and subdivision standards and criteria. Given that the City Council has already unanimously approved the Master Plan, which requires the demolition of the buildings listed in Exhibit B, the Historical Advisory Board's role at this time is limited to: (1) approving the Certificates of Approval for Demolition so that the objectives of the City as set forth in the Master Plan can be accomplished, (2) approving a comprehensive interpretive display that tells the history of the project site, as described below, and (3) approving the additions to the street names list.

Furthermore, the Alameda Marina EIR has adequately analyzed the implementation of the project and its impacts on the historic resources located on the project site. City Council Resolution No. 15413 certified the Alameda Marina EIR, adopted findings and a statement of overriding considerations, mitigation measures, and a mitigation monitoring and reporting program for the Master Plan. The demolition of many of the contributing buildings to the Alameda Marina Historic District is considered a significant impact under CEQA. However, implementation of Mitigation Measures CUL-1a (Treatment of Historic Properties (Buildings 16

19 and 27)), CUL-1b (Documentation), and CUL-1c (Interpretive Display), would reduce impacts, to the extent feasible, to historical resources by documenting the resource and preserving the history of the site and the buildings. While the Alameda Marina EIR did analyze a Preservation Alternative, which would retain the contributing buildings within the Alameda Marina Historic District, impacts to historic resources would remain significant and unavoidable as development would still be allowed to occur within the defined Alameda Marina Historic District landscape boundaries. Ultimately, the City found that the Preservation Alternative would prohibit the development of a pleasing, cohesive and pedestrian-oriented development that would connect the community to the newly activated waterfront because more than half the project site would have to retain its historic commercial and industrial configuration. The spatial relationships between the existing contributory buildings do not allow for the creation of public amenities and open space areas that would allow the public to access the shoreline edge. As such, the Preservation Alternative would not be able to meet several project objectives, including the Project Sponsor's obligations under the Tidelands Lease with the City, which requires the development of a new higher-value project and expressly allows for the demolition of existing buildings on the project site.

The City Council adopted a Statement of Overriding Considerations finding that the unavoidable impacts of the Master Plan, including demolition of historic buildings, are acceptable in light of specific economic, legal, social, technological, and other benefits of the Master Plan because those benefits outweigh the significant and unavoidable adverse environmental effects of the Master Plan, including the significant and unavoidable impacts to historical resources. By allowing for the demolition of some historic resources and the rehabilitation of others, the Master Plan will improve and enhance the maritime and commercial core at the project site as a "working waterfront", while increasing the City's housing supply, including affordable housing, by constructing a diversity of housing types at different price points. The Master Plan will also provide community benefits to the City by creating new waterfront amenities, a waterfront promenade, the graving dock's Waterlife park, and extending the Bay Trail.

In order to mitigate the adverse impacts of the demolition of historic resources, the Project Sponsor is preparing a treatment plan to include photo documentation and other public interpretation materials of the Alameda Marina Historic District in accordance with Mitigation Measure CUL-1b, and an interpretive display in accordance with Mitigation Measure CUL-1c, as further described in Section III.

III. HISTORICAL DOCUMENTATION, NARRATIVE AND SIGNAGE FOR THE SITE

Consistent with Mitigation Measure CUL-1b, a treatment plan will be prepared that includes extensive photo documentation and public interpretation of the Alameda Marina Historic District in accordance with the National Park Service's Historic American Buildings Survey ("HABS") and Historic American Engineering Record ("HAER") guidelines. The Project Sponsor has retained Stephen Schafer to conduct the HABS documentation, which will consist of photographs of the District demonstrating views of the context, spatial relationships, facades, engineering features, and other building details. The Project Sponsor has also retained

Christopher VerPlanck to serve as the Project's Secretary of the Interior-qualified architectural historian and oversee the HABS documentation. Once complete, the documentation will be made available to the public at the City's libraries and other historical repositories, and the Northwest Information Center of the California Historical Resources Information System. Some of the photo documentation will also be used in the presentation of a History Walk to be integrated throughout the Alameda Marina site.

Mitigation Measure CUL-1c requires that the design and placement of the interpretive displays shall be reviewed and approved by the Historic Advisory Board. Public interpretation of historical resources will be provided to describe the Alameda Marina Historic District's historic or architectural importance to the general public. The Project Sponsor has retained GNU Group to program a History Walk along the Bay Trail and entrances to the project site, and create associated plans and historic programming for the project. As described in the Historical Advisory Board Resolution No. HAB-17-07, the Alameda Marina property has strong associations with the development in the San Francisco Bay Area of World War II-era civilian shipbuilding and repair facilities. Elements of the site's shipyard and maritime history will be integrated throughout the site, which will include a proposed History Walk along the Bay Trail and entrances along Clement Avenue. The primary historic context will focus on: (1) the site's prior ownership by General Engineering & Dry Dock Co., and the site's development and expansion between the 1920s and the 1940s where the demand for ferries and ship repair was surging, and (2) the World War II period, where General Engineering & Dry Dock Co. constructed dozens of cutters, minesweepers, and net tenders for the Coast Guard and Navy, as well as repaired thousands of battle-damaged vessels. Consistent with Mitigation Measure CUL-1c, an interpretive display and informative signage will be created to emphasize three main aspects of the site: (1) the historic waterfront, (2) the historic buildings, the site's architectural history and functions, and (3) items of local interest that involve Alameda's history. The comprehensive signage program also has been developed in accordance with the Bay Conservation and Development Commission's Public Access Design Guidelines to include wayfinding signs to assist shoreline users in traveling to and along the Bay, Bay Trail signs, and other related management signs. The proposed location of the information signage, and samples of the design of the proposed signs are attached hereto as Exhibit E.

IV. REHABILITATION AND ALTERATION

The buildings that require a Certificate of Approval for Rehabilitation of Contributory Buildings in the Alameda Marina Historic District will include Buildings 16, 19 and 27. The proposed plans and specifications for alterations of the building exteriors will meet the requirements of Mitigation Measure CUL-1a, which requires that alterations to the exteriors of Buildings 16, 19 and 27 conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. These buildings will be presented to the Historical Advisory Board at a future date when building designs have progressed. Buildings 15, 17, 21 and the Graving Dock in the Alameda Marina Historic District will also be adaptively reused and will be presented to the Historical Advisory Board for a Certificate of Approval for Rehabilitation at a future date, if required.

V. ADDITIONS TO STREET NAMES LIST

The Project Sponsor also proposes to add the following street names and names of the open space areas as shown in the Street Names Exhibit.

* * * * *

Enclosures Planning Permit Application (1 set)
 Historical Advisory Board Package (10 sets; 11x17)
 Existing Buildings Demolition Phasing (10 sets; 11x17)
 Street Names Exhibit (10 sets; 11x17)
 Application Fees (\$1,500 deposit for Certificates of Approval; \$1,000 for
 Modifications to Street Names List)

EXHIBIT A

ALAMEDA MARINA MASTER PLAN SITE PLAN

[See Sheet A1.1 of the Package]

EXHIBIT B

List of Buildings and Certificate of Approval Requirements

Building #	Building Address	Year Built	Individually Eligible / District Contributor	Historical Advisory Board: Certificate of Approval Requirements
1	2007 Clement	1940	District Contributor	Certificate of Approval for Demolition
2	2025 Clement	1940		Certificate of Approval for Demolition (age)
3	2023 Clement	1940		Certificate of Approval for Demolition (age)
4	2023 Clement	1940	District Contributor	Certificate of Approval for Demolition
6	2019 Clement	1940	District Contributor	Certificate of Approval for Demolition
7	2015 Clement	1940		Certificate of Approval for Demolition (age)
8	2013 Clement	1940		Certificate of Approval for Demolition (age)
9	2005 Clement	1940		Certificate of Approval for Demolition (age)
10	1917 Clement	1940		Certificate of Approval for Demolition (age)
11	1919 Clement	1940		Certificate of Approval for Demolition (age)
12	1851 Clement	1940	District Contributor	Certificate of Approval for Demolition
20	1827 Clement	1941		Certificate of Approval for Demolition (age)
22	1813 Clement	1923	District Contributor	Certificate of Approval for Demolition
23	1813 Clement	1923		Certificate of Approval for Demolition (age)
24	1813 Clement	1923		Certificate of Approval for Demolition (age)
28	1805 Clement	1940	District Contributor	Certificate of Approval for Demolition
29	1731 Clement	1941	District Contributor	Certificate of Approval for Demolition
31	2033 Clement	1942	District Contributor	Certificate of Approval for Demolition
32	2035 Clement	1942	District Contributor	Certificate of Approval for Demolition
33	2037	1940	District Contributor	Certificate of Approval for

	Clement			Demolition
34	2039 Clement	1940	District Contributor	Certificate of Approval for Demolition (age)
37	2027 Clement	1907		Certificate of Approval for Demolition (age)

EXHIBIT C

ALAMEDA MARINA DEMOLITION PLAN

[See Sheet HAB.3 of the Historical Advisory Board Package]

EXHIBIT D

ALAMEDA MARINA EXISTING BUILDINGS DEMOLITION PHASING

[See Existing Buildings Demolition Phasing exhibit]

EXHIBIT E

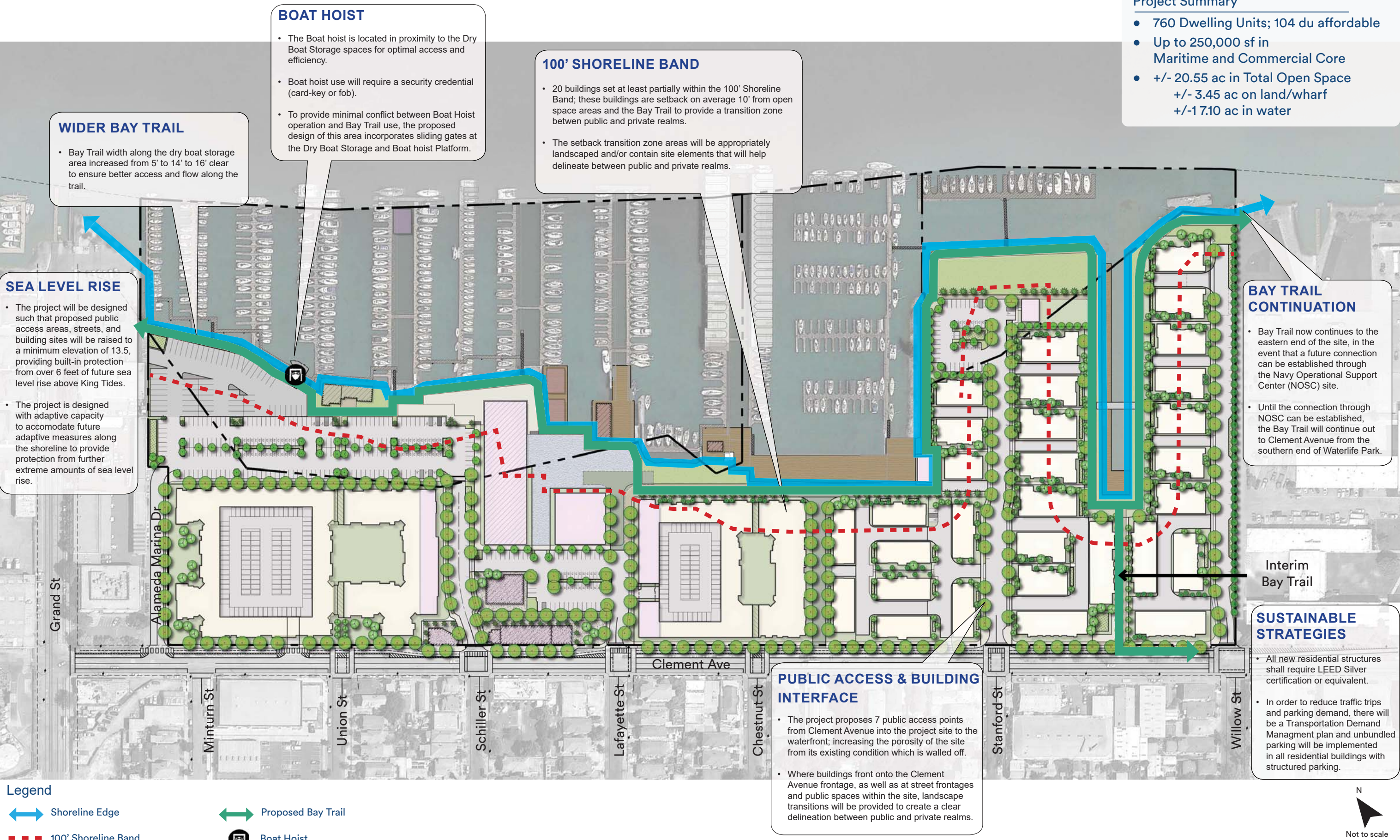
PROPOSED SIGN LOCATION PLANS AND SIGN DESIGN

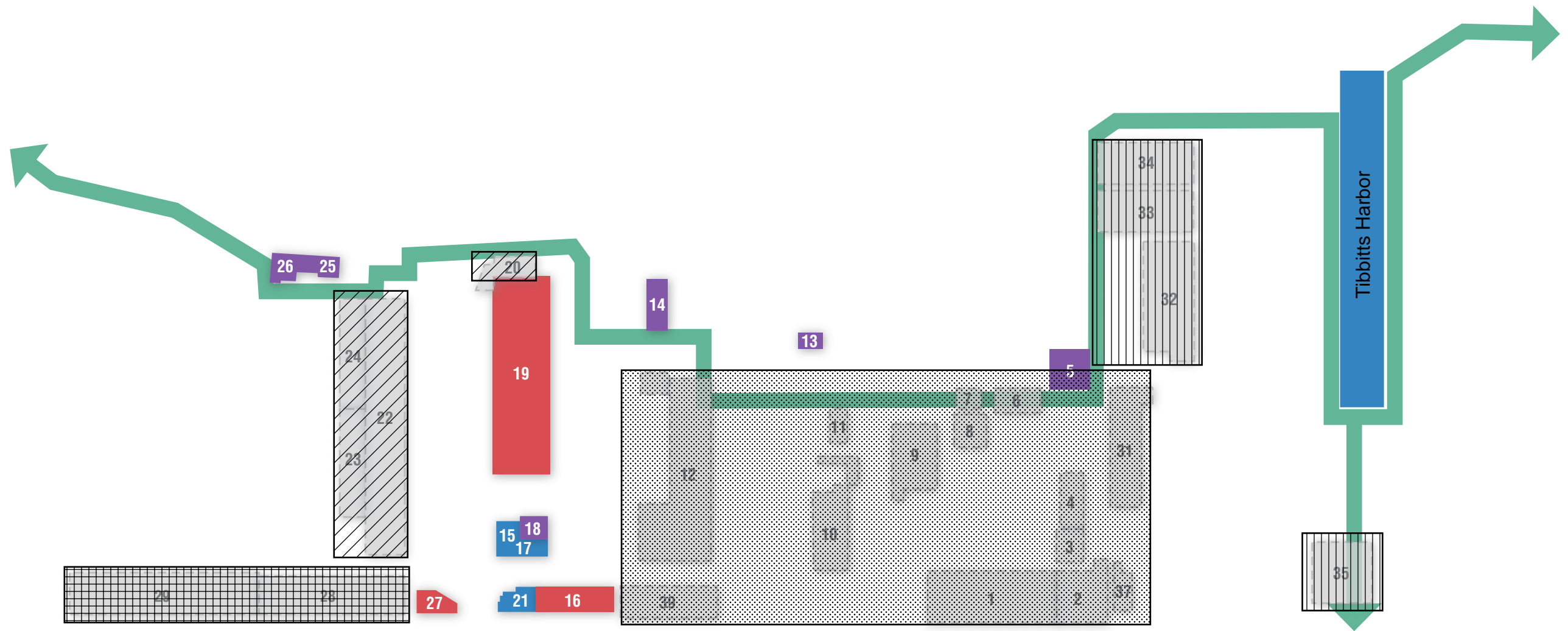
[See Sheets HAB.4 to HAB.13 of the Historical Advisory Board Package]

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Project Summary

- 760 Dwelling Units; 104 du affordable
- Up to 250,000 sf in Maritime and Commercial Core
- +/- 20.55 ac in Total Open Space
+/- 3.45 ac on land/wharf
+/- 17.10 ac in water





Legend

- National Register - Eligible Buildings to be Adaptively Revised
- Contributory Buildings to be Adaptively Revised
- Existing Non-Contributory Buildings to Remain and be Adaptively Reused
- Buildings to be Demolished

- Existing buildings demolition PHASE 1
- Existing buildings demolition PHASE 2
- Existing buildings demolition PHASE 3
- Existing buildings demolition PHASE 4

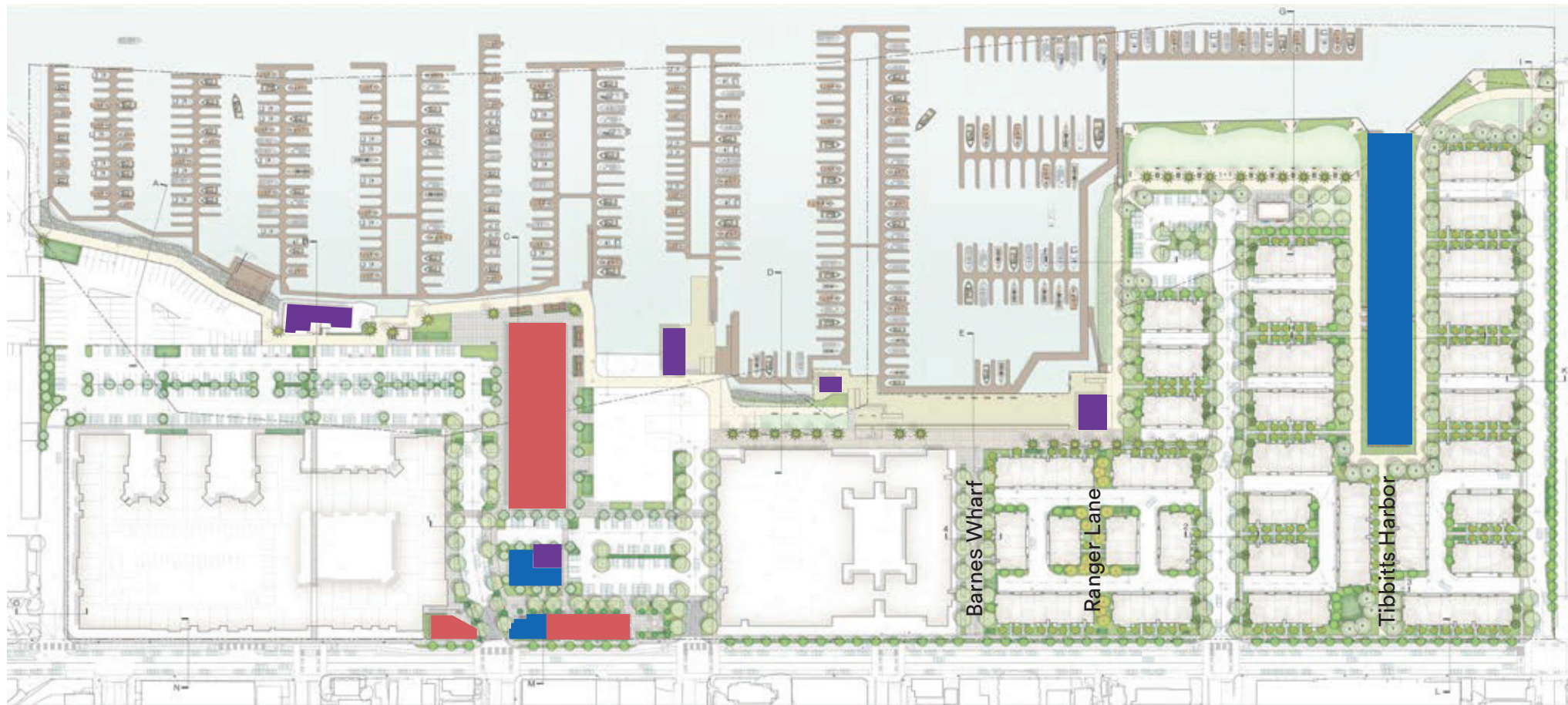


Not to scale



ALAMEDA MARINA

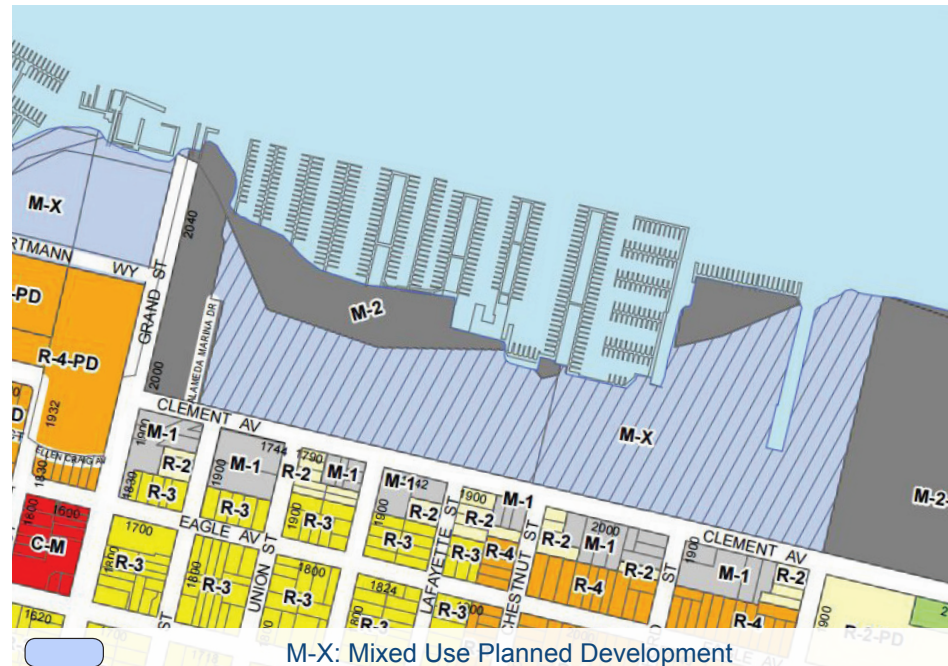
HISOTRY WALK PROGRAM



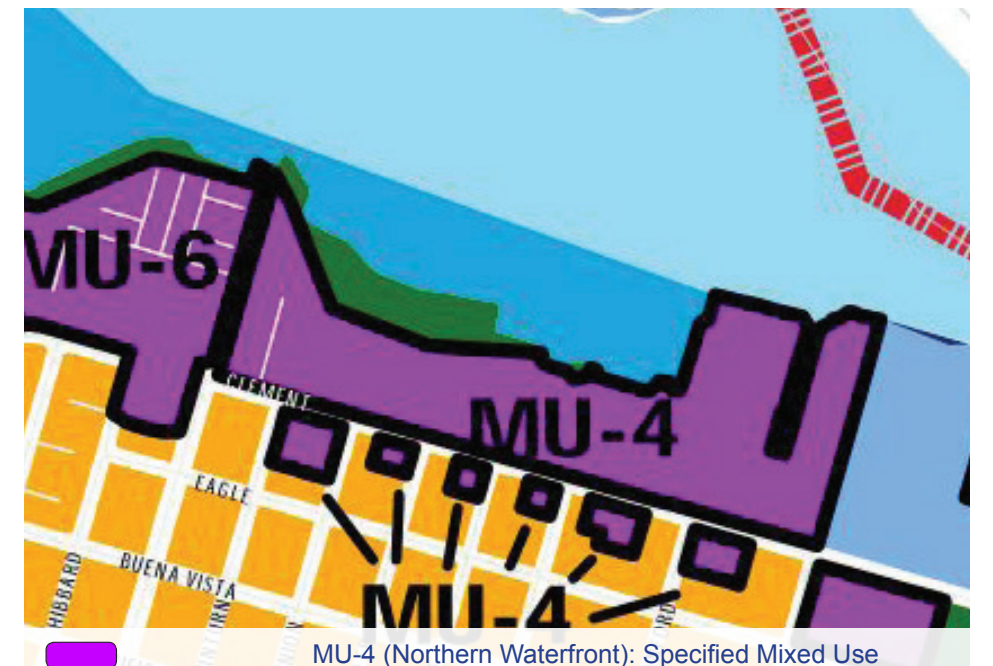
HAB.1	Cover
HAB.2	Site Context / Project Background
HAB.3	History Walk Program
HAB.4	History Walk - Signage Program
HAB.5	History Walk Pylons
HAB.6	History Walk Pylons - Content Side A
HAB.7	History Walk Pylons - Content Side B
HAB.8	District Entry Gateway - Rendering
HAB.9	Barnes Wharf - Rendering
HAB.10	Tibbitts Harbor - Rendering
HAB.11	Boatyard - Rendering
HAB.12	Alameda Marina Park - Rendering
HAB.13	Marina Looking East - Rendering



Vicinity Map



City Land Use Map



City General Plan Map



PSI & City of Alameda execute new 66-year Tidelands lease

1st of many stakeholder meetings held

Draft Master Plan submitted to City of Alameda

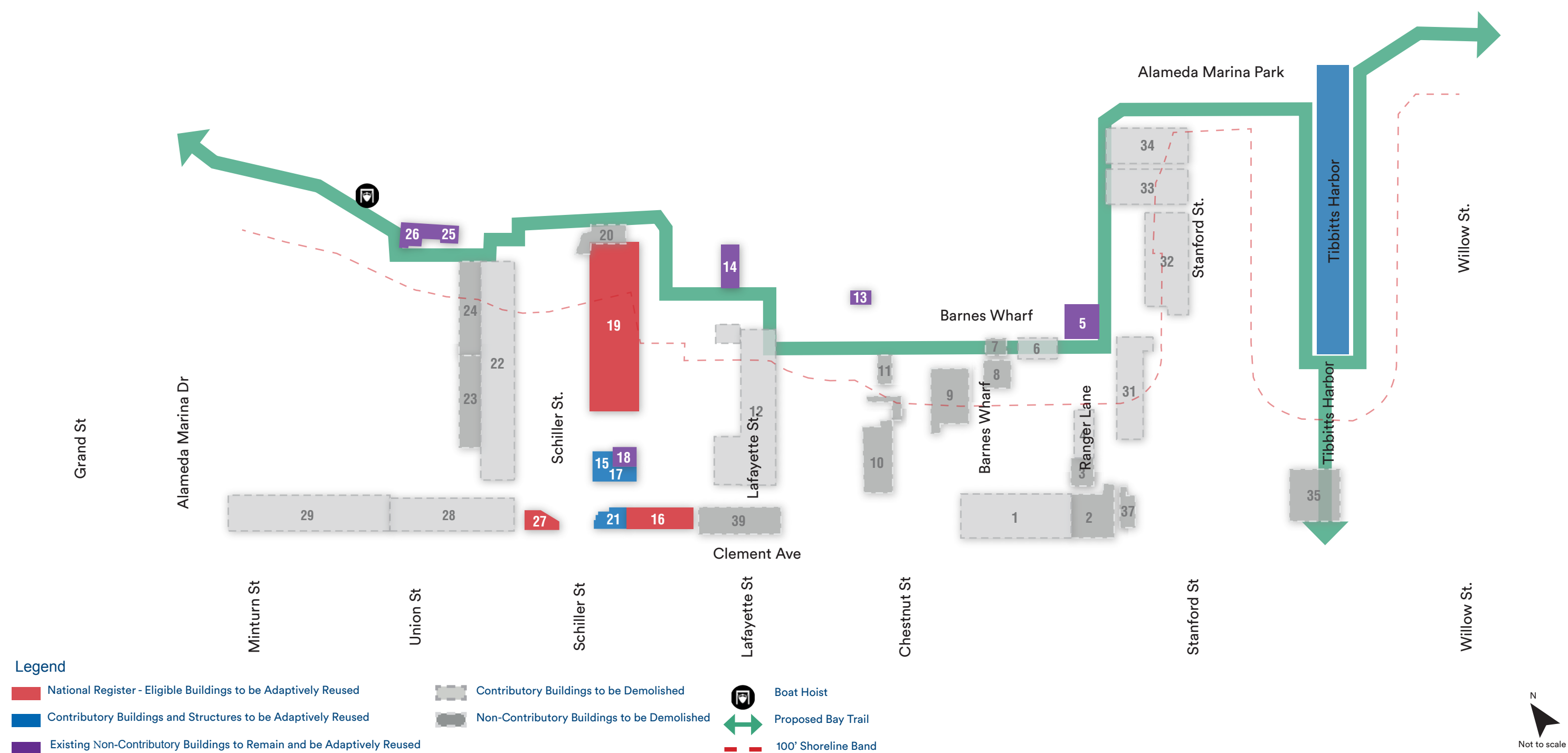
City of Alameda Planning Board workshop leads to 6 month long Planning Board Subcommittee session

March First BCDC DRB Meeting
May Revised Master Plan submitted
May Planning Board unanimously recommends Master Plan for approval by City Council
July City Council certifies the EIR and unanimously approves Master Plan
Aug BCDC Major Permit application submitted
Sept Second BCDC DRB Meeting

Feb City of Alameda Planning Board Design Review : Open Space Master Plan

Project Summary

- 760 Dwelling Units; 104 du affordable
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- +/- 20.55 ac in Total Open Space
 +/- 3.45 ac on land/wharf
 +/-1 7.10 ac in water



Legend

National Register - Eligible Buildings to be Adaptively Reused

Contributory Buildings and Structures to be Adaptively Reused

Existing Non-Contributory Buildings to Remain and be Adaptively Reused

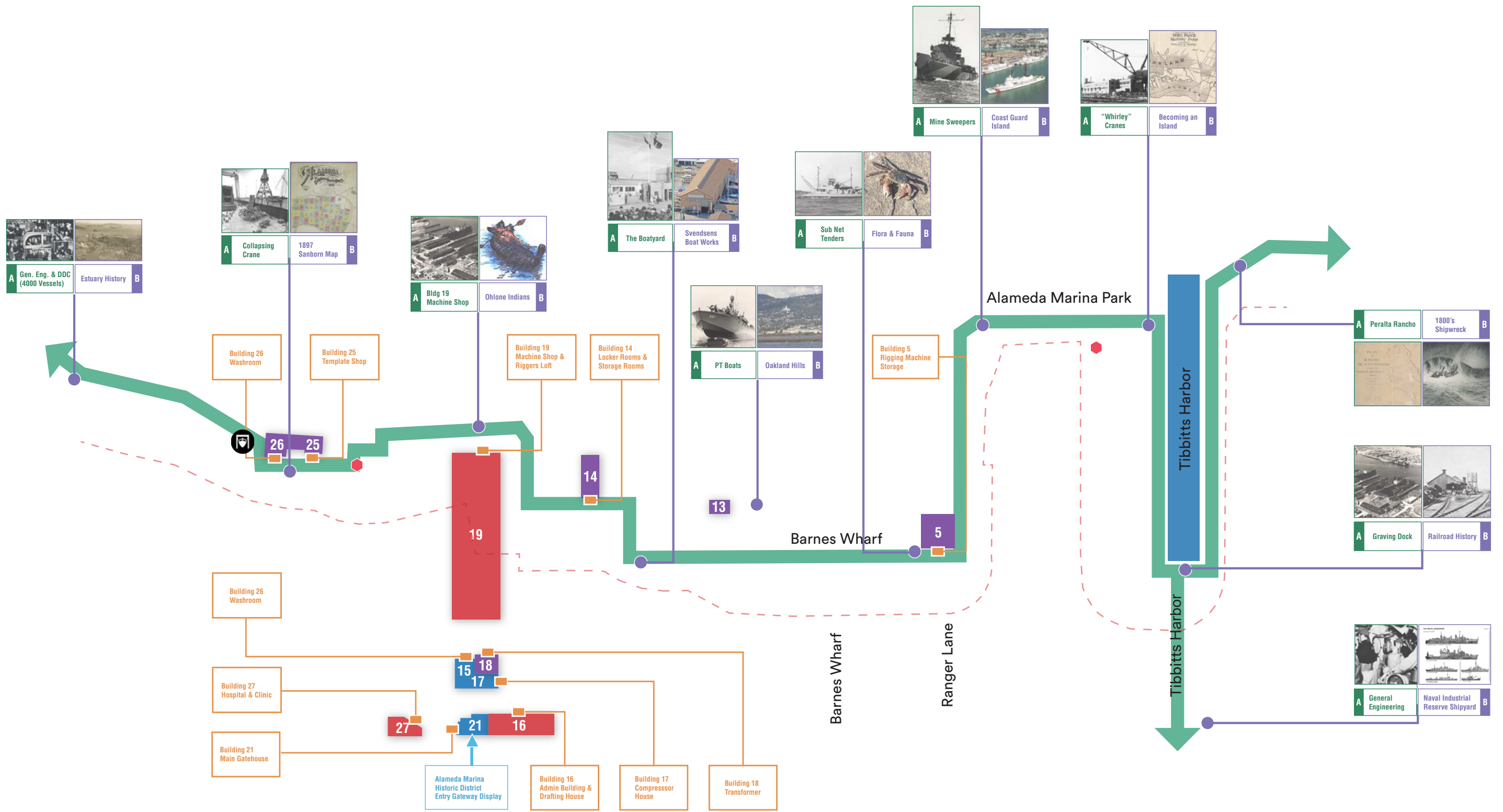
Contributory Buildings to be Demolished

Non-Contributory Buildings to be Demolished

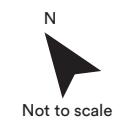
Boat Hoist

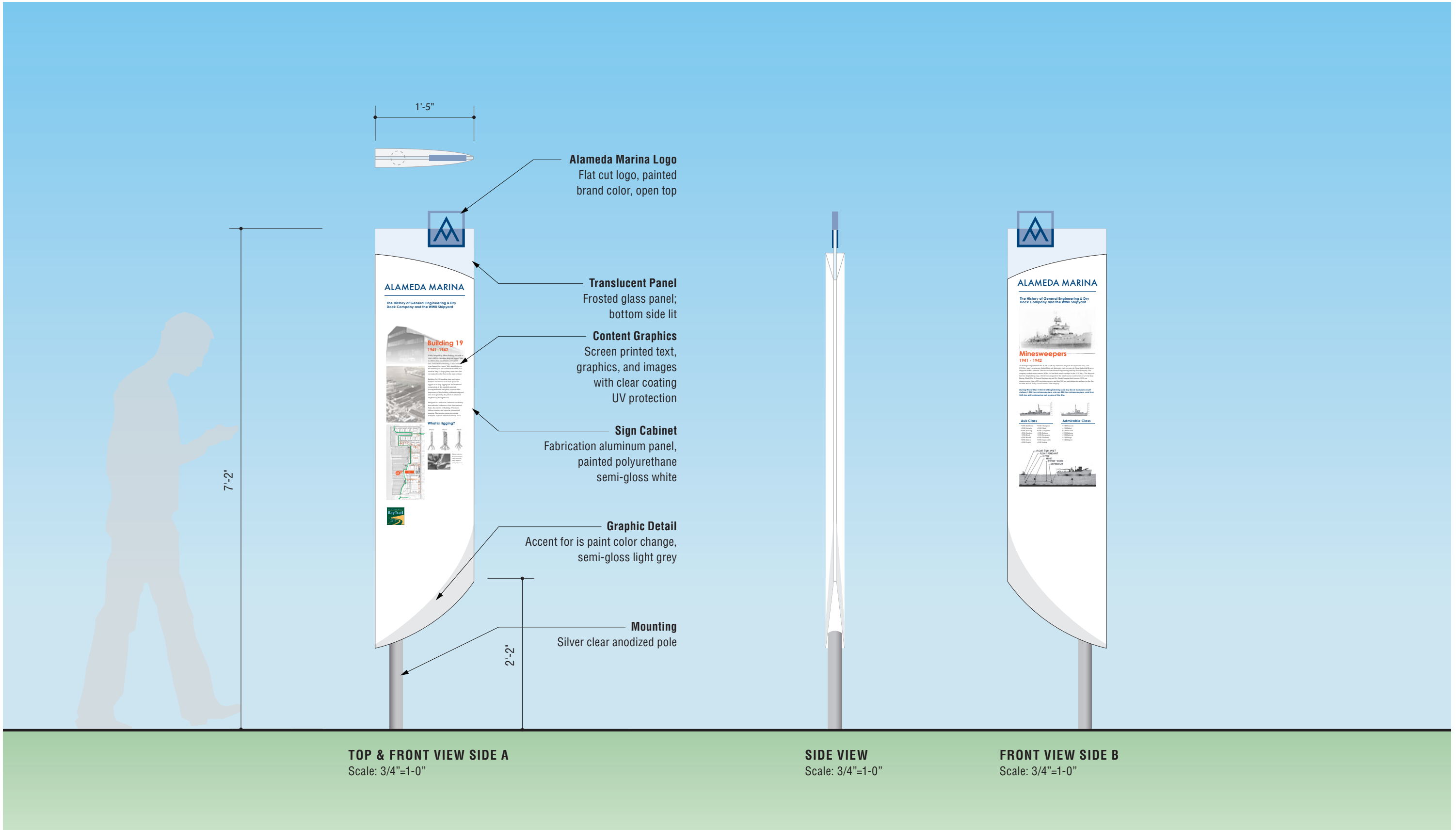
Proposed Bay Trail

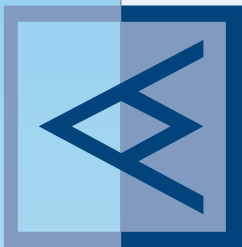
100' Shoreline Band



- Legend**
- ▲ Historical District Entry Gateway ID / Display
 - History Walk Pylons
 - Historical Building Plaques
 - ⬢ Public Restrooms







ALAMEDA MARINA

The History of General Engineering & Dry
Dock Company and the WWII Shipyard



Building 19 1941–1942

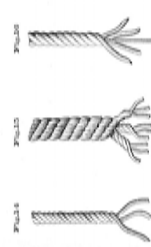
Likely designed by Alben Froberg, and built in 1941–1942 as a machine shop and riggers' loft, is a three-story, steel-frame, corrugated iron-clad industrial building. A shed-roofed wing housed the riggers' loft. An addition on the north facade was constructed in 1941 as a machine shop. A large gantry crane that runs on tracks above the floor in the main volume.



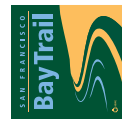
Building No. 19 (machine shop and riggers loft) had machinists in its main space and riggers in its long-rigging loft. Its intentional composition of the standard materials (corrugated metal and glass), expressed the importance of this building within the shipyard and, more generally, the power of American shipbuilding during the war.

Designed in a utilitarian, industrial vocabulary that embodies influences of the International Style, the exterior of Building 19 features ribbon windows and a precise geometrical massing. The interior retains its original floorplan, exposed industrial interior, and a

What is rigging?



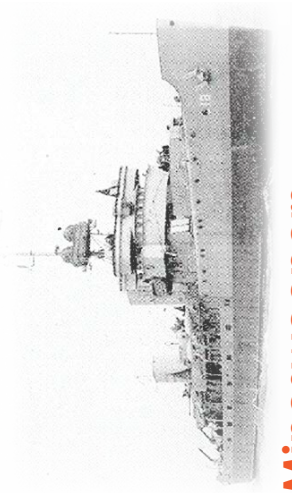
Rigging comprises the system of ropes, cables and chains, pulleys and sheaves, used to hoist and move heavy loads, such as ship's masts.





ALAMEDA MARINA

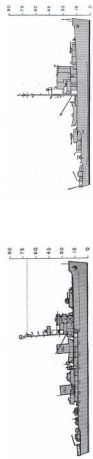
The History of General Engineering & Dry Dock Company and the WWII Shipyard



Minesweepers 1941 - 1942

At the beginning of World War II, the U.S. Navy started the program for expand the navy. The U.S. Navy used two separate shipbuilding and shiprepair sites to create the Naval Industrial Reserve Shipyard (NIRS) Alameda. The first was the General Engineering and Dry Dock Company. The company worked under contract NObs-344 and built small warships for the U.S. Navy. The shipyard had four shipbuilding ways, which were designed for the simultaneous construction of several ships. During World War II General Engineering and Dry Dock Company built sixteen 1,250-ton minesweepers, eleven 850-ton minesweepers, and four 560-ton anti-submarine net layers at the Site. In 1946, the U.S. Navy ceased contract with company.

During World War II General Engineering and Dry Dock Company built sixteen 1,250-ton minesweepers, eleven 850-ton minesweepers, and four 560-ton anti-submarine net layers at the Site.



Auk Class

- USS Sheldrake
- USS Shark
- USS Sift
- USS Swallow
- USS Heed
- USS Herald
- USS Motive
- USS Oracle
- USS Champion
- USS Defender
- USS Conqueror
- USS Defense
- USS Devastator
- USS Gladiator
- USS Motive
- USS Oracle

Admirable Class

- USS Ransom
- USS Reckless
- USS Resolute
- USS Reform
- USS Refresh
- USS Reign
- USS Report

