# City of Vallejo Architectural Heritage and Landmarks Commission

Christopher Naughton, Chair Steve Swanson, Vice-Chair Matthew Kennedy Gabriel Laraque Jeffrey Mandap Wendell Quigley Pearl Jones Tranter

# THURSDAY, December 13, 2007 CITY COUNCIL CHAMBERS, CITY HALL, 7:00 P.M.

Agenda Items. Those wishing to address the Architectural Heritage and Landmarks Commission on a scheduled agenda item should fill out a speaker card and give it to the Secretary. Speaker time limits for scheduled agenda items are five minutes for designated spokespersons for a group and three minutes for individuals.

**Community Forum.** Those wishing to address the Commission on any matter not listed on the agenda but within the jurisdiction of the Architectural Heritage and Landmarks Commission may approach the podium at this time. The total time allowed for Community Forum is fifteen minutes with each speaker limited to three minutes.

Disclosure Requirements. Government Code Section 84308(d) sets forth disclosure requirements that apply to persons who actively support or oppose projects in which they have a "financial interest," as that term is defined by the Political Reform Act of 1974. If you fall within that category, and if you (or your agent) have made a contribution of \$250 or more to any commissioner within the last twelve months to be used in a federal, state, or local election, you must disclose the fact of that contribution in a statement to the Commission.

Appeal Rights. The applicant or any party adversely affected by the decision of the Architectural Heritage and Landmarks Commission may, within ten days after the rendition of the decision of the Architectural Heritage and Landmarks Commission, appeal in writing to the City Council by filing a written appeal with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Architectural Heritage and Landmarks Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Architectural Heritage and Landmarks Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

Notice of the appeal, including the date and time of the City Council's consideration of the appeal, shall be sent by the City Clerk to all property owners within two hundred or five hundred feet of the project boundary, whichever was the original notification boundary.

The Council may affirm, reverse or modify any decision of the Architectural Heritage and Landmarks Commission which is appealed. The Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.

If any party challenges the Architectural Heritage and Landmarks Commission's actions on any of the following items, they may be limited to raising only those issues they or someone else raised at the hearing described in this agenda or in written correspondence delivered to the Secretary of the Commission.

If you have questions regarding any of the following agenda items, please call the AHLC Secretary, Bill Tuikka at 707-648-5391 or the Mare Island project planner Michelle Hightower at 707-648-4506

Architectural Heritage and Landmarks Commission Agenda December 13, 2007

- 1. CALL TO ORDER
- 2. PLEDGE OF ALLEGIANCE TO THE FLAG
- 3. ROLL CALL
- 4. **APPROVAL OF MINUTES** (November 2007)
- 5. WRITTEN COMMUNICATIONS

No written communication from the public this month

### 6. SECRETARY'S REPORT

Staff approval of the following based on the Memos Provided in Packet:

- a) COA #07-0040, Demolition of Buildings 77A, 213, and 373 on Mare Island
- b) COA #07-0044, Demolition of Buildings 409, 489 and 455 on Mare Island
- 7. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE COMMISSION
- 8. REPORT OF THE CITY COUNCIL LIAISON
- 9. COMMITTEE REPORTS
  - a) Design Assistance Committee (Naughton, Swanson, Kennedy)
  - b) Certified Local Government Committee (Naughton, Mandap)
  - c) Preservation Outreach (Naughton, Quigley)
  - d) Landmarks and Inventory Committee (Naughton, Jones, Laraque)

### 10. MARE ISLAND UPDATE

### 11. COMMUNITY FORUM

Those wishing to address the Commission on any matter not listed on the agenda but within the jurisdiction of the Architectural Heritage and Landmarks Commission may approach the podium at this time. The Commission may not discuss or take action on items but may request that they be placed on a future agenda. The total time allowed for Community Forum is fifteen minutes with each speaker limited to three minutes.

### 12. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

Approval of the Agenda. The Commission may adopt the agenda as presented or may rearrange the order of items. Pursuant to the Brown Act, the Commission may not add items to the agenda and the Commission may only discuss items on the agenda.

### 13. PUBLIC HEARINGS

a) Certificate of Appropriateness #07-0030, Azuar Drive and Oklahoma Street, Development Area 8B South, Mare Island - Request to amend COA #05-0051 and COA #05-0056 to allow the construction of three 6-Plex Mansion Town buildings on two lots where three 4-Plex buildings were approved.

**Recommendation** – **Approve** Certificate of Appropriateness #07-0030 based on the findings and conditions provided in the staff report.

b) Certificate of Appropriateness #07-0040, Buildings 206 and 208, Bagley Street, Mare Island - Request to demolish two vacant buildings classified as Notable Resources within the Mare Island Historic District to allow for truck access, laydown and parking areas for buildings that will be retained on the sites.

**Recommendation** – **Approve** Certificate of Appropriateness #07-0040 based on the findings and conditions provided in the staff report.

c) City Park, South of Alabama Street at Sacramento Street, COA #07-0048, Certificate of Appropriateness #07-0048. Request to construct a new Community Center Building adjacent the existing "Tree House" building in City Park. City Park is located in the St. Vincent's Historic District.

**Recommendation** – **Approve** Certificate of Appropriateness #07-0048 based on the findings and conditions provided in the staff report.

### 14. OTHER ITEMS

### 15. ADJOURNMENT

### MINUTES

- 1. The special meeting was called to order at 7:00 p.m.
- 2. PLEDGE OF ALLEGIANCE TO THE FLAG.
- 3. ROLL CALL:

Present: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap.

Absent: Jones-Tranter: Excused, on vacation.

### 4. APPROVAL OF MINUTES

Minutes of 10-18-07. Finding no corrections or omissions, Chairperson Naughton moves that the minutes be approved.

All in favor:

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap.

NOS: None.

ABSENT: Jones-Tranter.

Unanimous. Motion carries.

### 5. WRITTEN COMMUNICATIONS

Secretary Tuikka: There is no written communication tonight outside of what has been presented to you that is corresponding to items on the agenda..

### SECRETARY'S REPORT

Secretary Tuikka brought up a change in the time of the meeting for December. The regular meeting will be on the 20<sup>th</sup>, however; there has been a request to move it to the 13<sup>th</sup> if we can get a quorum. This seemed okay with the Commissioners, with the advice that they need to inform Secretary Tuikka in the next few days if this is not possible. Secretary Tuikka also commented that Certificate of Appropriateness items have been approved according to the Plan. If there are questions, this can be brought up at the next meeting.

### 7. REPORT OF THE PRESIDING OFFICER AND COMMISSION MEMBERS

Chairperson Naughton: The training session at Mare Island was very fruitful, and thanks was extended to the Commissioners regarding the training session.

### 8. REPORT OF THE CITY COUNCIL LIAISON

The City Council Liaison was unavailable at this time.

### 9. COMMITTEE REPORTS

a) Design Assistance Committee ()

Chairperson Naughton: One was the follow-up review of the Mills Act proposal for 1001 Sutter Street. Commissioner Swanson and myself did visit with the applicant at the property and we did make some further recommendations to her. There was one other design assistance effort that took place a couple of weeks ago at Alden Park. It was regarding the pathway.

Commissioner Swanson stated that one of the issues on Alden Park was the change of the walkways.

b) Certified Local Government Committee (,)

None.

c) Preservation Outreach ()

Chairperson Naughton stated that on November 30, in Martinez, there is a Mills Act Historic Preservation Community Revitalization workshop. If one of the Commissioners is interested in going to that, please contact him after the meeting.

d) Landmarks and Inventory Committee ()

None.

e) Trackers Committee ()

None.

### 10. MARE ISLAND UPDATE

Michelle Hightower stated that Dina Tasini is no longer with Lennar Mare Island and until there is a replacement, this item will be taken off the agenda.

### 11. COMMUNITY FORUM

Those wishing to address the Commission on any matter not listed on our agenda but within the jurisdiction of the Architectural Heritage and Landmarks Commission, may approach the podium

at this time. The Commission may not discuss or take action on items but may request that they be placed on the future agenda. The total time allowed for this forum is 15 minutes.

At the Public Hearing, Elizabeth Pidgeon spoke. (208)

### 12. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

The Commission may adopt the agenda as presented or may arrange the order of items pursuant to the Brown Act. The Commission may not add items to the agenda and the Commission may only discuss items on the agenda. The consent calendar and agenda were unanimously approved with the following changes:

Chairperson Naughton made a motion that Item 14, Discussion of Tentative Map 06-0004, and Items 13b, Certificate of Appropriateness #07-0034 be moved to the December 20 meeting.

All in favor:

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap.

NOS: None.

ABSENT: Jones-Tranter.

It is unanimous. Motion carries.

Michelle Hightower mentioned that a previous request to take Item 14 off agenda for this month to allow Lennar and City Staff to have further negotiation and discussion regarding this proposal had been made.

### .13. PUBLIC HEARINGS

a) Continued from October 18, 2007 Meeting – 1017 Azuar Drive, Mare Island, Reuse Area 6; Certificate of Appropriateness #07-0025, Request to amend COA#05-0009 to allow the construction of a three-car garage and 2<sup>nd</sup> Residential Unit, where a two-car garage was approved, and to install landscaping on a site containing an historic home, Building 429, a Notable Contributing Resource to the Mare Island Historic District.

**Recommendation:** Approve Certificate of Appropriateness #07-00025 based on the findings and conditions provided in the staff report.

Staff Report: Leslie Dill, consulting planner for Mare Island Historic Projects, spoke about the above amendments and changes to 1017 Azuar Drive, Mare Island, along with the many building changes and landscaping, etc. (328). She explained specifically the changes to the porch among other changes and what needs to be done to make this acceptable as a Notable Contributing Resource to the Mare Island Historic District. She listed the recommendations for the Conditions of Approval.

Chairperson Naughton voiced several questions to Ms. Dill concerning some changes to the plans. A discussion was held with Leslie Dill about the various changes and the hope to reach conclusions that included recommendations given by Ms. Dill.

Chairperson Naughton opened the discussion regarding the public hearing, calling on the applicant to speak.

Architect Joseph Raila addressed the Commission regarding the above-named project. He is the applicant and lives at 1017 Azuar Drive, Mare Island. Mr. Raila explained his credentials and refuted some of the statistics already provided and stated his ideas. (722)

Chairperson Naughton had a discussion with Mr. Raila about his ideas. (920) He reiterated evaluations to make concerned decisions in this matter.

Chairperson Naughton called several people who wanted to speak. Mary Hall stated that she owns a sign company in Pleasant Hill and works with Mr. Raila. Bascially, she stated she agreed with Mr. Raila and that Mr. Raila is quite a good architect.

Elizabeth Pidgeon spoke for the Vallejo Architectural Heritage Commission (994) and gave her ideas for the current project. (1024) Basically she felt that many things could be made more clear.

Commissioner Swanson stated that there should be several measures to make the drawings and photos more clear.

Commissioner Kennedy stated he had a "laundry list" of several things he felt should be done. (1132) He touched on the parking and the garage, specifically, and the bedroom and the bathroom, and windows.

Chairperson Naughton expressed to Mr. Raila that he could appreciate his frustration. He agreed that additional photos would have helped to evaluate the relationships of the buildings behind. He discussed (1192) some of our technical challenges on this project. He stated that the recommendation is to approve the project but with the conditions of resubmitting the drawings.

Chairperson Naughton made a motion that we do approve this based on the following Conditions of Approval, that the applicant meet with the Design Assistance Committee during the next several weeks at the site to review the Proposed Plans in context to the existing site, that the applicant confirm the number of windows to be blocked up on the west side, and that the construction documents resubmitted to the AHLC include the basic information that staff has recommended to applicants that call out existing and proposed elevations, material callouts, floor elevations, and photographs to be included with the project, so that other Commissioners that are not participating in Design Assistance can get a fuller, clearer picture, of what it is that is proposed, and that the applicant meet with the Design Assistance Committee during the next two or three weeks to be sure that this can get on the agenda again.

All in favor:

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap.

NOS: None.

ABSENT: Jones-Tranter.

It is unanimous. Motion carries.

b) Island Historic Core, Walnut Avenue, Oak Avenue, Rickover, 7<sup>th</sup> and 8<sup>th</sup> Streets, Mare Island Reuse Areas 4 and 6; Certificate of Appropriateness #07-0034, Request to widen streets, add parking lanes, and install sidewalks, curbs, gutters, and street lights within the Mare Island Historic Core. Portions of the project area are within the Mare Island National Historic Landmark District.

This project will be continued to the December 20, 2007 meeting.

Alden Park, 8<sup>th</sup> Street, Walnut Avenue and Railroad Avenue, Mare Island Reuse Area 4; Certificate of Appropriateness #07-0045, Request to repair and replace an existing four to seven-foot asphalt walking path to accommodate an eight-foot multi-use path for bicyclists and pedestrians throughout the park. Portions of the path would be realigned, and two bomb shelters on the southern end would be demolished.

**Recommendation:** Approve Certificate of Appropriateness #07-0045 based on the findings and conditions provided in the staff report.

Chairperson Naughton reported that we did receive a letter regarding c) above. It was from the Architectural Heritage Landmarks Commission about this item. He made a request that everyone take a few minutes to read this letter before the Staff Report.

Staff Report: Leslie Dill reported on 13 c) above. (1436) She explained what the changes would be and talked about the Commission's review of the paths, etc. and that these areas have been identified as being critical to the character of the entire island. She explained how she reached conclusions under preservation standards on Alden Park.

Chairperson Naughton asked, concerning the critical path: What is the rush on this project? Why does it have to go so quickly if it is essentially incomplete information?

Leslie Dill mentioned the City eventually owning the park and what will lead up to that.

Michelle Hightower noted that the escrow will close by the end of June, 2008, so that we are trying to move this forward as quickly as possible, and Lennar has been in negotiations with the City about the improvements to the park so that we can get to this point.

Chairperson Naughton stated that when they were out on site at Design Assistance Review, a couple of things were noted: The appropriateness of the materials, decomposed granite, versus asphalt. It was noted by some of the Commissioners that the asphalt is actually subject to extreme movement because of tree roots, because of water, etc., heaving, and that was the case out there on this path. Issues were brought up about Alden Park needing a study. Other concerns consisted of showing the National Historic Landmark outline as this is a sensitive site in the NHL.

Commissioner Kennedy expressed his concerns about the pathways and the right-of-way line, etc. He stated several discrepancies he saw and the need for further discussion and investigation.

Leslie Dill spoke to some of Commissioner Kennedy's and Chairperson Naughton's concerns. (1918)

Commissioner Swanson expressed clarification that he needed on the above subject also.

Leslie Dill discussed some of the problems with Commissioner Swanson.

Elizabeth Pidgeon for the Vallejo Heritage Architectural Foundation gave a short report on her thoughts concerning Alden Park a cited several references. (2015) This was a lengthy presentation.

Chairperson Naughton reiterated his concerns about the project and called on Commissioner Swanson who recommended more review of the above information in order to make an educated decision on the above.

Commissioner Quigley asked several questions regarding the above project, and he expressed that he felt a lot more negotiation and talk needed to be done.

Leslie Dill expressed that she did not fully understand what information is requested.

Chairperson Naughton talked about the fact that the Commissioners were unclear about the questions raised by Elizabeth Pidgeon expressly. (2245) A quite lengthy discussion was held about the problems and what was expected in this case from the Commissioners.

Michelle Hightower gave her input concerning the park and its use, stating that this is simply a maintenance issue to make the park usable and safe before Lennar turns it over to the City.

Chairperson Naughton made a motion that this item be continued. He did not state a date certain.

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap.

NOS: None.

ABSENT: Jones-Tranter.

It is unanimous. Motion carries.

d) 1001 Sutter Street, Mills Act #07-0002, Request by the property owner to enter into an Historic Property Preservation Agreement (Mills Act Contract) (Continued from October 18, 2007 in order to meet with the Design Assistance Committee)

**Recommendation** – **Approve** a recommendation that the City Council enter into an Historic Property Preservation Agreement with the property owner (Mills Act #07-0002)

Staff Report: Secretary Bill Tuikka stated on 13 d above, the Commission reviewed this at the October meeting and continued it for a short discussion with the Design Assistance Committee with the owner in order to impart to that owner, additional improvements that would perhaps make a greater improvement. That scope of work has been modified, and it is included as an attachment to the Memo along with the original report.

Chairperson Naughton recommended this be approved. Seeing no questions from the staff, this was taken back before the Commission. He called for any discussion about this item relative to what was reviewed the last time?

Commissioner Swanson stated that all of the conditions were met and made a motion to approve Mills Act #07-0002 for 1001 Sutter Street.

All in favor:

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap.

NOS: None.

ABSENT: Jones-Tranter.

It is unanimous. Motion carries.

e) 933 Georgia Street, Mills Act #07-0003, Request by the property owner to enter into an Historic Property Preservation Agreement (Mills Act Contract)

**Recommendation** – **Approve** a recommendation that the City Council enter into an Historic Property Preservation Agreement with the property owner (Mills Act #07-0003)

Chairperson Naughton had to recuse himself as he lives two houses away.

Staff Report: Bill Tuikka reported that this is the City's fifth and last Mills Act proposal for 2007. This house at 933 Georgia Street has gone through a considerable renovation up to this point, and the owners would like to further improve this dwelling. They have attached their Scope of Work which will include doing a lot of interior work as well as painting, landscaping, and fence work and a new roof. They have proposed this to go through the year 2017. If there are any questions, Mr. Tuikka is available to answer them, but the staff believes that this would be a worthy addition to the City's Mills Act Program.

Chairperson Naughton asked for and received comments from the Commissioners.

Chairperson Naughton moved to approve application # 07-0003.

All in favor.

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap.

NOS: None.

ABSENT: Jones-Tranter.

It is unanimous. Motion carries.

f) 301 Kentucky Street COA #07-0005, Certificate of Appropriateness #07-0005. Request to construct a new single-family house on a vacant parcel at the corner of Kentucky and Branciforte Street in the St. Vincent's Historic District.

**Recommendation – Approve** Certificate of Appropriateness #07-0005 based on the findings and conditions provided in the staff report.

Staff Report by Bill Tuikka: The applicant is proposing to construct a 2,573 square foot, two-story, single-family residence on a vacant parcel on the southeast corner of Kentucky and Branciforte Street. As many of you who live in the neighborhood know, this lot has been vacant for many years. This house will be constructed with traditional proportions and has a small, covered front porch, a hip roof and brick at the raised foundation level. There is also a two-car garage which faces Branciforte Street. As you know, this lot has no alley access, and covered parking is required by the Zoning Ordinance. The Design Assistance Committee has reviewed this project. We have had this application for some

months, and it has gone through several different design changes. The Design Assistance Committee was instrumental in providing assistance so that the project looked more traditional and more in keeping with the neighborhood. Also, on November 1, a neighborhood meeting was held, and at that meeting, the property owners expressed their concerns that the height and bulk of the house would block views of the Mare Island Strait, as viewed towards the west and the southwest. The project architect agreed to take a look at this and actually went to some of the neighboring houses and looked at the story pole which had been constructed. The result is that this house has been lowered by approximately five and a half feet. This was accomplished by actually lowering the grade of the house and redesigning the roof line, and there is a visual analysis that is attached to your Staff Report on which you might have noticed that the views, for the most part, have been retained. This has been analyzed in comparison with the Secretary of Interior Standards. Staff realizes that this house is larger than some of the others in the District, however, we did take a look at the St. Vincent's District as a whole, and on the corner lots and further up, there are some larger houses. Many of the houses in this area are perhaps 1,000 square feet to 1,500 square feet, while this one is a little higher. However, we do believe that the house retains the historic relationship between the buildings and the landscapes setting in that the setbacks are very much similar to the other houses on the street. There are no formal design guidelines for the St. Vincent's District, however; the Architectural Heritage has design criteria. Although we realize that many of the houses that are in the Architectural Heritage District are larger, we can use these guidelines to evaluate this house. Basically, what we did is to take a look at the scale, and the style, and the design, and we believe that even though many of the houses in the area are smaller, there are some two-story houses, and as I mentioned before, even though the square footage is larger; there are many examples in the St. Vincent's District where larger houses are on corner lots. The Commission needs to determine whether the proposed size of the dwelling is in configuration and the garage configuration is appropriate with the neighborhood.

Staff recommends that if the Commission approves this house, that detailed drawings of doors and windows, plus trim details, should be submitted to Staff for review to ensure that they would be of the style and character that would be appropriate for the district and for this house.

Chairperson Naughton asked if there were questions for the Staff on the application.

After a discussion which included: 1) Applicant's efforts to comply and cooperate, including the installation of a story pole 2) Applicant was very open to have a meeting concerning the plans for height and landscaping 3) Applicant showed willingness to work with the neighbors to make a house that is appropriate for the neighborhood. 4) Applicant changed plans as needed to meet the plans as recommended by the Committee.

Claudia Faulkner, architect, (2652) agreed with the Staff report and felt that she had met her goals, as did Ms. Ortega, one of the applicants.

Chairperson Naughton aired the concerns to the architect, applicant, and project manager. Ms. Faulkner stated that she had done some further work with a drawing to show how the retaining wall was made higher, and that she would be happy to provide the further drawings for Conditions of Approval. They had a discussion about further changes.

Several audience members spoke, including Cameron Shearer, Jim Black, Peter Laurent, David Bennion, Robert Boyce, and Robert Breckie.

Chairperson Naughton called for any more speakers. There being none, he asked if any of the Commissioners had anything more to say. He offered his comments on the above project. (3435).

A motion was made to approve COA # 07-0005.

All in favor:

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap.

NOS: None.

ABSENT: Jones-Tranter.

It is unanimous. Motion carries

### 14. OTHER ITEMS

Continued to December 20, 2007 Meeting. Discussion of Tentative Map #06-0004, Azuar Commons 4B and 4C, Mare Island Reuse Areas 4 and 6; Request to subdivide 24.5 acres of land to accommodate 79 Lots and 1 Parcel to accommodate existing historic homes and future development; Portions of the project area are within the National Historic Land District, Area A; Memo provided in packet.

### 15. ADJOURNMENT

Motion was made to adjourn. Motion passes. Meeting adjourned 9:10 pm.

Respectfully Submitted,

# City of Vallejo Architectural Heritage and Landmarks Commission

DATE: December 13, 2007

**TO:** Architectural Heritage and Landmarks Commission (AHLC)

FROM: Leslie Dill, Contract Planner for Mare Island

SUBJECT: Notification of Approval of Certificate of #07-0040

Reasonable Necessity Findings for Demolition/Dismantling

Buildings 77A, 213, and 373 on Mare Island

### **SUMMARY**

The applicant has submitted a request to demolish or dismantle three identified buildings on Mare Island. The buildings within the project area, Buildings 77A (Latrine), 213 (Storage), and 373 (Storage) are classified as "Component" resources. They are considered "repetitive" structures, and were identified within the Mare Island Specific Plan as candidates for demolition.

The project site is located within the Mare Island Historic District, Historic Lumberyard Industrial Character Area, Reuse Area 3B, and subject to the Mare Island Historic District Project Guidelines, Appendix B.1 of the Mare Island Specific Plan.

A tentative map for the Town Center Area TM #07-0025, creating parcels for future commercial development, was approved by the Planning Commission on August 20, 2007; this tentative map included the potential demolition or dismantling of the subject buildings.

Per the Project Guidelines, the procedure for review of demolition applications for component resources is for staff to review and approve the application and notify the AHLC.

### **FINDINGS**

On December 4, 2007, Certificate of Appropriateness #07-0040 to allow the dismantling or demolition of Buildings 77A, 213, and 373 on Mare Island, was approved by staff.

Staff determined that the application meets the requirements of the Mare Island Specific Plan Project Guidelines, in that it meets the following criteria and findings: reasonable necessity analysis (see attached document)

1) Criteria for Reasonable Necessity Finding:

The reasonable necessity analysis provides information that adequately demonstrates that the proposed removal of Buildings 77A, 213, and 373 is reasonably necessary to implement the proposed Development Plan.

### 2) Findings:

- (a) Demolition of the Component Resources is reasonably necessary to implement the proposed Development Plan; and
- (b) Demolition of the resources will not cause a substantial adverse change in the eligibility of the District for the National and California Registers.

Staff has also determined that the project is consistent with the Preliminary Development Plan of the Mare Island Specific Plan, where the demolition of Buildings 77A, 213, and 373 was identified, and further determined that the project meets the Mitigation Monitoring Program requirements for providing adequate demolition/relocation analysis under the California Environmental Quality Act (CEQA).

### CONCLUSION

Staff believes the applicant has complied with the Mare Island Specific Plan Historic Project Guidelines and, with this memorandum, has duly notified the AHLC of the approval to demolish or dismantle Buildings 77A, 213, and 373.

### **ATTACHMENT**

Reasonable Necessity Finding Report by BDE Architecture, dated October 19, 2007.

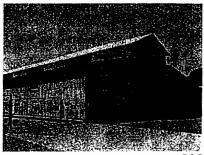
# REASONABLE NECESSITY FINDING

MARE ISLAND

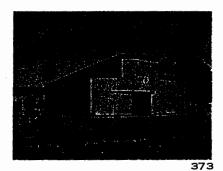
BUILDINGS: 77A, 213, 373



77A



213



Just as the Mare Island Shipyard broke new ground as the first naval station in the Pacific, the City of Vallejo expects to take a national leadership role in the reuse of historic military bases. (2.2.1)



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### SECTION 1 INTRODUCTION

### I. The New Town Center Plan Area

This Reasonable Necessity Finding concerns a specific area of Mare Island. The New Town Center, which will be developed according to a unit plan set forth by Lennar Mare Island and the City of Vallejo, is located in portions of Reuse Areas 2A, 2B and 3B. The New Town Center is bounded by Railroad Avenue and Azuar Drive to the East and West, with Connolly Street and G Street to the North and South. Walnut Avenue runs through the middle of the New Town Center Plan Area. (See Attachment A) The Plan Area contains two Notable Resources and nine Component Resources that are identified to be demolished, as well as an assortment of military structures including the Pacific Sports Center, Army Barracks, and the Rodman Naval Center Recreation Facility that are to remain. This report concerns three of the nine Component Resources and their role in the area as a whole.

The buildings addressed in this report are 77A, 213, and 373. They are located on the block bounded by Walnut Avenue and Railroad Avenue on the north and south, and Connolly Street and A Street on the east and west. The buildings are utilitarian in style, reflecting the prior life of Mare Island as a functional naval base. (See Attachment B) In the current state and orientation of these buildings, they serve as an interesting snapshot of a time past, but have long since become functionally obsolete at the expense of the area as a whole.

The structures are currently located within or straddling proposed parcel lines of Parcels 7, 8 and 9, making development of a cohesive infrastructure on those Parcels impossible. Furthermore, they make any future parking, laydown, access and circulation needs of the proposed parcels impossible to achieve, thus rendering the parcels, and the development plan for the New Town Center, unachievable.

### II. Reuse Areas 2A, 2B, 3B

The portions of Reuse Areas 2A, 2B and 3B in the New Town Center unit plan are critical to the development of Mare Island. Reuse Area 2A "historically was a center of activity on the Island" (3.5.4) and it is the goal of Vallejo and LMI that this area continues as a nucleus of activity.

The revitalization of this area emphasizes, maintains and celebrates the most significant structures, namely the Officers Mansions and Rodman Center (both on Walnut Avenue) as well as a select few additional military structures that exemplify the height of their

Reasonable Necessity Finding Mare Island Buildings 77A, 213, 373

type of construction and historical period. In order to fulfill the goals of the Specific Plan while maintaining as many original structures as possible, only the best and most well-preserved original structures will remain in the New Town Center development area and continue to be used into the future of Mare Island.

In addition to the maintenance of historic character, the Specific Plan aims to reinforce the existing street grid and emphasize a pedestrian-oriented "Main Street" in the New Town Center. To allow for necessary development in the New Town Center, Reuse Areas 2A, 2B and 3B must be broken down into manageable parcels that can be sold and owned. Buildings 77A, 213 and 373 sit on the proposed parcels that are meant to be developed in the future.

In order to fulfill the goals of the Specific Plan, buildings that interfere with the developmental aim of Reuse Areas 2A, 2B and 3B and the New Town Center must be carefully studied to determine their role in the future of the area. Currently, Buildings 77A, 213 and 373 impede plans for an infrastructure and the future parking, circulation, access and laydown needs that are needed to help realize the goals of the Specific Plan. This Reasonable Necessity Finding proposes that by demolishing Buildings 77A, 213 and 373 and clearing space on the site, the Parcels 7, 8 and 9 can be planned and developed and will play an important role in the revitalization of Mare Island.

### III. Future

The redevelopment of Mare Island provides an exciting opportunity to recall the past while creating a new opportunity for the island to flourish. It is the responsibility of those involved in this re-creation to respect and pay homage to the history of Mare Island while simultaneously providing the foundation for a community that will succeed. This transition will be done with sensitivity, with respect for the past and a focus on the future.

The Reasonable Necessity Finding proposal to demolish Buildings 77A, 213 and 373 is not done out of disrespect for the buildings, nor out of disregard for the history of Mare Island. Rather, it is done with the desire that the New Town Center, Reuse Area 3B, and Mare Island as a whole realize their full potential.

# SECTION 2: REASONABLE NECESSITY FINDING\* BULDINGS 77A, 213, 373

The <u>Historic Resources: Disposition Map</u> of Mare Island from June 28, 2006, indicates that Buildings 77A, 213, 373 are "Component Resources –To Be Demolished." This Reasonable Necessity Finding explains why.

#### I. BUILDING INFORMATION

A. Building Number: 77A
Name: Latrine

Class: Component (Repetitive Type G)

Area: 3B

Location: On Railroad Avenue, adjacent to Buildings

373 and 259

Era: 3

Building Type: G - Latrine

Member of a Designated Cluster: No Square Feet: 284

National Register Registration Form: Built in 1906. Utilitarian in style.

The structure has previously been surveyed and categorized in the Mare Island Specific Plan as a "repetitive" structure and slated in the specific plan and draft settlement agreement as a component resource proposed for demolition.



<sup>\*</sup> From Appendix B.1 Historic Project Guidelines 5.3.3 REASONABLE NECESSITY FINDING

Criteria: City Staff may make an administrative determination that the proposed demolition is reasonably necessary to implement the proposed Development Plan, including but not limited to the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation.

Reasonable Necessity Finding Mare Island Buildings 77A, 213, 373

B. Building Number: 213

Name: Storage

Class: Component (Repetitive Type L)

Area: 3

Location: On Railroad Avenue, between Buildings 221

and 259

Building Type: L – Metal-Clad Industrial/Ordinance Storage or

Warehouse

Member of a Designated Cluster: No

Square Feet: 18,208

Building 213: Section 7, Page 48 National Register Registration Form: Building 213 is a one-story woodframe structure with a windowed high central bay. Its ground floor is actually elevated to the boxcar height of the loading dock along its south wall. This storage facility was constructed in 1917. Building 213 is similar in function, construction and appearance, although the central bay is not windowed. Both buildings are clad in corrugated iron panels. Building 213 contains sections of abandoned railroad track in its concrete ground-level floor.



C. Building Number: 373

Name: Storage

Class: Component (Repetitive Resource Type L)

Area: 3B

Location: On Walnut Avenue, adjacent to Building

259

Building Type: L – Metal-Clad Industrial/Ordinance Storage or

Warehouse

Member of a Designated Cluster:

No

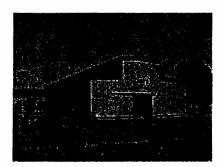
Square Feet:

19,568

Building 373: Section 7, Page 48 National Register Registration Form: Building 373 is a timber framed, corrugated metal clad storehouse of some 12,000 sf, built in 1920. The roofs of the two-tiered side bays are nearly flat. The slope of the gable of the high central bay roof is so slight as to be nearly unnoticeable. A flat board fascia trims the roofs at both levels. Windows have been replaced to

Reasonable Necessity Finding Mare Island Buildings 77A, 213, 373

varying degrees: one modern paired casement has been installed in the south wall; other south wall windows have been covered; sheets of obscure glass have replaced the original sash in the north wall.



### II. FINDING

It is necessary to demolish the structures because they affect the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, infrastructure, or hazardous materials remediation.

**☒** Parking

### HOUSING OR INFRASTRUCTURE

Buildings 77A, 213 and 373 hinder the provision of infrastructure on the Island. Mare Island must be broken down into parcels, one of the building blocks of the infrastructure of the Island. A major challenge in developing Mare Island is the creation of an infrastructure that works in a modern civilian development. This requires the transformation of a single, enormous, complex, heavily used parcel of land into multiple, sellable parcels. The original infrastructure of Mare Island did not necessitate an orderly division of land when it was a navel base, because buildings and roads were placed as they were needed and functionality was the primary goal.

Now, however, civilian development demands a differently structured system with divided, sellable units of land. Property owners, developers and investors today expect to own the land they develop. The creation of parcels on Mare Island provides defined areas that can be purchased and developed. To create a system of organized parcels, some of the structures that were placed by the military will have to be moved or removed from the island.

Buildings 77A, 213 and 373 are located on designated parcels (See Attachment C). In order to fulfill the goals of the Town Center Development Area, Parcels 7, 8, and 9 must be cleared of buildings that hinder the future development of the parcels. Once Buildings 77A, 213 and 373 are removed from the site, the New Town Center will be able to develop sellable units in a Mixed-Use area.

In the long term, Buildings 77A, 213 and 373 hinder the Mare Island Specific Plan from being fully realized. They are located within proposed parcels (See Attachment D), making the implementation of the proposed plan, and the sale of the parcels, impossible.

### **PARKING**

When they are sold, developed, and designed, Parcels 7, 8 and 9 in the New Town Center will need on-site parking. Though an exact site plans have not been specified for all of the parcels, it can be assumed that with additional structures, Buildings 77A, 213 and 373, will hinder the future parking for the area (Specific Plan, Section 5.0), making the site un-developable and thus impeding the Specific Plan.

Parking was not a priority when Mare Island was a naval base. Workers entered the island via bus or ferry, and streets could be closed down temporarily as needed. Unlike today, workers on the military base did not have individual vehicles that had to be accounted for on the job site.

Offsite parking is not an option according to the current requirements set forth by the City of Vallejo, nor is it functionally possible. As a development in the public sector, the City of Vallejo understands that the parking situation on Mare Island must be remedied, at times at the expense of existing buildings.

# SECTION 3: COST ANALYSIS Buildings 77A, 213, 373

### I. THERE ARE TWO OPTIONS FOR THE STRUCTURES

### A. Deconstruction and reuse of materials:\*

Deconstruction and reuse preserves many of the materials used. In some cases this would be the wood framing, in others it would be the recycled concrete and rebar. Recent projects of a similar nature in the Bay Area have resulted in the high recovery of materials for reuse, with a relatively low output of waste.

This option would have to be performed by a company specializing in this type of work and familiar with historical buildings, and would demand much care and forethought. A conservative estimate for deconstruction and reuse before factoring in recycle credits is \$10 per square foot for Buildings 213, 373; and \$15 per square foot for Building 77A. The variations are based on the size and materials of the structure.

<ul><li>a. Building 77A is 284 square feet:</li><li>-Cost of deconstruction and reuse</li></ul>	284	x	\$15	=	\$4,260
b. Building 213 is 18,208 square feet: -Cost of deconstruction and reuse	18,208	x	\$10	=	\$182,080
c. Building 373 is 19,568 square feet: -Cost of deconstruction and reuse	19,568	x	\$10	=	\$195,680

### B. Relocation and reuse of building:\*

Relocation the buildings from their current locations to another site on Mare Island is the most costly option, and is not possible for some of the structures in this group. The cost and difficulty of relocating and reusing a building varies significantly depending on the construction, age, size, and location of the building. To move Component Resources 77A, 213 and 373 a new foundation will be required at the new site. The cost for a concrete foundation is estimated at \$10 per square foot for 213 and 373; and \$20 per square foot for 77A:

-Cost of foundation	284	x	\$20	=	\$5,680
b. Building 213 is 18,208 square feet: -Cost of foundation	18,208	x	\$10	=	\$182,080
c. Building 373 is 19,568 square feet -Cost of foundation	19,568	x	\$10	=	\$195,680

In addition to the foundation, there are the costs associated with moving and updating the structure. Simply moving the buildings as they are currently would not be sensible, as the building would remain unusable. A structural engineering review by Murphy Burr Curry Inc. found that building code standards and life/safety standards are not met. To bring the building up to current standards, roof and floor diaphragms would be upgraded; shear walls or steel lateral resisting frames added; shear connectors, collectors, and chords required. (Please see Attachment E for Murphy Burr Curry's full analysis)

On top of those changes, further updates would have to be made. Mechanical and plumbing, doors, and other additional systems would be necessary to make these fully usable buildings. The estimate to move and update Buildings 77A, 213 and 373 is \$125-\$165 per square foot:

<ul><li>a. Building 77A:</li><li>-Cost to move and update</li></ul>	284 x \$125 284 x \$165	= \$35,500 to = \$46,860
-Combined cost to build a new foundation, move and update the building is:	\$5,680 + \$35,500 \$5,680 + \$46,860	= \$41,180 to = \$52,540
b. Building 213: -Cost to move and update	18,208 x \$125 18,208 x \$165	= \$2,276,000 to = \$3,004,320
-Combined cost to build a new foundation, move and update the building is:	\$182,080 + \$2,276,000 \$182,080 + \$3,004,320	= \$2,458,080 to = \$3,186,400
c. Building 373: -Cost to move and update	19,568 x \$125 19,568 x \$165	= \$2,446,000 to = \$3,228,720
-Combined cost to build a new foundation, move and update the building is:	\$195,680 + \$2,446,000 \$195,680 + \$3,228,720	= \$2,641,680 to = \$3,424,400

<sup>\*</sup> Many of these old buildings contain high lead counts in the paint. The presence of hazardous materials coupled with the large size of the structure could result in unknown additional costs.

### II. PRICE COMPARISON

# A. Building 77A:

Cost of Deconstruction and Material Reuse = \$4,260 Cost to Move, Update and Reuse Building = \$41,180 to \$52,540

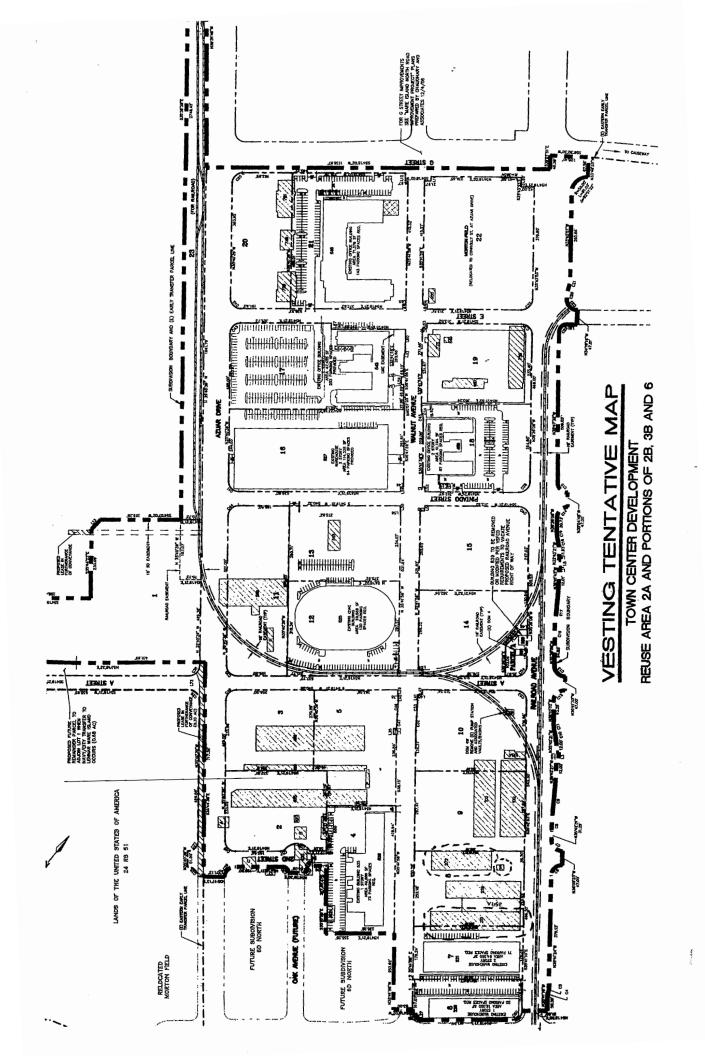
### B. Building 213:

Cost of Deconstruction and Material Reuse = \$182,080 Cost to Move, Update and Reuse Building = \$2,458,080 to \$3,186,400

### C. Building 373:

Cost of Deconstruction and Material Reuse = \$195,680 Cost to Move, Update and Reuse Building = \$2,641,680 to \$3,424,400

Given the status of the buildings as Component Resources – To Be Demolished, the historic value of the buildings do not rise to a level that the relocation and upgrade scenario is the right decision. The demolition of the buildings in question would remove the difficult and costly process to move and update the structure.





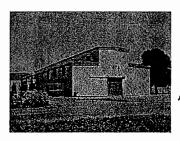
Area 3B Resource number 0077A Resource name Latrine Classification Component Repetitive resource G Type G-Latrine Architectural style Utilitarian Stories 1 Construction date 1906 Square feet 284 DPR form ⊠ yes □ no Era 3



Area 3B Resource number 0213 Resource name Storage Classification Component Repetitive resource L Type L - Metal-Clad Industrial/Ordinance Storage or Warehouse Architectural style Utilitarian Stories 1

Construction date 1917 Square feet 18,208 DPR form ⊠ yes ☐ no Era 3

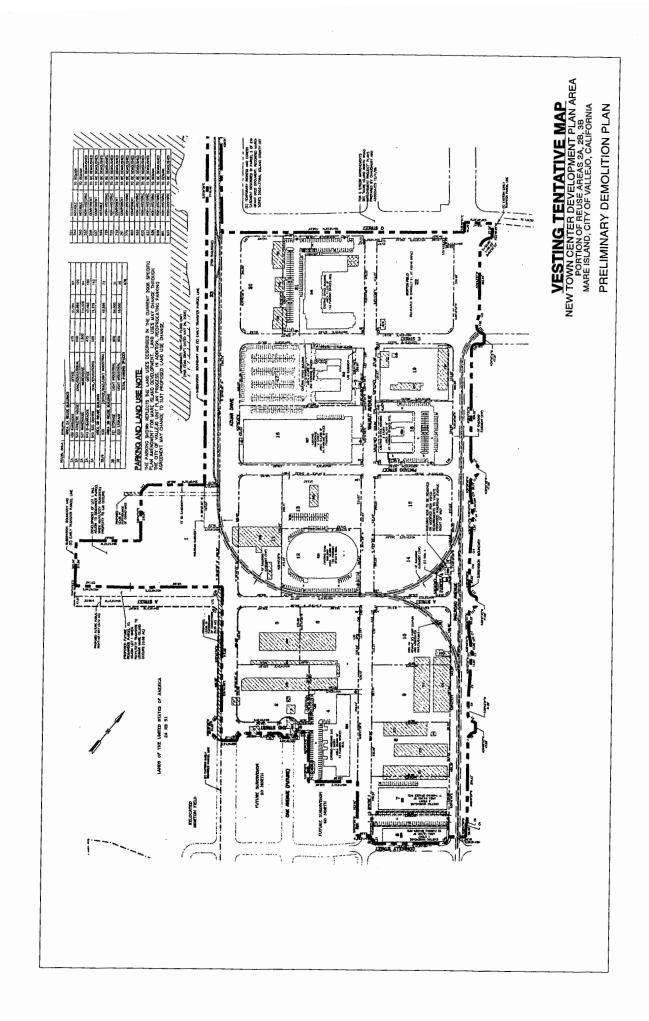
Section 7, Page 28 National Register Registration Form: Building 223 is a one-story woodframe structure with a windowed high central bay. Its ground floor is actually elevated to the boxcar height of the loading dock along its south wall. This storage facility was constructed in 1917. Building 213 is similar in function, construction and appearance, although the central bay is not windowed. Both buildings are clad in corrugated iron panels. Building 213 contains sections of abandoned railroad track in its concrete ground-level floor.

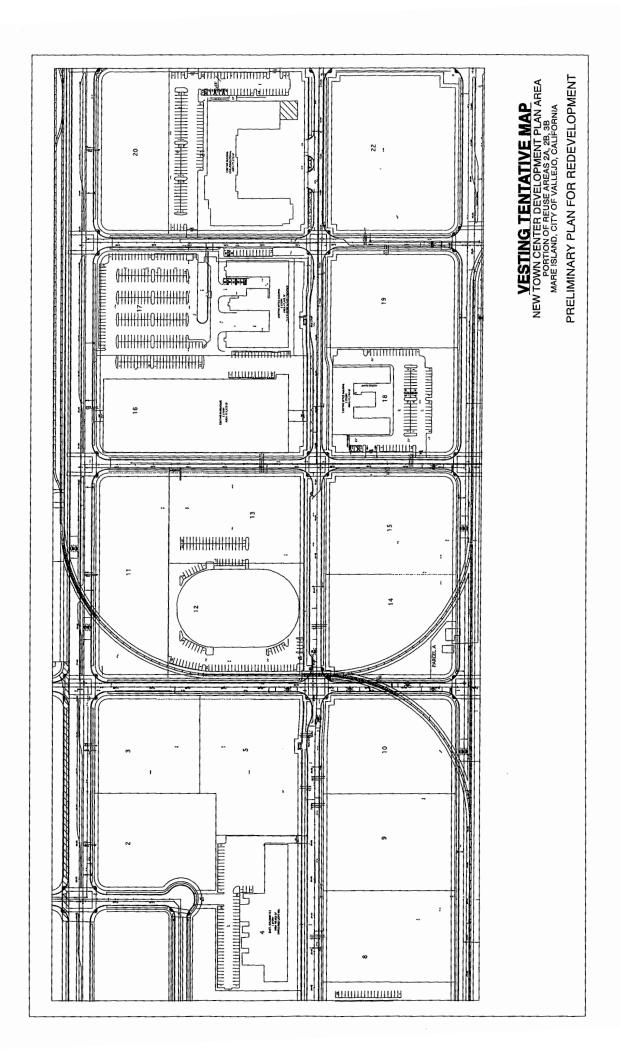


Area 3B Resource number 0373 Resource name Storage Classification Component Repetitive resource L Type L - Metal-Clad Industrial/Ordinance Storage or Warehouse Architectural style Utilitarian Stories 1 Construction date 1920 Square feet 19,568 DPR form ⊠ yes ☐ no

Era 4

Section 7, Page 38 National Register Registration Form: Building 373 is a timber framed, corrugated metal clad storehouse of some 12,000 sf, built in 1920. The roofs of the two-tiered side bays are nearly flat. The slope of the gable of the high central bay roof is so slight as to be nearly unnoticeable. A flat board fascia trims the roofs at both levels. Windows have been replaced to varying degrees: one modern paired casement has been installed in the south wall; other south wall windows have been covered; sheets of obscure glass have replaced the original sash in the north wall.







September 21, 2007

Project Number 207-166

Jon Ennis Berger Detmer Ennis Inc. 465 California Street Suite, 350 San Francisco, CA 94104

Tel: (415) 677-096, fax: (415) 677-0964, email: jennis@bdearch.com

Dear Jon:

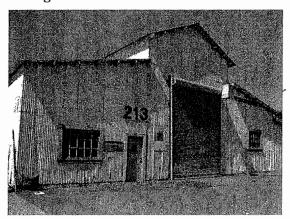
Subject: U.S. Navy Yard, Mare Island

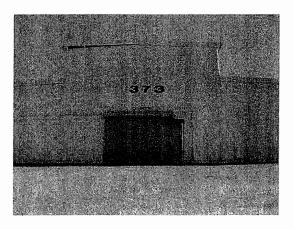
Building 77A, 213, 373, 409, 489, 559, 657, 749 and 761 Structural Review

Per your request, Murphy Burr Curry, Inc. has conducted a structural review of these referenced buildings located within the Mare Island Development. The purpose of our evaluation is to review these buildings in respect to 1) their general physical condition, 2) their structural vertical and lateral load integrity and 3) the possible reuse of these buildings. Our review is based on a site visit conducted on the 17th of July, 2007. Our findings are based solely on our observations. Original structural drawings, soils report or calculations were not available for our use.

## General Building Description

### Buildings 213 and 373

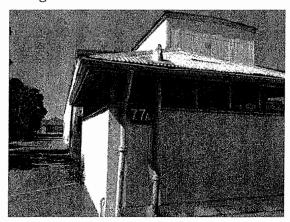


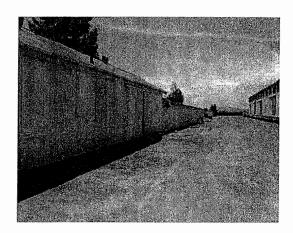


Building 213 and 373 are long one story warehouse type structures. Both buildings have a center high bay center section. The buildings roof sections consist of both wood and steel framing with metal roofing. The exterior is sheathed in metal siding with window located on both the high bay and low walls. Building 213 is tied along its north elevation to the adjacent building 259. Building 213 is approximately 300 feet long by 65 feet wide. Building 373 is approximately 200 feet ling by 60 feet wide. Both buildings appear to bear on concrete foundations.

U.S. Navy Yard, Mare Island 77A, 213, 373, 409, 489,559, 657, 749 and 761 Structural Review Project No. 207-166 September 21, 2007 Page 2 of 5

### Buildings 77A and 409



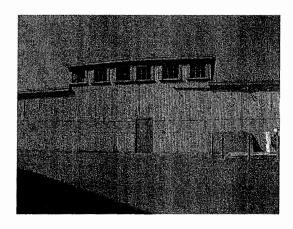


Building 77A is a small latrine with wood framed roof, walls and a concrete foundation.

Building 409 is a long and narrow shed building reportedly built in 1921. The building is approximately 340 feet long by 16 feet wide. It is wood framed with metal siding and roofing. The front portion has a hipped roof and the rear a flat roof.

### Buildings 489 and 559





Building 489 and 559 are long rectangular warehouse structures. Both buildings are wood framed heavy timber with predominately metal siding. Foundations consist of concrete spread footings with a concrete slab on grade. The floor areas of the two buildings are approximately 18,000 and 21,000 square feet respectively.

Building 489 was reportedly constructed in 1936. It has a loading dock along both longitudinal sides of the building. the roof framing consists of wood strusses and a wodd sheathed roof. Building 599 was reportedly construction in 1941. A monitor roof extends the length of the building.

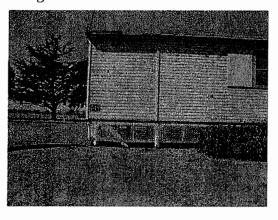
U.S. Navy Yard, Mare Island 77A, 213, 373, 409, 489,559, 657, 749 and 761 Structural Review Project No. 207-166 September 21, 2007 Page 3 of 5

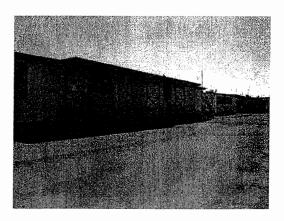
### **Building 657**



Building 657 is a two story reinforced concrete structure built in 1944. The building is rectangular in shape with the ground floor approximately 4 feet above grade. Steel stairs provide access into the building. A expansion joint was observed where the building was reportedly expanding in 1945. The roof is flat with a concrete overhang/eave. The building's area is approximately 7,000 square feet.

### Buildings 749 and 761





Building 749 and 761 are one story wood framed buildings set on a raised pier foundation system. Building 749 piers are timber where building 761 piers are concrete. Both roof s are flat with an overhang. Building 7is approximately 2,700 square feet in area where building 761 is approximately 6,000 square feet. A ramp/loading dock was observed along the west side of building 761.

U.S. Navy Yard, Mare Island

77A, 213, 373, 409, 489,559, 657, 749 and 761 Structural Review Project No. 207-166 September 21, 2007 Page 4 of 5

#### Observations

### Buildings 213 and 373

Foundation cracks were observed along the perimeter of Building 373. The exterior siding in both buildings is in poor condition. In many areas the siding is only partially attached to the structure.

### Buildings 77A and 409

Building 409 is a shed structure that appears to have been modified on to over the years. Much of the framing is haphazard. The general condition of the structure is in poor condition. The concrete slab on grade is also in poor with signs of settlement.

### Buildings 489 and 559

Some foundation cracks where observed in both building's foundations. The wood framing is in fair condition except for the areas that are exposed to the weather. As is typical with these buildings, the metal siding's connection with the building structure is in poor condition.

### **Building 657**

The exterior condition of the concrete walls and framing appear in relatively good condition. The soil around the base of the structure appears to have subsided in a few areas especially at the exterior stair landings. A small steel framed shed building found along the east side of the structure has appeared to settle away from the structure.

### Buildings 749 and 761

Both building are in poor condition with building 749 being the worst. Extensive deterioration to the wood framing was observed at 749 along with a significant bow in the floor levelness.

### Lateral Load System

### Buildings 213, 373, 77A, 409, 489, 559, 749 and 761

The building's lateral resisting system relies solely on the exterior siding. In addition, the roof diaphragm relies predominately on a light steel decking. However, none of these systems have an adequate or complete load path to provide lateral resistance. Most of the exterior walls resistance is also restricted due to the extent of deterioration. Building 749 and 761 also have lateral weakness due to the raised pier foundation.

The weakness of the present system includes (but not limited to): lack of sheathing connection to its support members, shear transfer connections from the roof to the walls and shear transfer connections to the foundation.

### **Building 657**

The lateral strength of this building relies on the concrete interior and exterior walls and appears to have a complete load path down to the foundation. Seismic improvements to this building to meet current Code requirements may not be significant.

U.S. Navy Yard, Mare Island 77A, 213, 373, 409, 489,559, 657, 749 and 761 Structural Review Project No. 207-166 September 21, 2007 Page 5 of 5

### Summary

### Buildings 213, 373, 77A, 409, 489, 559, 749 and 761

In general, the building's internal framework is in relatively fair condition for its age. The lateral resisting elements of these structures appears to be the weakest structural link. They clearly do not meet the current building code lateral requirements and would require significant improvements just to meet minimum life safety standards.

A typical structural upgrade of the structure would require diaphragm strengthening (adding plywood at the roof), addition of plywood shear walls or steel frames, added shear transfer connections and collectors, and new foundations.

### **Building 657**

As previously noted the building is in relatively good shape and has an adequate lateral system. To meet the current lateral code requirements would possibly entail strengthening the existing concrete walls with shotcrete and or adding walls.

Due to the present condition of the buildings, a seismic upgrade to the current building code standards is recommended. Anything less would leave the building susceptible to major damage due to a seismic event.

If relocation of these buildings is considered, bracing will be required to get the buildings prepared for a move. Once relocated, the buildings will still need to be upgraded and installed on a new foundation system.

Please call if you have any questions or comments. We look forward to working with you on this and other projects in the future.

Sincerely,

MURPHY BURR CURRY, INC.

Steven F Curry, SE 3364

Vice President

# **Murphy Burr Curry Inc.**

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 4 of 8

### Statement of Qualifications for Murphy Burr Curry, Inc.

Murphy Burr Curry, Inc. offers structural engineering consultation encompassing a variety of design and engineering for commercial, private and public developments in the Bay Area and other major cities on the west and east coast. This letter includes a firm description and representative project information.

#### THE FIRM

Murphy Burr Curry, Inc. is a consulting structural engineering company founded in 1997. Murphy Burr Curry, Inc. currently has a total of eighteen engineers and technical staff.

The firm offers structural engineering consultation specializing in building design and engineering services. The collective experience of the principals has resulted in the completion of a large number of building evaluations as well as the completion of numerous rehabilitations of existing structures, including an emphasis on historic buildings.

The goal of Murphy Burr Curry, Inc. is to create innovative, imaginative, appropriate and cost-effective structural design, and client satisfaction. Our commitment to our projects is reflected in the fact that most of our workload is based on referrals from owners, architects and contractors.

Murphy Burr Curry's recent award-winning projects include New Independent High School, San Francisco which won the 2006 International Interior Design Association Honor Award, 251 South Van Ness, San Francisco and the Community School of Music and Arts, Mountain View. These projects won the top two AIA San Francisco Design Awards for Excellence in 2004. Please refer to our web site, <a href="www.mbcse.com">www.mbcse.com</a>, for additional details of our firm.

Murphy Burr Curry has extensive experience in the evaluation and renovations of numerous structures located within de-activated military bases. MBC has completed work in the following bases:

### Alameda Naval Air Station

Manex Entertainment/Mass Illusions 1190 W. Tower, Alameda Naval Air station

Manex Entertainment/Mass Illusions 1150 W. Tower, Alameda Naval Air station

The Air Control Tower- Alameda Naval Air station

Building 62- Alameda Naval Air station

Building 8 - Alameda Naval Air station

Alameda Power & Telecom, Building 2, Wing 3 (Headend Fac) - Alameda Naval Air station

TVT Communications, Building 5 - Alameda Naval Air station

EON Enterprises (Warner Bros.), Building 400 - Alameda Naval Air station

EON Enterprises (Warner Bros.) Building 401 - Alameda Naval Air station

Escape Entertain, 2550 Monarch - Alameda Naval Air station

Auctions by the Bay, the Theater at Alameda Naval Air Station

Building 5 - Alameda Naval Air station

Rosenblum Winery - Gunnery Calibration Facility - Alameda Naval Air Station

### The Presidio of San Francisco

Evaluation and rapid assessment, Non-Residential Buildings, The Presidio of San Francisco

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 5 of 8

Evaluation and rapid assessment, Residential Building, The Presidio of San Francisco Various Residential Building Rehabilitation Projects, the Presidio of San Francisco Moore Foundation, Building 38, the Presidio of San Francisco Presidio Bank Tenant Improvement Presidio Visitor Center Family Violence Center, the Presidio of San Francisco Building 1007, the Presidio of San Francisco Presidio Stables, the Presidio of San Francisco Letterman Digital Center, the Presidio of San Francisco The Thoreau Center, The Presidio of San Francisco West Crissy Field Building Survey, The Presidio of San Francisco Bay School of San Francisco, Building 35, The Presidio of San Francisco

### Mare Island Naval Shipyard

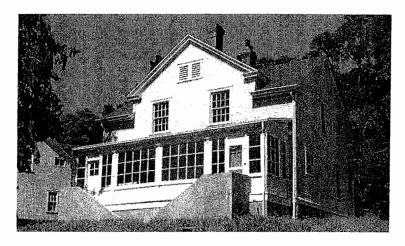
Building 543 Mare Island Barracks Mare Island - Q Quarters Mare Island Church

### Fort Baker

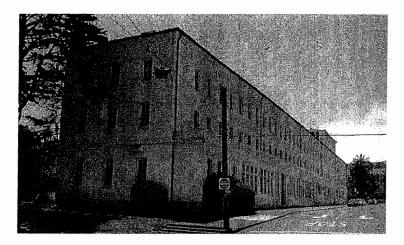
The Retreat at Fort Baker – This project includes the renovation and adaptive reuse of 16 existing buildings and the construction of 17 new buildings to be compatible with NPS Guidelines Evaluation and recommendations for Building 557 - Fort Baker

Following are specific details on representative examples of projects recently completed by Murphy Burr Curry.

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 6 of 8



Fort Baker Retreat Client National Park Service, Fort Baker Retreat Group The conversion of Fort Baker to a lodging and recreation facility involves the renovation and seismic upgrading of 18 historic buildings and 15 new wood framed buildings. Murphy Burr Curry, Inc. is the structural engineer for both architectural firms working on this \$65M conversion. The seismic upgrade of the historic buildings range from three story wood framed officers' quarters to two-story unreinforced brick masonry buildings. The new structures included a 7,400 square foot wood framed Healing Arts Center and numerous two story wood framed lodging buildings. Upgrading of the existing buildings complies with the Life Safety Standards of FEMA 356 guidelines. All new structures comply with the International Building Code (IBC), 2003 Edition.



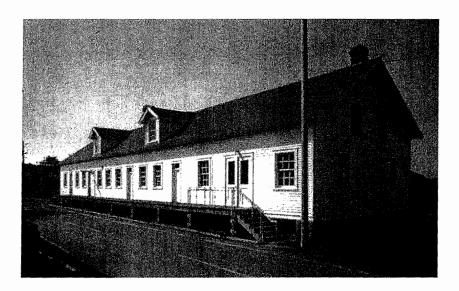
Building 35 – The Presidio of San Francisco Owner

Murphy Burr Curry, Inc has prepared several seismic renovation designs for the Historic Building 35 in the Presidio. Utilizing the Historic Building Code, our latest design scheme with Huntsman Design Group

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 7 of 8

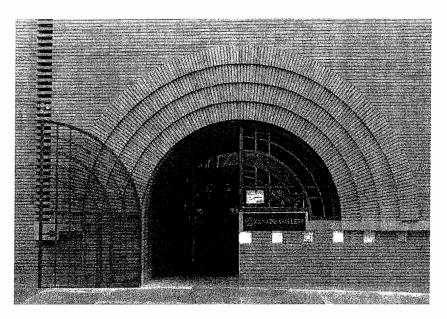
National Park Service

includes new concrete shearwalls and footings along with concrete restoration work. Other features of the retrofit included the new stairs and elevators, penthouse retrofit, and re-establishing original building exterior ornamentation.



Marin Headlands Arts Center Owner Golden Gate National Recreation Area This historic two-story wood framed building, formerly used by the military, now houses the Marin Headlands Arts Center. Murphy Burr Curry designed a seismic upgrade and general renovation, which incorporated the use of sustainable building materials in the design and construction.

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 8 of 8



140 Maiden Lane San Francisco, CA Client Folk Art International 140 Maiden Lane was designed by Frank Lloyd Wright as a gift shop for V.C Morris in 1948. It is now an art gallery. The main features of the building are its brick veneer façade and interior spiral ramp to the second level. The building is also an Unreinforced Masonry Bearing wall building and as such, required a mandatory seismic retrofit. Murphy Burr Curry worked closely with the architect to design a strengthening system which minimized intrusion into the building spaces.

Bay School of San Francisco Building 39, Presidio San Francisco, CA Owner Equity Community Partners Architect Leddy Maytum Stacy Architects

Building 39, Presidio was renovated and seismically retrofit for use as the new home for the Bay School of San Francisco. The work included full upgrade of the existing structural system to comply with the Uniform Building Code, 2001 Edition while conforming to the requirements of the National Park Service and preserving the historic fabric and nature of the building. A series of concrete shear walls were added in the building to supplement the building's existing lateral capacity. In addition, new seismic restraints and strong backs were added to brace the original hollow clay tile corridor walls and plaster ceiling in historically sensitive areas.

Murphy Burr Curry, Inc. provided full structural engineering service for the porject including structural design for seismic upgrade and ancillery elements including exterior stairs and canopy.

# BDE Architecture | Qualifications

BDE Architecture has focused on historic renovation and adaptive re-use projects around the Bay Area and has developed the skills required by historic proj-

# elevant Work

The Bancroft Hotel in Berkeley is a historic building that was restored and converted for use as a 22-room hotel and function facility. It won the 1995 Annual Design Award for Outstanding Achievement in Restoration by the California Preservation Foundation.

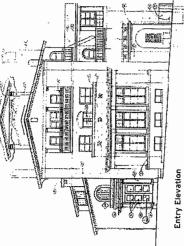
BDE worked with the Redevelopment Agency of San Jose and the State Historic Preservation guidelines to rehabilitate the 1904 Spanish eclectic style vaudeville theater into a venue for live entertainment. The project goals were met, to create a showcase for contemporary uses, while reflecting and preserving the The San Jose Theater, a HABS-level rehabilitation and reuse project, won first prize for rehabilitated structures at the 2003 Pacific Coast Builder's Conference. rich historical fabric of the structure.

retail tenant improvements, historic facade restoration and replacement, seismic upgrades and ADA compliance. The Old Oakland project is considered as The Old Oakland project consists of ten late eighteen hundred buildings on two city blocks in the heart of downtown Oakland. Berger Detmer Ennis, Inc. has served as the project architect for the past 12 years and has been associated with the project for 17 years. Architectural services have included office and the best example of Victorian Commercial Archtecture on the West Coast. Other historical renovation projects include the American Tin Cannery, which was featured in Progressive Architecture Magazine, and the rehabilitation of a pre-1900 residential building in San Francisco's North Beach district. Historic rehabilitation projects currently under construction include San Jose's Crescent Jewelers and Petaluma's Old Silk Mill, a designated historic landmark.





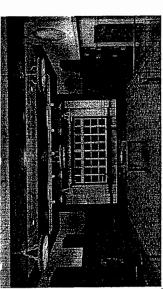
Built in 1928 as the College Women's Club in Berkeley, California, this historic building was restored and converted for use as a 22 room hotel and function facility. The restoration included seismic upgrade, accessibility modification, new decor, furnishings and equipment for hotel use as well as exterior wall and roof renovation. The Bancroft Hotel was awarded the 1995 Annual Design Award for Outstanding Achievement in Restoration by the California Preservation Foundation.



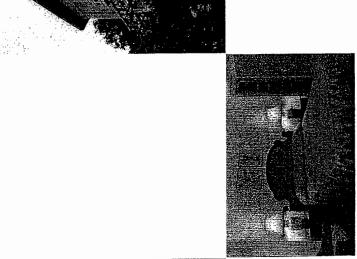
Bancroft Avenue

Developer: The Ross Family Builder: Ryan Construction Guest rooms: 22 Square footage: 20,000 SF

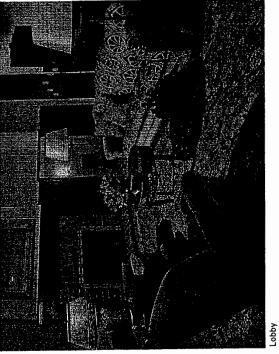
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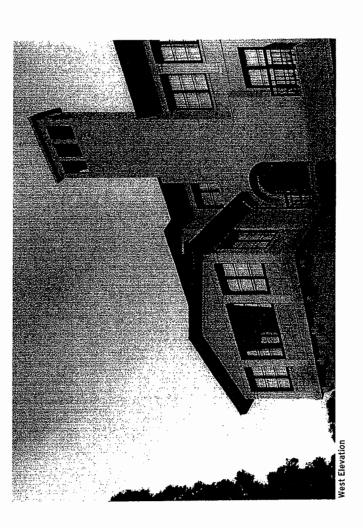






Guest Room







# San Jose | California | **Jose Theater**

BDE Architecture, Inc. worked with the Redevelopment Agency of San Jose and the State Historic Preservation guidelines to rehabilitate the 1904 Spanish eclectic style vaudville thearer into a venue for live entertainment. The project goals were met, to create a showcase for contemporary uses, while reflecting and preserving the rich historical fabric of the structure. San Jose Mayor Ron Gonzales summarized the success of the project "The Jose Theater is a proud Downtown landmark that connects us to our city's history, and I'm delighted it will now bring enjoyment for audiences long into the future". Historic details including intricate terra cotta facade details, elaborate plaster ceiling mouldings and gold leaf application underwent forensic examination to insure preservation of important character defining features.

Terra cotta and brick restored facade.

Developer: The Redevelopment Agency of the City of San Jose Builder: Garden City Construction Construction Cost: \$6,000,000



### SECTION 1 MARE ISLAND

### I. Background: Mare Island Naval Shipyard

Mare Island Naval Shipyard (Mare Island) is the oldest shipyard and naval facility on the West Coast, and saw the United States through 91 years of naval operations. Established as a U.S. Naval base in 1854, Mare Island played a crucial role in the Civil War, Spanish-American War, World War I and World War II. The extensive architecture of Mare Island recalls each era, with some of the finest building examples from each phase of American military history.

Mare Island was retired as a military base on April 1, 1996. While its life as a naval center is over, there is huge potential for Mare Island as a mixed-use development. The Mare Island Specific Plan identifies an overall development program for the master developer portion of the Plan Area.

### II. Developing Mare Island

The goals of the Mare Island Specific Plan are twofold: to maintain the historic flavor of Mare Island, while also creating a modern, mixed-use development that can grow and prosper into the future. These two goals have a complex relationship. While the historic buildings are what give Mare Island its unique character and make it one of a kind, at times they hinder the future development of Mare Island.

It is important to keep in mind that the Navy could operate the shipyard facilities in ways that are not possible to the public sector. Streets could be closed temporarily and used for operating heavy equipment or for unloading and storing materials. Navy personnel were specially trained to work safely under conditions that are not possible for a civilian workforce. For example, equipment could be navigated around buildings where there was only a generally defined roadway. Rail lines were located within inches of building corners or facades. Buildings were often altered, combined, moved or even demolished when they became obsolete or when critical new operations necessitated such changes.

For the developers to achieve the Specific Plan goals, some buildings must be removed. It is essential that the historic fabric of the area be maintained, and that the maximum number of buildings on the site are preserved. However, in order to create a development where civilian use is possible, it is imperative that a careful and critical examination of the specific historic value of a structure is balanced against the possible good of improving the vitality of the Historical District as a whole.

The Site Development Analysis process ensures that no building will be removed from Mare Island without the input, consideration, and viewpoint of multiple people. Decisions about which buildings should be retained and which should be demolished are not taken lightly, and must be made with care. The completion of a Site Development Analysis for each proposed demolition guarantees that the building is considered both on an individual basis, and also as part of the larger whole of Mare Island.

If at the conclusion of the Site Development Analysis the individual contribution of a component is found to hinder the success of the development of the whole, the building will be removed from the site.

### III. The New Town Center

This Site Development Analysis concerns a specific area of Mare Island. The New Town Center, which will be developed according to a unit plan set forth by Lennar Mare Island and the City of Vallejo, is located in portions of Reuse Areas 2A, 2B and 3B. The New Town Center is bounded by Railroad Avenue and Azuar Drive to the East and West, with Connolly Street and G Street to the North and South. Walnut Avenue runs through the middle of the New Town Center Plan Area. (See Attachment A) The Plan Area contains two Notable Resources and nine Component Resources that are identified to be demolished, as well as an assortment of military structures including the Pacific Sports Center, Army Barracks, and the Rodman Naval Center Recreation Facility that are to remain. This report concerns Building 455 (Notable Resource – To Be Demolished), and its role in the area as a whole.

The building addressed in this report is Storage Warehouse 455. It is located in Area 2B, which is designated as a mixed-use development. Area 2B is proposed to have 500,000 sf of non-residential development consisting of a combination of office/R&D, and light industrial. Circulation throughout the area will need to be improved from its current state in order to fulfill these goals.

Building 455 was built in 1929. Like many buildings on Mare Island, it provided storage for varying Military needs during the years Mare Island was active. It is utilitarian in style, reflecting the prior life of Mare Island as a functional naval base. (See Attachment B) In its current state and orientation, the structure serves as an interesting snapshot of a time past, but it has long since become functionally obsolete. The storage needs of Mare Island are no longer what they were during active military periods, and the presence of Building 455 hinders the goals of the Specific Plan.

The Specific Plan program calls for a revitalization of Reuse Area 2B. There is currently little in the area that will contribute to the revitalization of the Island as a whole. The Specific Plan states that "with the exception of one building, the historic structures [of Area 2B] do not offer sufficient opportunities for reuse that will generate or support new

Site Development Analysis Mare Island Building 455

jobs and can be demolished in accordance with the criteria in the Historic Guidelines" (3.5.5). So, while Building 535 will remain as one of the prominent historic buildings along Walnut Avenue, other structures will be removed to allow for the full development of the New Town Center and Area 2B.

In order to fulfill the goals of the Specific Plan, buildings that interfere with the developmental aim of Reuse Area 2B and the New Town Center must be carefully studied to determine their role in the future of the area. Currently, Building 455 impedes plans for an infrastructure that will help realize the goals of the Specific Plan. Building 455 prevents the creation of parcels, a necessary step in making a potentially vibrant area possible to develop.

To achieve the desired growth and development on Mare Island, the land must be broken into parcels so it can be sold and owned. Building 455 straddles three proposed parcels, Parcels 2, 3 and 4, which are all to be sold and developed in the future. This Site Development Analysis proposes that by demolishing building 455 and clearing space on the site, these parcels can be planned and developed and will play an important role in the revitalization of Mare Island.

### IV. Preserve/Revitalize

Though it is important to document each historic structure and note its contributing elements to the whole historic fabric of the district, some historic structures may need to be demolished when their individual contribution to the whole is less than the resulting revitalization to the district. It is difficult to quantify how one historic building is more deserving of preservation than another, and the ideal would be to maintain all historic buildings. However, the reality in a case like Mare Island is that the same buildings which made it a thriving military base will hinder it from becoming a thriving civilian development by preventing development around the site. A building that was once integral to the production of military goods may not have a place in a mixed-use development.

The Mare Island Development Plan understands that the built density required by the military to fulfill goals of production and efficiency does not coincide with the developmental demands of a modern community today. Thus, in order to make use of a larger area, some individual buildings must be removed. Because of the planned use and proposed infrastructure of the Town Center on Mare Island, Area 2B should be given the space to be developed to its full capacity at the expense of building 455.

This report will gather all existing photographs and drawings of the building being analyzed. Combined with a description of the building and a structural report, it can be ensured that even if removed from the site, the building will not be forever lost.

Site Development Analysis Mare Island Building 455

Documentation is a useful tool with historic buildings, and promises that if and when information is needed on a building it is readily available.

Additionally, materials from building 455 will not go to waste. All building materials considered still usable and desirable including the redwood used to construct the building will be made available for salvage and reuse. So, though the building will no longer appear in its original form on Mare Island, the premium materials used to build it will be used.

### V. Future

The redevelopment of Mare Island provides an exciting opportunity to recall the past while creating a new opportunity for the island to flourish. It is the responsibility of those involved in this re-creation to respect and pay homage to the history of Mare Island while simultaneously providing the foundation for a community that will succeed. This transition will be done with sensitivity, with respect for the past and a focus on the future.

The Site Development Analysis proposal to demolish 455 is not done out of disrespect for the building, nor out of disregard for the history of Mare Island. Rather, it is done with the desire that the New Town Center, Reuse Area 2B, and Mare Island as a whole realize their full potential.

### **SECTION 2**

### I. SITE DEVELOPMENT ANALYSIS\*: BULDING 455

The Historic Resources: Disposition Map of Mare Island from June 28, 2006, indicates that Building 455 is a "Notable Resource -To Be Demolished." This Site Development Analysis explains why 455 will be demolished.

### A. BUILDING INFORMATION

**Building Number:** 

455

Name:

Storage

Class:

Notable –To Be Demolished.

Repetitive Type L

Area:

Era:

2B

Location:

On Walnut Avenue, behind Building 535

**Building Type:** 

L – Metal-Clad Industrial/Ordinance Storage or

Warehouse

Member of a Designated Cluster:

No

Square Feet:

31,160

Building 455: Section 7, Page 43 National Register Registration Form: A 1929 structure, Building 455 is a storehouse for the Public Works Center. It is a single-story rectangular building with corrugated galvanized siding, the same material that covers the mediumpitch gable roof. It sits upon a raised concrete slab foundation. The area of Building 455 is 31,160 sf. It includes a variety of original wooden windows, most of which are fixed or hopper types.

It has been slated in the specific plan and draft settlement agreement as Notable and proposed for demolition.

<sup>\*</sup>From Appendix B.1 Historic Project Guidelines: 5.3.2.C SITE DEVELOPMENT ANALYSIS

A Site Development Analysis for each Notable Resource proposed for demolition shall be prepared. The Site Development Analysis shall include information to support one of the following findings:

1. The resource is located such that it substantially hinders reuse of a landmark; OR

The resource is located such that:
 The resource is located such that:

a. It affects the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation; and
b. The costs required to modify the Development Plan in order to retain the resource is

unreasonable in relation to the significance of the resource; OR

3. The cost of reusing or rehabilitating the resource is unreasonably high when compared to the

estimated value of the resource after rehabilitation. In accordance with the Secretary's Standards, Relocation of Notable Resources should be required as an alternative to demolition.

### **B. REASON FOR FINDING**

The resource is located such that:

1. It affects the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation.

☑ Parking

### HOUSING OR INFRASTRUCTURE

Building 455 hinders the provision of infrastructure on the Island. Mare Island must be broken down into parcels, one of the building blocks of the infrastructure of the Island. A major challenge in developing Mare Island is the creation of an infrastructure that works in a modern civilian development. This requires the transformation of a single, enormous, complex, heavily used parcel of land into multiple, sellable parcels. The original infrastructure of Mare Island did not necessitate an orderly division of land when it was a navel base, because buildings and roads were placed as they were needed and functionality was the primary goal.

Now, however, civilian development demands a differently structured system with divided, sellable units of land. Property owners, developers and investors today expect to own the land they develop. The creation of parcels on Mare Island provides defined areas that can be purchased and developed. To create a system of organized parcels, some of the structures that were placed by the military will have to be moved or removed from the island.

Building 455 is located on three designated parcels (See Attachment C). In order to fulfill the goals of the Town Center Development Area, the parcels must be cleared of buildings that hinder their future development. Once Building 455 is removed from the site, Parcels 2, 3, and 4 can be developed as a sellable unit in a Mixed-Use area.

In the long term, Building 455 hinders the Mare Island Specific Plan from being fully realized. It is located within proposed parcels (See Attachment D), making the implementation of the proposed plan, and the sale of the parcels, impossible.

### **PARKING**

When they are sold, developed, and designed, Parcels 2, 3 and 4 will need on-site parking. Though an exact site plan has not been specified, it can be assumed that with another structure on the site, Building 455 will hinder the future parking for the area (Specific Plan, Section 5.0), making the site un-developable and thus impeding the Specific Plan.

Parking was not a priority when Mare Island was a naval base. Workers entered the island via bus or ferry, and streets could be closed down temporarily as needed. Unlike today, workers on the military base did not have individual vehicles that had to be accounted for on the job site.

Offsite parking is not an option according to the current requirements set forth by the City of Vallejo, nor is it functionally possible. As a development in the public sector, the City of Vallejo understands that the parking situation on Mare Island must be remedied, at times at the expense of existing buildings.

# 2. The cost of modifying the Development Plan is unreasonable in relation to the significance of the resource

### LAND USE

The Specific Plan has identified Land Uses throughout the island. All areas are identified as having a combination of these Land Uses based on the existing and proposed development plans. The uses include Open Space, Developed Recreation, Educational/Civic, Residential (high density, medium density, low density, group, live/work), Mixed Use (Office/R&D, Light Industrial, Retail Commercial, Warehouse), Industrial (Heavy Industry, Warehouse/Distribution, Light Industrial, Construction Services, Equipment Service) and Ancillary Uses.

Determining which parcels will contain which use maximizes the potential of the island. By identifying individual parcels as serving a specific Land Use, there is a common language between the city, developers, inhabitants and visitors to the island about what will go where. To remove this established order, to try to deal with the parcel of Mare Island as a single unit, would be a costly and tortuous proposition. It is unrealistic to propose to undo or alter the infrastructure that is beginning to shape the future life of the island. It is unreasonable to take away the identification of certain parcels as having a specific Land Use.

### ON-SITE PARKING

The current Development Plan for Mare Island requires that all parking be provided onsite.

Parking at adjacent buildings is not possible, because they have their own parking requirements that must be met. Because of the Parking Ratio (Specific Plan Table 5-2) determined by Employment Densities (Specific Plan Table 5-1), there are not enough parking spaces in the vicinity of Parcels 2, 3 and 4 to take care of future parking needs.

It is not possible to place future parking needs for Parcels 2, 3, and 4 at sites across Walnut Avenue. In addition to not having enough physical space for the future parking demanded by Parcels 2, 3 and 4, there are significant safety issues associated with placing the parking for the parcel across Walnut Avenue. It is a very busy street, the primary access route for visitors and inhabitants of the island. Demanding that those accessing Parcels 2, 3 and 4 cross such a busy street is not a viable long-term solution for the Parcels because it endangers the health, welfare and safety of people working, living and visiting Mare Island.

### PARKING GARAGE

Since parking is not available on adjacent lots, the Development Plan could potentially be modified to build a parking garage somewhere on the site, or provide off-site parking, with a shuttle service serving the entire island.

In order to maintain Building 455 and simultaneously provide the required parking for Parcels 2, 3 and 4, a large parking structure would have to be built somewhere else on Mare Island, or at a location off-site. This is both economically impractical as the same lack of space in this district that limits surface parking prevents development of a new practical parking structure, and is contrary to the aesthetic and developmental goals of the City of Vallejo. A parking garage would be a costly endeavor, other more valuable buildings would have to be demolished, and it would take up precious space on the island.

### SHUTTLE SERVICE

A shuttle service throughout the island would not answer the demands of the island, and would present a whole host of further problems. In addition to the off-site parking structure that would have to be built somewhere in Vallejo, the shuttle service would not handle the potential loading/unloading needs of Parcels 2, 3 and 4.

Neither a parking garage, nor a shuttle service with off-site parking is addressed in the settlement agreement. The absence of this makes both solutions unviable to answer the parking problem.

This is all contrary to the point of the settlement agreement for Mare Island, which was to make the area as a whole work. The building must be considered in reference to the other buildings, and as it stands 455 makes future development on Parcels 2, 3 and 4, and the parking that will inevitably be needed on the Parcel, impossible.

# II. RELOCATION, DECONSTRUCTION, DEMOLITION ANALYSIS: BULDING 455

### A. THERE ARE TWO OPTIONS FOR BUILDING 455

### 1. Deconstruction and reuse of materials:\*

Deconstruction and reuse would preserve many of the materials used to build 455. All the wood and metal will be recycled and reused, and the concrete will be crushed and reused for future construction. Recent projects of a similar nature in the Bay Area have resulted in the high recovery of materials for reuse, with a relatively low output of waste. This option would have to be performed by a company specializing in this type of work and familiar with historical buildings, and would demand much care and forethought. A conservative estimate for deconstruction and reuse is \$10 per square foot before factoring in recycle credits:

-cost of deconstruction 31,160 x \$10 = \$311,600 and reuse

### 2. Relocation and reuse of building:\*

Relocation of building 455 from its current location to another site on Mare Island is the most costly option. Any building can be moved, but the cost and difficulty of doing so varies significantly depending on the construction, age, size, and location of the building. To move Notable Resource 455, there are two options:

- 1. Cut entire roof off, disassemble columns and beams, build new foundation at new site, rebuild at new site, and complete a full seismic upgrade.
- Cut entire roof off, cut building into sections, construct second building system within each building section for stability, build new foundation, move each section with second building to new site, reassemble sections, disassemble second building system, and complete full seismic upgrade.

For either option, a foundation is required at the new site. The cost for a concrete foundation is \$10 per square foot:

-cost of new foundation 31,160 x \$10 = \$311,600

In addition to the foundation, there are the costs associated with moving and updating the structure. Simply moving the building as it is in its current state of disrepair would not be sensible, as the building would remain unusable. A structural engineering review by Murphy Burr Curry Inc. found that building code standards and life/safety standards are not met in Notable Resource 455. To bring the building up to current standards, roof and floor diaphragms would be upgraded; shear walls or steel lateral resisting frames added; shear connectors, collectors, and chords required. (Please see Attachment E for Murphy Burr Curry's full analysis)

On top of those changes, further updates would have to be made. Mechanical and plumbing, doors, and other additional systems would be necessary to make 455 a fully usable building. The estimate to move and update the building is \$125-\$165 per square foot:

-cost to move and update 31,160 x \$125 to = \$3,895,000 to \$165 = \$5,141,400

So, the combined cost to build a new foundation, and move and update the building is:

\$311,600 + \$3,895,000 to = \$4,206,600 to \$5,141,400 \$5,453,000

<sup>\*</sup> many of these old buildings contain high lead counts in the paint. The presence of hazardous materials coupled with the large size of the structure could result in unknown additional costs.

### **B. PRICE COMPARISON, BUILDING 455:**

COST OF DECONSTRUCTION = \$311,600 AND MATERIAL REUSE

COST TO MOVE, UPDATE = \$4,206,600 to AND REUSE BUILDING = \$5,453,000

Given the status of the building as a Notable Resource – To Be Demolished, the historic value of the building does not rise to a level the relocation and upgrade scenario is the right decision. The deconstruction and material reuse of the building in question would remove the difficult and costly process to move and update the structure.

### **CONCLUSION: DEMOLISH BUILDING 455**

### A. Findings: Building 455 should be removed

Building 455 hinders the City of Vallejo's goal of Adaptive Reuse set forth in the Specific Plan. (Appendix B.1, 1.3.1) The City of Vallejo planning policies aim to protect the character of the Historic District. At the same time, the city recognizes that in a 21<sup>st</sup> century industrial, commercial and residential development a number of individual structures will no longer be practical. Unfortunately, due to the high costs associated with moving and rehabilitating building 455, it is impractical to see this as a viable answer for the structure. Rather, it should be demolished or deconstructed, with its materials used (hopefully on Mare Island) for another project.

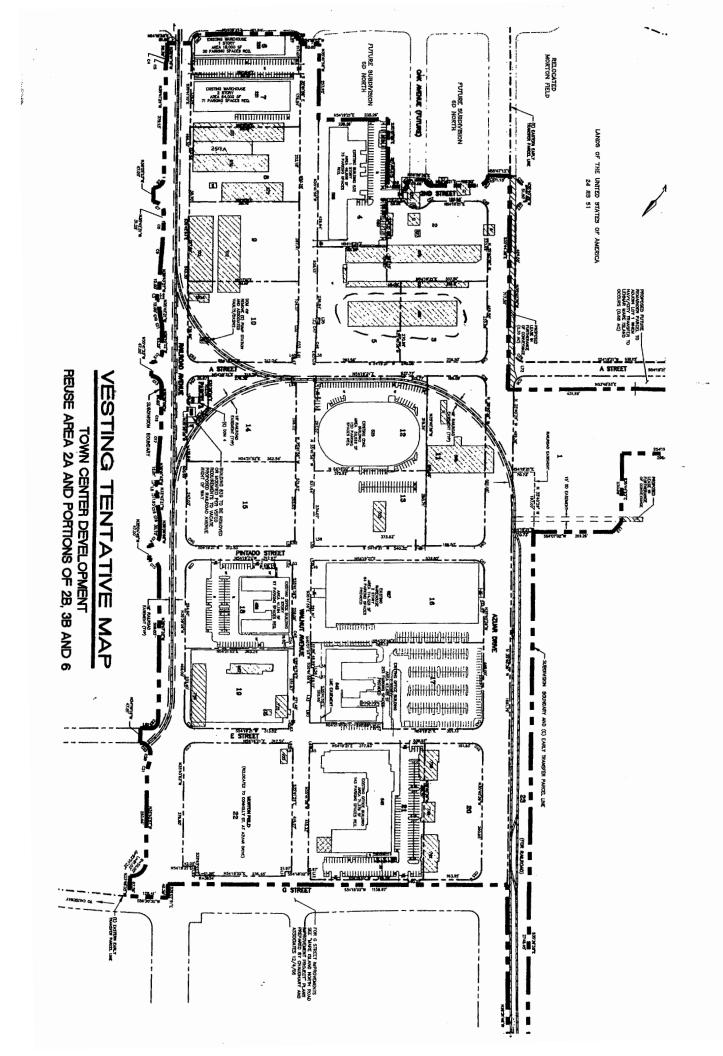
The chief objective of Mare Island is the adaptive reuse of both individual buildings and of the larger District as a whole. Thus, in the interest of the greater good of the New Town Center, it is proposed that 455 be demolished. The removal of 455 will provide the space required to make Parcels 2, 3 and 4 sellable areas of land, allowing for the development and parking needs that will add to the success of the island as a whole.

### B. Proposal to Record Building

It is important to remember the history of Mare Island Naval Yard. Mare Island is the oldest shipyard and naval facility on the West Coast. From the era of wooden sailing ships to the nuclear age, Mare Island was at the forefront of naval operations, and the buildings of the area reflect the 91-year period of military activity. To make way for the vibrant, successful development of civilian inhabitation and economic development that will define the Mare Island of the future, buildings must be removed. In this transition from military to civilian, the record of Mare Island Naval Yard will be retained through documentation.

While this proposal suggests the demolition of Building 455, it does not mean the building will be lost. Building 455 remains part of an important piece of American History, and will be documented as such. Please see the attached for a thorough record of Building 455. Included are:

- HABS photo documentation of Building 455 in context (Attachment B)
- structural analysis of Building 455, completed by Murphy Burr Curry Structural Engineers (Attachment E)





Area 2B

Classification Component

Resource number 0455

Resource name Storage

Repetitive resource L

Type L - Metal-Clad Industrial/Ordinance Storage or Warehouse

Architectural style Utilitarian

Stories 1

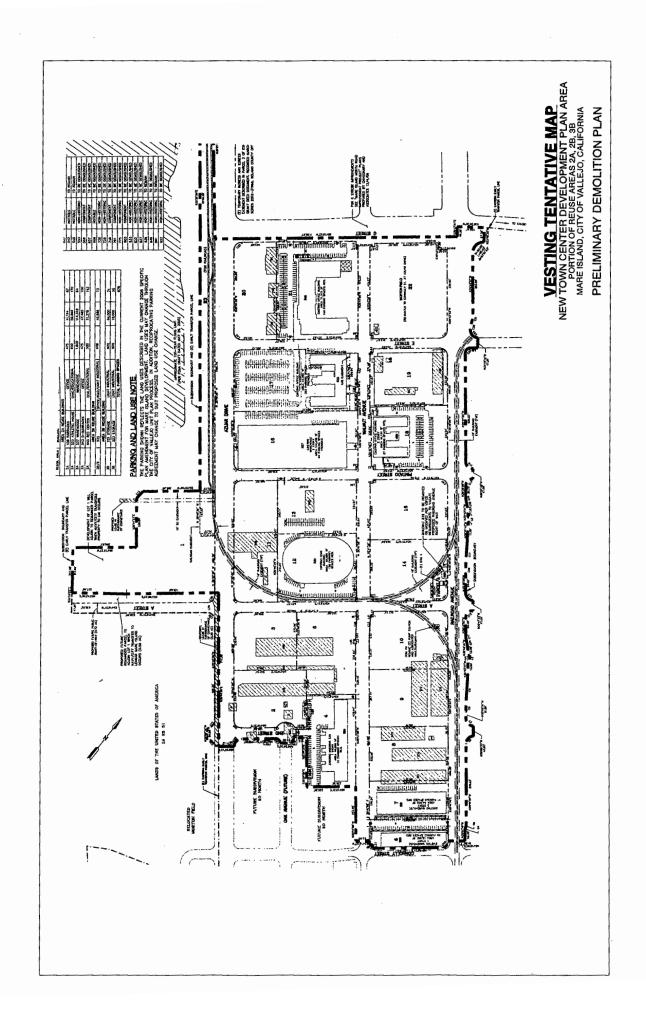
Construction date 1929

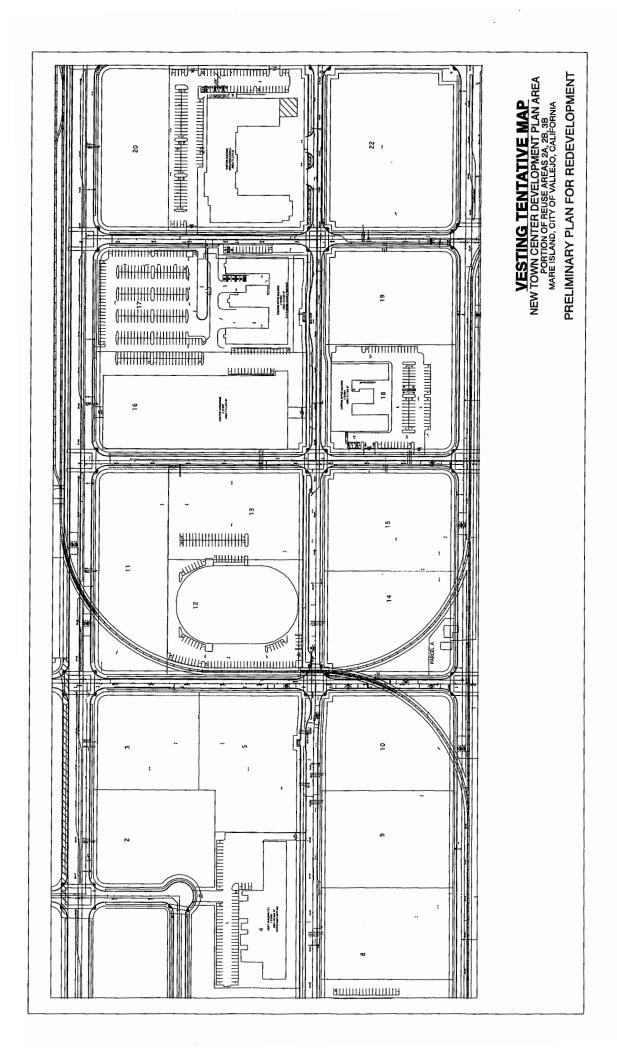
Square feet 31,160

DPR form ⊠ yes ☐ no

Era 4

Section 7, Page 43 National Register Registration Form: A 1929 structure, Building 455 is a storehouse for the Public Works Center. It is a single-story rectangular building with corrugated galvanized siding, the same material that covers the medium-pitch gable roof. It sits upon a raised concrete slab foundation. The are of Building 455 is 31,160 sf. It includes a variety of original wooden windows, most of which are fixed or hopper types.







September 21, 2007

Project Number 207-166

Jon Ennis Berger Detmer Ennis Inc. 465 California Street Suite, 350 San Francisco, CA 94104

Tel: (415) 677-096, fax: (415) 677-0964, email: jennis@bdearch.com

Dear Jon:

Subject: U.S. Navy Yard, Mare Island Building 455 Structural Review

Per your request, Murphy Burr Curry, Inc. has conducted a structural review of this referenced building located within the Mare Island Development. The purpose of our evaluation is to review this building in respect to 1) its general physical condition, 2) its structural vertical and lateral load integrity and 3) the possible reuse of this building. Our review is based on a site visit conducted on the 28th<sup>th</sup> of August, 2007. Our findings are based solely on our observations. Original structural drawings, soils report or calculations were not available for our use.



**General Building Description** 

Building 455 is a long one story warehouse structure the structure in plan view is rectangular in shape. It is reported that this building was constructed in 1929. The building is approximately 430 feet long by 60 feet wide. The roof system consists of corrugated metal decking supported by wood purlins which are supported by a combination of wood and steel trusses. All walls appear to be wood framed with metal siding. The floor is a concrete slab on grade with concrete spread footings. Partial mezzanines were found through out the structure.

### MURPHY BURR CURRY, INC.

U.S. Navy Yard, Mare Island Building 455 Structural Review Project No. 207-166 September 21, 2007 Page 2 of 2

### **Observations**

The exterior metal siding and exposed wood framing is in poor condition. Much of the wood framing near the base of the structure shows signs of long term deterioration. The interior framing is in fair condition.

### **Lateral Load System**

The building's lateral resisting system relies solely on the exterior siding. In addition, the roof diaphragm relies predominately on a light steel decking. However, none of these systems have an adequate or complete load path to provide lateral resistance. Most of the exterior walls resistance is also restricted due to the amount of openigs and extent of deterioration.

The weakness of the present system includes (but not limited to): lack of sheathing connection to its support members, shear transfer connections from the roof to the walls and shear transfer connections to the foundation.

### Summary

In general, the building's internal framework is in relatively good condition for its age. The lateral resisting elements of these structures appears to be the weakest structural link. They clearly do not meet the current building code lateral requirements and would require significant improvements just to meet minimum life safety standards.

A typical structural upgrade of the structure would require diaphragm strengthening (adding plywood at the roof), addition of plywood shear walls or steel frames, added shear transfer connections and collectors, and new foundations.

Due to the present condition of the buildings, a seismic upgrade to the current building code standards is recommended. Anything less would leave the building susceptible to major damage due to a seismic event.

If relocation of these buildings is considered, bracing will be required to get the buildings prepared for a move. Once relocated, the buildings will still need to be upgraded and installed on a new foundation system.

Please call if you have any questions or comments. We look forward to working with you on this and other projects in the future.

Sincerely,

MURPHY BURR CURRY, INC.

Steven F Curry, SE 3364

Vice President

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 4 of 8

### Statement of Qualifications for Murphy Burr Curry, Inc.

Murphy Burr Curry, Inc. offers structural engineering consultation encompassing a variety of design and engineering for commercial, private and public developments in the Bay Area and other major cities on the west and east coast. This letter includes a firm description and representative project information.

### THE FIRM

Murphy Burr Curry, Inc. is a consulting structural engineering company founded in 1997. Murphy Burr Curry, Inc. currently has a total of eighteen engineers and technical staff.

The firm offers structural engineering consultation specializing in building design and engineering services. The collective experience of the principals has resulted in the completion of a large number of building evaluations as well as the completion of numerous rehabilitations of existing structures, including an emphasis on historic buildings.

The goal of Murphy Burr Curry, Inc. is to create innovative, imaginative, appropriate and cost-effective structural design, and client satisfaction. Our commitment to our projects is reflected in the fact that most of our workload is based on referrals from owners, architects and contractors.

Murphy Burr Curry's recent award-winning projects include New Independent High School, San Francisco which won the 2006 International Interior Design Association Honor Award, 251 South Van Ness, San Francisco and the Community School of Music and Arts, Mountain View. These projects won the top two AIA San Francisco Design Awards for Excellence in 2004. Please refer to our web site, <a href="www.mbcse.com">www.mbcse.com</a>, for additional details of our firm.

Murphy Burr Curry has extensive experience in the evaluation and renovations of numerous structures located within de-activated military bases. MBC has completed work in the following bases:

### Alameda Naval Air Station

Manex Entertainment/Mass Illusions 1190 W. Tower, Alameda Naval Air station

Manex Entertainment/Mass Illusions 1150 W. Tower, Alameda Naval Air station

The Air Control Tower- Alameda Naval Air station

Building 62- Alameda Naval Air station

Building 8 - Alameda Naval Air station

Alameda Power & Telecom, Building 2, Wing 3 (Headend Fac) - Alameda Naval Air station

TVT Communications, Building 5 - Alameda Naval Air station

EON Enterprises (Warner Bros.), Building 400 - Alameda Naval Air station

EON Enterprises (Warner Bros.) Building 401 - Alameda Naval Air station

Escape Entertain, 2550 Monarch - Alameda Naval Air station

Auctions by the Bay, the Theater at Alameda Naval Air Station

Building 5 - Alameda Naval Air station

Rosenblum Winery - Gunnery Calibration Facility - Alameda Naval Air Station

### The Presidio of San Francisco

Evaluation and rapid assessment, Non-Residential Buildings, The Presidio of San Francisco

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 5 of 8

Evaluation and rapid assessment, Residential Building, The Presidio of San Francisco Various Residential Building Rehabilitation Projects, the Presidio of San Francisco Moore Foundation, Building 38, the Presidio of San Francisco Presidio Bank Tenant Improvement Presidio Visitor Center Family Violence Center, the Presidio of San Francisco Building 1007, the Presidio of San Francisco Presidio Stables, the Presidio of San Francisco Letterman Digital Center, the Presidio of San Francisco The Thoreau Center, The Presidio of San Francisco West Crissy Field Building Survey, The Presidio of San Francisco West Crissy Field - Bay School Gym, The Presidio of San Francisco Bay School of San Francisco, Building 35, The Presidio of San Francisco

### Mare Island Naval Shipyard

Building 543 Mare Island Barracks Mare Island - Q Quarters Mare Island Church

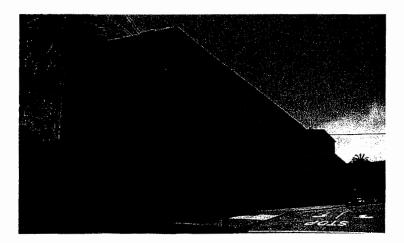
### Fort Baker

The Retreat at Fort Baker – This project includes the renovation and adaptive reuse of 16 existing buildings and the construction of 17 new buildings to be compatible with NPS Guidelines Evaluation and recommendations for Building 557 - Fort Baker

Following are specific details on representative examples of projects recently completed by Murphy Burr Curry.



Fort Baker Retreat Client National Park Service, Fort Baker Retreat Group The conversion of Fort Baker to a lodging and recreation facility involves the renovation and seismic upgrading of 18 historic buildings and 15 new wood framed buildings. Murphy Burr Curry, Inc. is the structural engineer for both architectural firms working on this \$65M conversion. The seismic upgrade of the historic buildings range from three story wood framed officers' quarters to two-story unreinforced brick masonry buildings. The new structures included a 7,400 square foot wood framed Healing Arts Center and numerous two story wood framed lodging buildings. Upgrading of the existing buildings complies with the Life Safety Standards of FEMA 356 guidelines. All new structures comply with the International Building Code (IBC), 2003 Edition.



Building 35 – The Presidio of San Francisco Owner

Murphy Burr Curry, Inc has prepared several seismic renovation designs for the Historic Building 35 in the Presidio. Utilizing the Historic Building Code, our latest design scheme with Huntsman Design Group

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 7 of 8

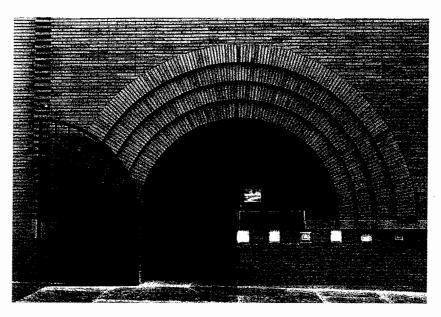
National Park Service

includes new concrete shearwalls and footings along with concrete restoration work. Other features of the retrofit included the new stairs and elevators, penthouse retrofit, and re-establishing original building exterior ornamentation.



Marin Headlands Arts Center Owner Golden Gate National Recreation Area This historic two-story wood framed building, formerly used by the military, now houses the Marin Headlands Arts Center. Murphy Burr Curry designed a seismic upgrade and general renovation, which incorporated the use of sustainable building materials in the design and construction.

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 8 of 8



140 Maiden Lane San Francisco, CA Client Folk Art International

140 Maiden Lane was designed by Frank Lloyd Wright as a gift shop for V.C Morris in 1948. It is now an art gallery. The main features of the building are its brick veneer façade and interior spiral ramp to the second level. The building is also an Unreinforced Masonry Bearing wall building and as such, required a mandatory seismic retrofit. Murphy Burr Curry worked closely with the architect to design a strengthening system which minimized intrusion into the building spaces.

Bay School of San Francisco Building 39, Presidio San Francisco, CA Owner Equity Community Partners Architect Leddy Maytum Stacy Architects

Building 39, Presidio was renovated and seismically retrofit for use as the new home for the Bay School of San Francisco. The work included full upgrade of the existing structural system to comply with the Uniform Building Code, 2001 Edition while conforming to the requirements of the National Park Service and preserving the historic fabric and nature of the building. A series of concrete shear walls were added in the building to supplement the building's existing lateral capacity. In addition, new seismic restraints and strong backs were added to brace the original hollow clay tile corridor walls and plaster ceiling in historically sensitive areas.

Murphy Burr Curry, Inc. provided full structural engineering service for the porject including structural design for seismic upgrade and ancillery elements including exterior stairs and canopy.

# BDE Architecture | Qualifications

BDE Architecture has focused on historic renovation and adaptive re-use projects around the Bay Area and has developed the skills required by historic proj-

# Relevant Wor

The Bancroft Hotel in Berkeley is a historic building that was restored and converted for use as a 22-room hotel and function facility. It won the 1995 Annual Design Award for Outstanding Achievement in Restoration by the California Preservation Foundation.

BDE worked with the Redevelopment Agency of San Jose and the State Historic Preservation guidelines to rehabilitate the 1904 Spanish eclectic style vaudeville theater into a venue for live entertainment. The project goals were met, to create a showcase for contemporary uses, while reflecting and preserving the The San Jose Theater, a HABS-level rehabilitation and reuse project, won first prize for rehabilitated structures at the 2003 Pacific Coast Builder's Conference. rich historical fabric of the structure. The Old Oakland project consists of ten late eighteen hundred buildings on two city blocks in the heart of downtown Oakland. Berger Detmer Ennis, Inc. has served as the project architect for the past 12 years and has been associated with the project for 17 years. Architectural services have included office and retail tenant improvements, historic facade restoration and replacement, seismic upgrades and ADA compliance. The Old Oakland project is considered as the best example of Victorian Commercial Archtecture on the West Coast. Other historical renovation projects include the American Tin Cannery, which was featured in Progressive Architecture Magazine, and the rehabilitation of a pre-1900 residential building in San Francisco's North Beach district. Historic rehabilitation projects currently under construction include San Jose's Crescent Jewelers and Petaluma's Old Silk Mill, a designated historic landmark.



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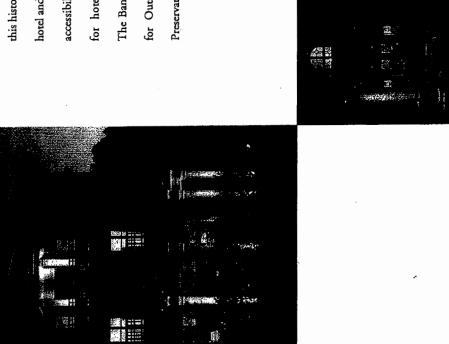
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Built in 1928 as the College Women's Club in Berkeley, California, this historic building was restored and converted for use as a 22 room horel and function facility. The restoration included seismic upgrade, accessibility modification, new decor, furnishings and equipment for hotel use as well as exterior wall and roof renovation. The Bancroft Hotel was awarded the 1995 Annual Design Award for Outstanding Achievement in Restoration by the California Preservation Foundation.



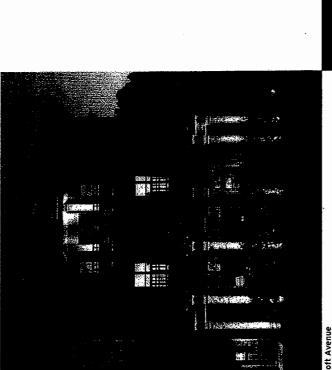
Bancroft Avenue

Developer: The Ross Family Builder: Ryan Construction Guest rooms: 22 Square footage: 20,000 SF

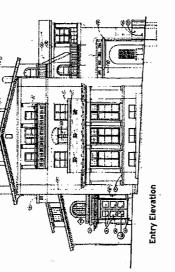
**Entry Elevation** 

Entry

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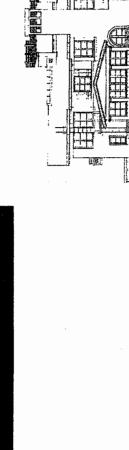


Bancroft Avenue

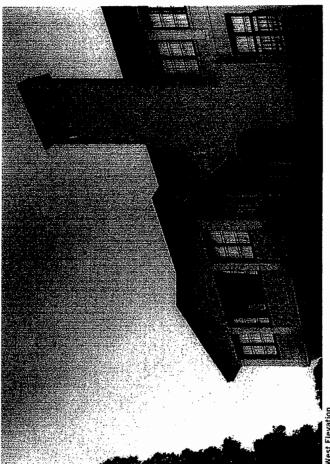


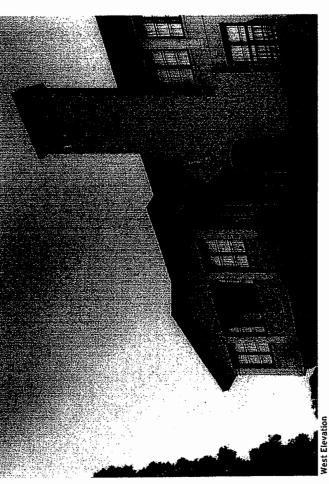
Builder: Ryan Construction Guest rooms: 22 Square footage: 20,000 SF Developer: The Ross Family

Entry



West Elevation







West Elevation

# San Jose | California | Jose Theater

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Terra cotta and brick restored facade.



Developer: The Redevelopment Agency of the City of San Jose Builder: Garden City Construction Construction Cost: \$6,000,000

Before

# San Jose | California | Jose Theater

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Terra cotta and brick restored facade.



Before

Developer: The Redevelopment Agency of the City of San Jose Builder: Garden City Construction Construction Cost: \$6,000,000

## City of Vallejo Architectural Heritage and Landmarks Commission

DATE:

December 13, 2007

TO:

Architectural Heritage and Landmarks Commission (AHLC)

FROM:

Leslie Dill, Contract Planner for Mare Island

SUBJECT:

Notification of Approval of Certificate of Appropriateness #07-0044

Reasonable Necessity Findings for Demolition/Dismantling

Buildings 409 and 489 and Site Development/Feasibility Analysis for

Building 455 on Mare Island

### **SUMMARY**

The applicant has submitted a request to demolish or dismantle three identified buildings on Mare Island. The buildings within the project area, Buildings 409 (Scrap Metal Warehouse) and 489 (Warehouse) are classified as "Component" resources. They are considered "repetitive" structures, and were identified within the Mare Island Specific Plan as candidates for demolition. Building 455 is classified as a "Notable" resource.

The project site is located within the Mare Island Historic District, Historic Lumberyard Industrial Character Area, Reuse Area 2B, and subject to the Mare Island Historic District Project Guidelines, Appendix B.1 of the Mare Island Specific Plan.

A tentative map for the Town Center Area TM #07-0025, creating parcels for future commercial development, was approved by the Planning Commission on August 20, 2007; this tentative map included the potential demolition or dismantling of the subject buildings.

Per the Project Guidelines, the procedure for review of demolition applications for all component resources and notable resources within Reuse Areas 2A, 3A and 3B is for staff to review and approve the application and notify the AHLC.

### **FINDINGS**

On December 4, 2007, Certificate of Appropriateness #07-0044, to allow the dismantling or demolition of Buildings 409, 489 and 455 on Mare Island, was approved by staff.

Staff determined that the application meets the requirements of the Mare Island Specific Plan Project Guidelines, in that it meets the following criteria and findings: reasonable necessity analysis (see attached document)

1) Criteria for Reasonable Necessity Finding For Demolition of a Component Resource:

The reasonable necessity analysis provides information that adequately demonstrates that the proposed removal of Buildings 409 and 489 is reasonably necessary to implement the proposed Development Plan.

- 2) Findings for Demolition of a Component Resource:
- (a) Demolition of the Component Resources is reasonably necessary to implement the proposed Development Plan; and
- (b) Demolition of the resources will not cause a substantial adverse change in the eligibility of the District for the National and California Registers.
- 3) Applicable Criteria for Site Development/Feasibility Analysis for a Notable Resource:
- (a) The resource is located such that:
  - 1. It affects the ability of the owner to meet one or more of the goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation; and
  - 2. The cost required to modify the Development Plan in order to retain the resource is unreasonable in relation to the significance of the resource.
- 4) Findings for Demolition of a Notable Resource:
- (a) A Feasibility Analysis has been prepared that shows no feasible options for reuse have been identified (the analysis is incorporated as part of the Site Development Analysis document); and
- (c) A Site Development Analysis has been prepared that shows the project meets one of the required findings and is consistent with the Mare Island Specific Plan; and
- (d) Demolition of the resource will not cause a substantial adverse change in eligibility of the Historic District for the National and California Registers; and
- (e) All pre-conditions to demolition of a Notable Resource have been met as set forth in Section 5.3.2.

Staff has also determined that the project is consistent with the Preliminary Development Plan of the Mare Island Specific Plan, where the demolition of Buildings 409, 489, and 455 was identified, and further determined that the project meets the Mitigation Monitoring Program requirements for providing adequate demolition/relocation analysis under the California Environmental Quality Act (CEQA).

### CONCLUSION

Staff believes the applicant has complied with the Mare Island Specific Plan Historic Project Guidelines and, with this memorandum, has duly notified the AHLC of the approval to demolish or dismantle Buildings 409. 489 and 455.

### **ATTACHMENT**

Reasonable Necessity Finding Report (Buildings 409 and 489) by BDE Architecture, dated October 19, 2007.

Site Development/Feasibility Analysis Report (Building 455) by BDE Architecture, dated October 19, 2007.

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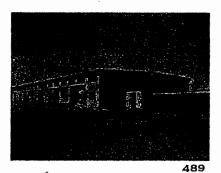
### REASONABLE NECESSITY FINDING

MARE ISLAND

## Buildings: 409 and 489



409



Just as the Mare Island Shipyard broke new ground as the first naval station in the Pacific, the City of Vallejo expects to take a national leadership role in the reuse of historic military bases. (2.2.1)



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III. Future

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I. Building Information

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B. Building 489

II. Finding

### **SECTION 3:** Cost Analysis

- I. Options for Buildings
  - A. Deconstruction and Reuse of Materials
  - B. Relocation and Reuse of Building
- II. Price Comparison
  - A. Building 409
  - B. Building 489

### **ATTACHMENTS**

- A. Vicinity Map
- B. Component Resources 77A, 213, 373, 409, 489, 559, 657, 749, 761
- C. Proposed Plan for Redevelopment
- D. Proposed Demolition Plan
- E. Murphy Burr Curry Letters
- F. Murphy Burr Curry Experience
- G. BDE Architecture, Inc. Experience

### SECTION 1 INTRODUCTION

### I. The New Town Center Plan Area

This Reasonable Necessity Finding concerns a specific area of Mare Island. The New Town Center, which will be developed according to a unit plan set forth by Lennar Mare Island and the City of Vallejo, is located in portions of Reuse Areas 2A, 2B and 3B. The New Town Center is bounded by Railroad Avenue and Azuar Drive to the East and West, with Connolly Street and G Street to the North and South. Walnut Avenue runs through the middle of the New Town Center Plan Area. (See Attachment A) The Plan Area contains two Notable Resources and nine Component Resources that are identified to be demolished, as well as an assortment of military structures including the Pacific Sports Center, Army Barracks, and the Rodman Naval Center Recreation Facility that are to remain. This report concerns two of the nine Component Resources and their role in the area as a whole.

The buildings addressed in this report are 409 and 489. They are located on the block bounded by Walnut Avenue and Azuar Avenue on the south and north, and Connolly Street and A Street on the east and west. The two buildings are utilitarian in style, reflecting the prior life of Mare Island as a functional naval base. (See Attachment B) In the current state and orientation of these buildings, they serve as an interesting snapshot of a time past, but have long since become functionally obsolete at the expense of the area as a whole.

The structures are currently located within or straddling proposed Parcels 2, 3 and 5, making development of a cohesive infrastructure on those parcels impossible. Furthermore, they make any future parking, laydown, access and circulation needs of the proposed parcels impossible to achieve, thus rendering the parcels, and the development plan for the New Town Center, unachievable.

### II. Reuse Areas 2A, 2B, 3B

The portions of Reuse Areas 2A, 2B and 3B in the New Town Center unit plan are critical to the development of Mare Island. Reuse Area 2A "historically was a center of activity on the Island" (3.5.4) and it is the goal of Vallejo and LMI that this area continues as a nucleus of activity.

The revitalization of this area emphasizes, maintains and celebrates the most significant structures, namely the Officers Mansions and Rodman Center (both on Walnut Avenue) as well as a select few additional military structures that exemplify the height of their

Reasonable Necessity Finding Mare Island Buildings 409, 489

type of construction and historical period. In order to fulfill the goals of the Specific Plan while maintaining as many original structures as possible, only the best and most well-preserved original structures will remain in the New Town Center development area and continue to be used into the future of Mare Island.

In addition to the maintenance of historic character, the Specific Plan aims to reinforce the existing street grid and emphasize a pedestrian-oriented "Main Street" in the New Town Center. To allow for necessary development in the New Town Center, Reuse Areas 2A, 2B and 3B must be broken down into manageable parcels that can be sold and owned. Buildings 409 and 489 sit on the proposed parcels that are meant to be developed in the future.

In order to fulfill the goals of the Specific Plan, buildings that interfere with the developmental aim of Reuse Areas 2A, 2B and 3B and the New Town Center must be carefully studied to determine their role in the future of the area. Currently, Buildings 409 and 489 impede plans for an infrastructure and the future parking, circulation, access and laydown needs that are needed to help realize the goals of the Specific Plan. This Reasonable Necessity Finding proposes that by demolishing Buildings 409 and 489 and clearing space on the site, Parcels 2, 3 and 5 can be planned and developed and will play an important role in the revitalization of Mare Island.

### III. Future

The redevelopment of Mare Island provides an exciting opportunity to recall the past while creating a new opportunity for the island to flourish. It is the responsibility of those involved in this re-creation to respect and pay homage to the history of Mare Island while simultaneously providing the foundation for a community that will succeed. This transition will be done with sensitivity, with respect for the past and a focus on the future.

The Reasonable Necessity Finding proposal to demolish Buildings 409 and 489 is not done out of disrespect for the buildings, nor out of disregard for the history of Mare Island. Rather, it is done with the desire that the New Town Center, Reuse Area 3B, and Mare Island as a whole realize their full potential.

### SECTION 2: REASONABLE NECESSITY FINDING\* BULDINGS 409, 489

The <u>Historic Resources: Disposition Map</u> of Mare Island from June 28, 2006, indicates that Buildings 409 and 489 are "Component Resources –To Be Demolished." This Reasonable Necessity Finding explains why.

### I. BUILDING INFORMATION

A. Building Number: 409

Name: Scrap metal warehouse

Class: Component (Repetitive Resource Type K)

Area: 2

Location: On Walnut Avenue, between Building 455

and 489

Building Type: K – Wooden Industrial/ Ordinance Storage or

Warehouse

Member of a Designated Cluster:

Square Feet: 6,000

Building 409: National Register Registration Form: Built in 1921. Utilitarian in style.

No



Criteria: City Staff may make an administrative determination that the proposed demolition is reasonably necessary to implement the proposed Development Plan, including but not limited to the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation.

<sup>\*</sup> From Appendix B.1 Historic Project Guidelines 5.3.3 REASONABLE NECESSITY FINDING

В. **Building Number:** 489

> Name: Warehouse

Class: Component (Repetitive Resource Type L) 2B

Area:

Location: Along Walnut Avenue and A Street,

adjacent to Building 409

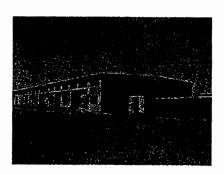
L – Metal-Clad Industrial/Ordinance Storage or **Building Type:** 

Warehouse

Member of a Designated Cluster: No

28,800 Square Feet:

Building 489: Section 7, Page 44 National Register Registration Form: When built in 1936 Building 489 was designated a receiving warehouse. It is a one-story rectangular building providing some 28,800 sf of storage area. The exterior is clad in corrugated steel siding. The foundation is formed concrete. The roof is a lowpitch gable covered with asphalt and gravel. Both its north and south sides have a four-foot high loading ramp running the entire length of the building. Windows are fixed, banked in pairs in a continuous ribbon around the upper portion of the building. Doors are 12 foot high tongue and groove wood sliding on upper rails and side-hinged two panel wood that maintain the original warehouse appearance.



### II. FINDING

It is necessary to demolish the structures because they affect the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, infrastructure, or hazardous materials remediation.

**☒** Parking

### HOUSING OR INFRASTRUCTURE

Buildings 409 and 489 hinder the provision of infrastructure on the Island. Mare Island must be broken down into parcels, one of the building blocks of the infrastructure of the Island. A major challenge in developing Mare Island is the creation of an infrastructure that works in a modern civilian development. This requires the transformation of a single, enormous, complex, heavily used parcel of land into multiple, sellable parcels. The original infrastructure of Mare Island did not necessitate an orderly division of land when it was a navel base, because buildings and roads were placed as they were needed and functionality was the primary goal.

Now, however, civilian development demands a differently structured system with divided, sellable units of land. Property owners, developers and investors today expect to own the land they develop. The creation of parcels on Mare Island provides defined areas that can be purchased and developed. To create a system of organized parcels, some of the structures that were placed by the military will have to be moved or removed from the island.

Buildings 409 and 489 are located on designated parcels (See Attachment C). In order to fulfill the goals of the Town Center Development Area, Parcels 2, 3 and 5 must be cleared of buildings that hinder the future development of the parcels. Once Buildings 409 and 489 are removed from the site, the New Town Center will be able to develop sellable units in a Mixed-Use area.

In the long term, Buildings 409 and 489 hinder the Mare Island Specific Plan from being fully realized. They are located within proposed parcels (See Attachment D), making the implementation of the proposed plan, and the sale of the parcels, impossible.

### **PARKING**

When they are sold, developed, and designed, Parcels 2, 3 and 5 in the New Town Center will need on-site parking. Though an exact site plans have not been specified for all of the parcels, it can be assumed that with additional structures, Buildings 409 and 489 will hinder the future parking for the area (Specific Plan, Section 5.0), making the site undevelopable and thus impeding the Specific Plan.

Parking was not a priority when Mare Island was a naval base. Workers entered the island via bus or ferry, and streets could be closed down temporarily as needed. Unlike today, workers on the military base did not have individual vehicles that had to be accounted for on the job site.

Offsite parking is not an option according to the current requirements set forth by the City of Vallejo, nor is it functionally possible. As a development in the public sector, the City of Vallejo understands that the parking situation on Mare Island must be remedied, at times at the expense of existing buildings.

SECTION 3: COST ANALYSIS Buildings 409, 489

### I. THERE ARE TWO OPTIONS FOR THE STRUCTURES

### A. Deconstruction and reuse of materials:\*

Deconstruction and reuse preserves many of the materials used. In some cases this would be the wood framing, in others it would be the recycled concrete and rebar. Recent projects of a similar nature in the Bay Area have resulted in the high recovery of materials for reuse, with a relatively low output of waste.

This option would have to be performed by a company specializing in this type of work and familiar with historical buildings, and would demand much care and forethought. A conservative estimate for deconstruction and reuse before factoring in recycle credits is: \$10 per square foot for Building 489; and \$15 per square foot for Building 409. The variations are based on the size and materials of the structure.

a. Building 409 is 6,000 square feet -Cost of deconstruction and reuse	6,000	x	\$15	=	\$90,000
b. Building 489 is 28,800 square feet: -Cost of deconstruction and reuse	28,800	x	\$10	=	\$288,000

### B. Relocation and reuse of building:\*

Relocation the buildings from their current locations to another site on Mare Island is the most costly option, and is not possible for some of the structures in this group. The cost and difficulty of relocating and reusing a building varies significantly depending on the construction, age, size, and location of the building. To move Component Resources 409 and 489 a new foundation will be required at the new site. The cost for a concrete foundation is estimated at \$10 per square foot for 489; \$15 per square foot for 409:

a. Building 409 is 6,000 square feet -Cost of foundation	6,000	x	\$15	=	\$90,000
b. Building 489 is 28,800 square feet: -Cost of foundation	28,800	x	\$10	=	\$288,000

Reasonable Necessity Finding Mare Island Buildings 409, 489

In addition to the foundation, there are the costs associated with moving and updating the structure. Simply moving the buildings as they are currently would not be sensible, as the building would remain unusable. A structural engineering review by Murphy Burr Curry Inc. found that building code standards and life/safety standards are not met. To bring the building up to current standards, roof and floor diaphragms would be upgraded; shear walls or steel lateral resisting frames added; shear connectors, collectors, and chords required. (Please see Attachment E for Murphy Burr Curry's full analysis)

On top of those changes, further updates would have to be made. Mechanical and plumbing, doors, and other additional systems would be necessary to make these fully usable buildings. The estimate to move and update Building 409 is \$100-\$140 per square foot; and the estimate to move and update Building 489 is \$125-\$165 per square foot:

a. Building 409:  -Cost to move and update	6,000 x \$100 6,000 x \$140	=	\$600,000 to \$840,000
-Combined cost to build a new foundation, move and update the building is:	\$90,000 + \$600,000 \$90,000 + \$840,000	=	\$690,000 to \$930,000
b. Building 489: -Cost to move and update	28,800 x \$125 28,800 x \$165	= =	\$3,600,000 to \$4,752,000
-Combined cost to build a new foundation, move and update the building is:	\$288,000 + \$3,600,000 \$288,000 + \$4,752,000	==	\$3,888,000 to \$5,040,000

<sup>\*</sup> Many of these old buildings contain high lead counts in the paint. The presence of hazardous materials coupled with the large size of the structure could result in unknown additional costs.

### II. PRICE COMPARISON

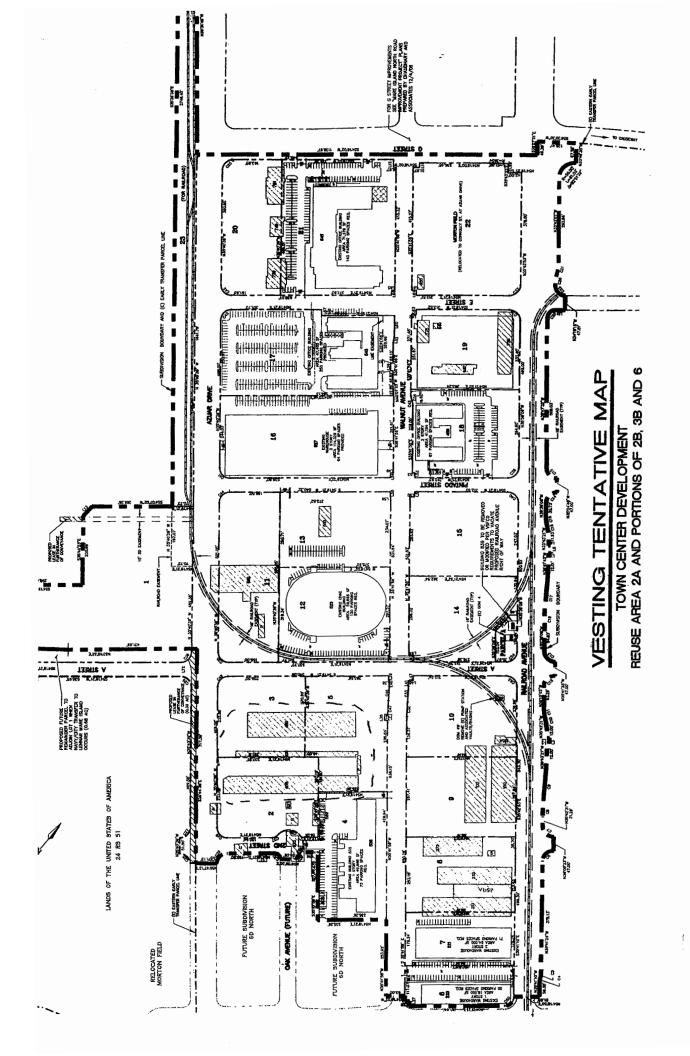
D. Building 409:

Cost of Deconstruction and Material Reuse = \$90,000 Cost to Move, Update and Reuse Building = \$690,000 to \$930,000

E. Building 489:

Cost of Deconstruction and Material Reuse = \$288,000 = \$3,888,000 to \$5,040,000

Given the status of the buildings as Component Resources – To Be Demolished, the historic value of the buildings do not rise to a level that the relocation and upgrade scenario is the right decision. The demolition of the buildings in question would remove the difficult and costly process to move and update the structure.





Area 2B Resource number 0409

Resource name Scrap metal warehouse

Classification Component Repetitive resource K

Type K - Wooden Industrial/Ordinance Storage or Warehouse

Architectural style Utilitarian Stories 1

Construction date 1921 Square feet 6,000

Era 4

Era 4



Area 2B Resource number 0489

Resource name Warehouse

Classification Component Repetitive resource L

Type L - Metal-Clad Industrial/Ordinance Storage or Warehouse

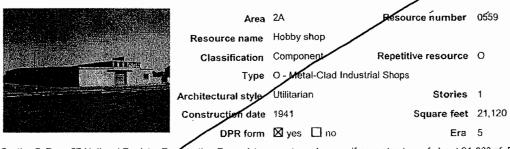
Architectural style Utilitarian Stories 1

Construction date 1936 Square feet 28,800

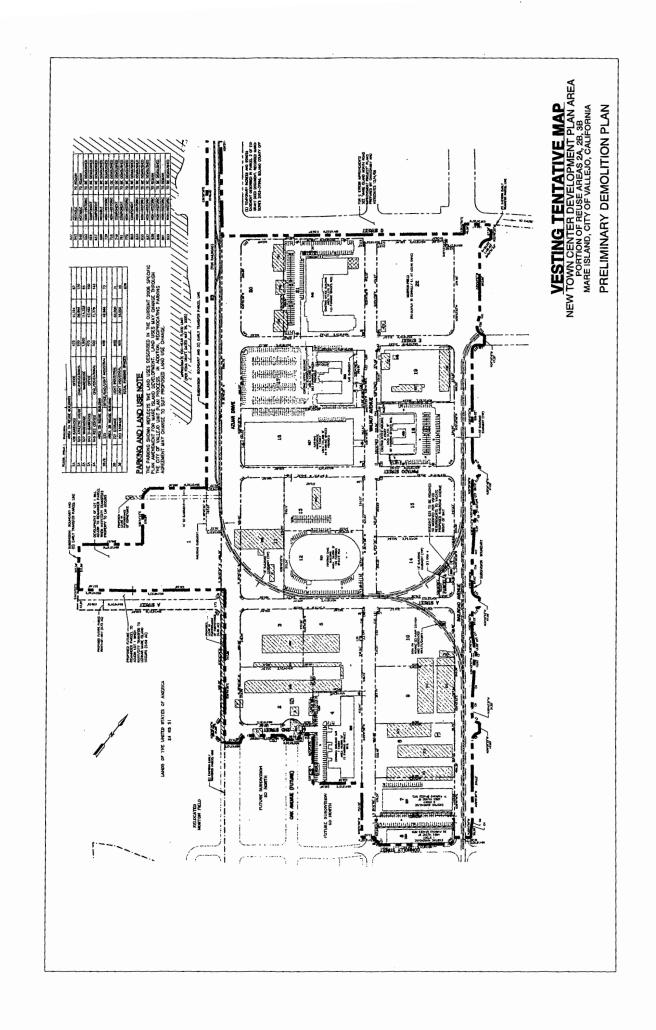
Section 7, Page 44 National Register Registration Form; When built in 1936 Building 489 was designated a receiving warehouse. It is a one-story rectangular building providing some 28,800 sf of storage area. The exterior is clad in corrugated steel siding. The foundation is formed concrete. The roof is a low-pitch gable covered with asphalt and gravel. Both its north and south sides have a four-foot high loading ramp running the entire length of the building. Windows are fixed, banked in pairs in a continuous ribbon around the upper portion of the building. Doors are 12 foot high longue and groove wood sliding on upper rails and side-hinged two panel wood that maintain the original warehouse appearance.

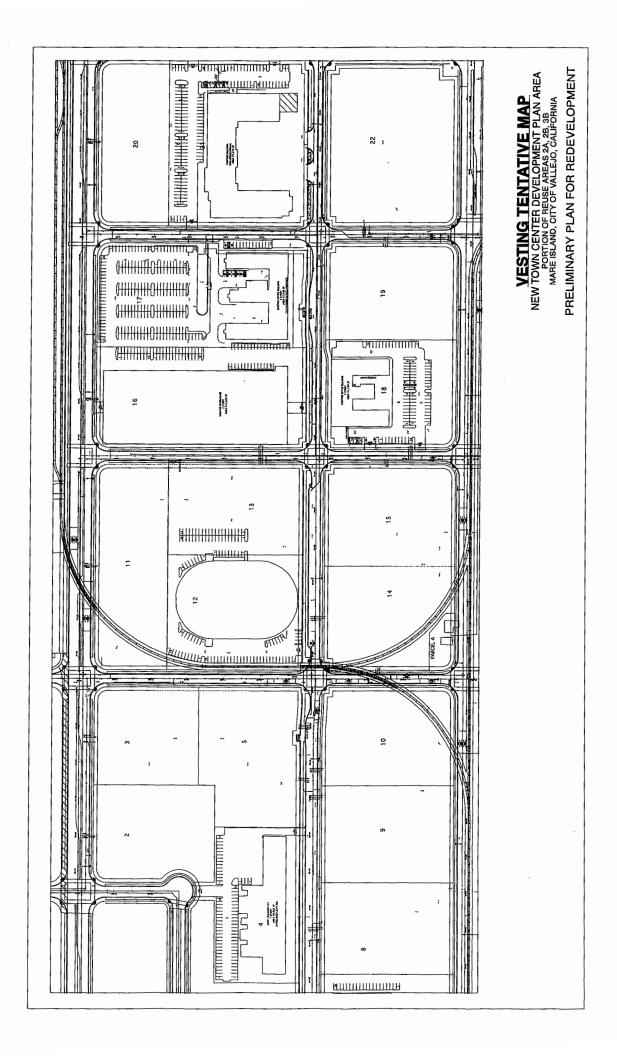
DPR form yes no

DPR form yes no



Section 7, Page 57 National Register Registration Form: A large rectangular woodframe structure of about 21,000 sf, Building 559 was erected in 1941 as a metal storage facility. Built on a concrete slab foundation, the exterior is sheathed in galvanized building panels except on the southwest ode where 12 foot vertical wood siding is employed. The roof is a low pitched gable with a gabled monitor mounted over the tall central bay. Windows are 1/1 double-hung wood sash. Doors are industrial steel roll-up and single steel with side hinges.







September 21, 2007

Project Number 207-166

Jon Ennis Berger Detmer Ennis Inc. 465 California Street Suite, 350 San Francisco, CA 94104

Tel: (415) 677-096, fax: (415) 677-0964, email: jennis@bdearch.com

Dear Jon:

Subject: U.S. Navy Yard, Mare Island

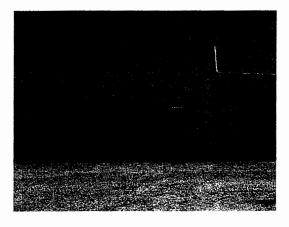
Building 77A, 213, 373, 409, 489, 559, 657, 749 and 761 Structural Review

Per your request, Murphy Burr Curry, Inc. has conducted a structural review of these referenced buildings located within the Mare Island Development. The purpose of our evaluation is to review these buildings in respect to 1) their general physical condition, 2) their structural vertical and lateral load integrity and 3) the possible reuse of these buildings. Our review is based on a site visit conducted on the 17th of July, 2007. Our findings are based solely on our observations. Original structural drawings, soils report or calculations were not available for our use.

### **General Building Description**

### Buildings 213 and 373

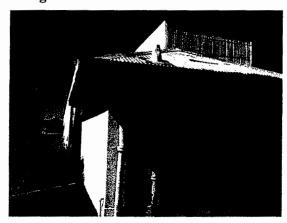




Building 213 and 373 are long one story warehouse type structures. Both buildings have a center high bay center section. The buildings roof sections consist of both wood and steel framing with metal roofing. The exterior is sheathed in metal siding with window located on both the high bay and low walls. Building 213 is tied along its north elevation to the adjacent building 259. Building 213 is approximately 300 feet long by 65 feet wide. Building 373 is approximately 200 feet ling by 60 feet wide. Both buildings appear to bear on concrete foundations.

U.S. Navy Yard, Mare Island 77A, 213, 373, 409, 489,559, 657, 749 and 761 Structural Review Project No. 207-166 September 21, 2007 Page 2 of 5

### **Buildings 77A and 409**

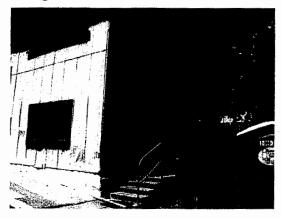


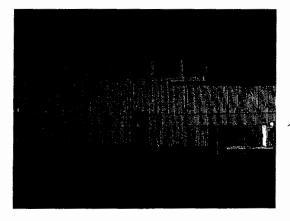


Building 77A is a small latrine with wood framed roof, walls and a concrete foundation.

Building 409 is a long and narrow shed building reportedly built in 1921. The building is approximately 340 feet long by 16 feet wide. It is wood framed with metal siding and roofing. The front portion has a hipped roof and the rear a flat roof.

### Buildings 489 and 559





Building 489 and 559 are long rectangular warehouse structures. Both buildings are wood framed heavy timber with predominately metal siding. Foundations consist of concrete spread footings with a concrete slab on grade. The floor areas of the two buildings are approximately 18,000 and 21,000 square feet respectively.

Building 489 was reportedly constructed in 1936. It has a loading dock along both longitudinal sides of the building. the roof framing consists of wood strusses and a wodd sheathed roof. Building 599 was reportedly construction in 1941. A monitor roof extends the length of the building.

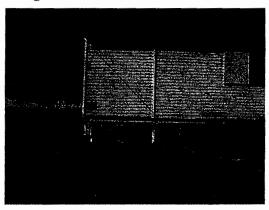
U.S. Navy Yard, Mare Island 77A, 213, 373, 409, 489,559, 657, 749 and 761 Structural Review Project No. 207-166 September 21, 2007 Page 3 of 5

### **Building 657**



Building 657 is a two story reinforced concrete structure built in 1944. The building is rectangular in shape with the ground floor approximately 4 feet above grade. Steel stairs provide access into the building. A expansion joint was observed where the building was reportedly expanding in 1945. The roof is flat with a concrete overhang/eave. The building's area is approximately 7,000 square feet.

### Buildings 749 and 761





Building 749 and 761 are one story wood framed buildings set on a raised pier foundation system. Building 749 piers are timber where building 761 piers are concrete. Both roof s are flat with an overhang. Building 7is approximately 2,700 square feet in area where building 761 is approximately 6,000 square feet. A ramp/loading dock was observed along the west side of building 761.

U.S. Navy Yard, Mare Island 77A, 213, 373, 409, 489,559, 657, 749 and 761 Structural Review Project No. 207-166 September 21, 2007 Page 4 of 5

### **Observations**

### Buildings 213 and 373

Foundation cracks were observed along the perimeter of Building 373. The exterior siding in both buildings is in poor condition. In many areas the siding is only partially attached to the structure.

### **Buildings 77A and 409**

Building 409 is a shed structure that appears to have been modified on to over the years. Much of the framing is haphazard. The general condition of the structure is in poor condition. The concrete slab on grade is also in poor with signs of settlement.

### Buildings 489 and 559

Some foundation cracks where observed in both building's foundations. The wood framing is in fair condition except for the areas that are exposed to the weather. As is typical with these buildings, the metal siding's connection with the building structure is in poor condition.

### **Building 657**

The exterior condition of the concrete walls and framing appear in relatively good condition. The soil around the base of the structure appears to have subsided in a few areas especially at the exterior stair landings. A small steel framed shed building found along the east side of the structure has appeared to settle away from the structure.

### Buildings 749 and 761

Both building are in poor condition with building 749 being the worst. Extensive deterioration to the wood framing was observed at 749 along with a significant bow in the floor levelness.

### Lateral Load System

### Buildings 213, 373, 77A, 409, 489, 559, 749 and 761

The building's lateral resisting system relies solely on the exterior siding. In addition, the roof diaphragm relies predominately on a light steel decking. However, none of these systems have an adequate or complete load path to provide lateral resistance. Most of the exterior walls resistance is also restricted due to the extent of deterioration. Building 749 and 761 also have lateral weakness due to the raised pier foundation.

The weakness of the present system includes (but not limited to): lack of sheathing connection to its support members, shear transfer connections from the roof to the walls and shear transfer connections to the foundation.

### **Building 657**

The lateral strength of this building relies on the concrete interior and exterior walls and appears to have a complete load path down to the foundation. Seismic improvements to this building to meet current Code requirements may not be significant.

U.S. Navy Yard, Mare Island 77A, 213, 373, 409, 489,559, 657, 749 and 761 Structural Review Project No. 207-166 September 21, 2007 Page 5 of 5

### **Summary**

### Buildings 213, 373, 77A, 409, 489, 559, 749 and 761

In general, the building's internal framework is in relatively fair condition for its age. The lateral resisting elements of these structures appears to be the weakest structural link. They clearly do not meet the current building code lateral requirements and would require significant improvements just to meet minimum life safety standards.

A typical structural upgrade of the structure would require diaphragm strengthening (adding plywood at the roof), addition of plywood shear walls or steel frames, added shear transfer connections and collectors, and new foundations.

### **Building 657**

As previously noted the building is in relatively good shape and has an adequate lateral system. To meet the current lateral code requirements would possibly entail strengthening the existing concrete walls with shotcrete and or adding walls.

Due to the present condition of the buildings, a seismic upgrade to the current building code standards is recommended. Anything less would leave the building susceptible to major damage due to a seismic event.

If relocation of these buildings is considered, bracing will be required to get the buildings prepared for a move. Once relocated, the buildings will still need to be upgraded and installed on a new foundation system.

Please call if you have any questions or comments. We look forward to working with you on this and other projects in the future.

Sincerely,

MURPHY BURR CURRY, INC.

Steven F Curry, SE 3364

Vice President

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 4 of 8

### Statement of Qualifications for Murphy Burr Curry, Inc.

Murphy Burr Curry, Inc. offers structural engineering consultation encompassing a variety of design and engineering for commercial, private and public developments in the Bay Area and other major cities on the west and east coast. This letter includes a firm description and representative project information.

### THE FIRM

Murphy Burr Curry, Inc. is a consulting structural engineering company founded in 1997. Murphy Burr Curry, Inc. currently has a total of eighteen engineers and technical staff.

The firm offers structural engineering consultation specializing in building design and engineering services. The collective experience of the principals has resulted in the completion of a large number of building evaluations as well as the completion of numerous rehabilitations of existing structures, including an emphasis on historic buildings.

The goal of Murphy Burr Curry, Inc. is to create innovative, imaginative, appropriate and cost-effective structural design, and client satisfaction. Our commitment to our projects is reflected in the fact that most of our workload is based on referrals from owners, architects and contractors.

Murphy Burr Curry's recent award-winning projects include New Independent High School, San Francisco which won the 2006 International Interior Design Association Honor Award, 251 South Van Ness, San Francisco and the Community School of Music and Arts, Mountain View. These projects won the top two AIA San Francisco Design Awards for Excellence in 2004. Please refer to our web site, <a href="https://www.mbcse.com">www.mbcse.com</a>, for additional details of our firm.

Murphy Burr Curry has extensive experience in the evaluation and renovations of numerous structures located within de-activated military bases. MBC has completed work in the following bases:

### Alameda Naval Air Station

Manex Entertainment/Mass Illusions 1190 W. Tower, Alameda Naval Air station

Manex Entertainment/Mass Illusions 1150 W. Tower, Alameda Naval Air station

The Air Control Tower- Alameda Naval Air station

Building 62- Alameda Naval Air station

Building 8 - Alameda Naval Air station

Alameda Power & Telecom, Building 2, Wing 3 (Headend Fac) - Alameda Naval Air station

TVT Communications, Building 5 - Alameda Naval Air station

EON Enterprises (Warner Bros.), Building 400 - Alameda Naval Air station

EON Enterprises (Warner Bros.) Building 401 - Alameda Naval Air station

Escape Entertain, 2550 Monarch - Alameda Naval Air station

Auctions by the Bay, the Theater at Alameda Naval Air Station

Building 5 - Alameda Naval Air station

Rosenblum Winery - Gunnery Calibration Facility - Alameda Naval Air Station

### The Presidio of San Francisco

Evaluation and rapid assessment, Non-Residential Buildings, The Presidio of San Francisco

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 5 of 8

Evaluation and rapid assessment, Residential Building, The Presidio of San Francisco Various Residential Building Rehabilitation Projects, the Presidio of San Francisco Moore Foundation, Building 38, the Presidio of San Francisco Presidio Bank Tenant Improvement Presidio Visitor Center Family Violence Center, the Presidio of San Francisco Building 1007, the Presidio of San Francisco Presidio Stables, the Presidio of San Francisco Letterman Digital Center, the Presidio of San Francisco The Thoreau Center, The Presidio of San Francisco West Crissy Field Building Survey, The Presidio of San Francisco Bay School of San Francisco, Building 35, The Presidio of San Francisco

### Mare Island Naval Shipyard

Building 543 Mare Island Barracks Mare Island - Q Quarters Mare Island Church

### Fort Baker

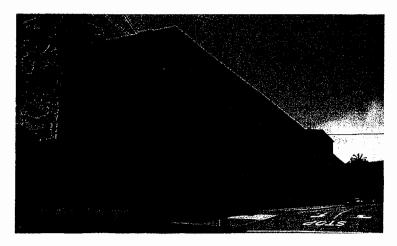
The Retreat at Fort Baker – This project includes the renovation and adaptive reuse of 16 existing buildings and the construction of 17 new buildings to be compatible with NPS Guidelines Evaluation and recommendations for Building 557 - Fort Baker

Following are specific details on representative examples of projects recently completed by Murphy Burr Curry.

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 6 of 8



Fort Baker Retreat Client National Park Service, Fort Baker Retreat Group The conversion of Fort Baker to a lodging and recreation facility involves the renovation and seismic upgrading of 18 historic buildings and 15 new wood framed buildings. Murphy Burr Curry, Inc. is the structural engineer for both architectural firms working on this \$65M conversion. The seismic upgrade of the historic buildings range from three story wood framed officers' quarters to two-story unreinforced brick masonry buildings. The new structures included a 7,400 square foot wood framed Healing Arts Center and numerous two story wood framed lodging buildings. Upgrading of the existing buildings complies with the Life Safety Standards of FEMA 356 guidelines. All new structures comply with the International Building Code (IBC), 2003 Edition.



Building 35 – The Presidio of San Francisco Owner

Murphy Burr Curry, Inc has prepared several seismic renovation designs for the Historic Building 35 in the Presidio. Utilizing the Historic Building Code, our latest design scheme with Huntsman Design Group

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 7 of 8

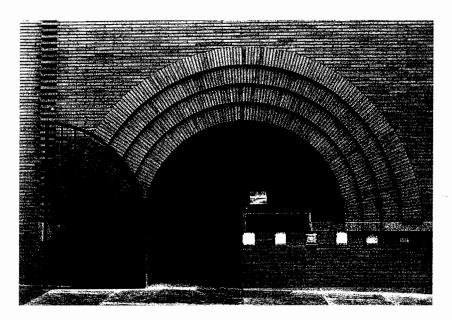
National Park Service

includes new concrete shearwalls and footings along with concrete restoration work. Other features of the retrofit included the new stairs and elevators, penthouse retrofit, and re-establishing original building exterior ornamentation.



Marin Headlands Arts Center Owner Golden Gate National Recreation Area This historic two-story wood framed building, formerly used by the military, now houses the Marin Headlands Arts Center. Murphy Burr Curry designed a seismic upgrade and general renovation, which incorporated the use of sustainable building materials in the design and construction.

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 8 of 8



140 Maiden Lane San Francisco, CA Client Folk Art International 140 Maiden Lane was designed by Frank Lloyd Wright as a gift shop for V.C Morris in 1948. It is now an art gallery. The main features of the building are its brick veneer façade and interior spiral ramp to the second level. The building is also an Unreinforced Masonry Bearing wall building and as such, required a mandatory seismic retrofit. Murphy Burr Curry worked closely with the architect to design a strengthening system which minimized intrusion into the building spaces.

Bay School of San Francisco Building 39, Presidio San Francisco, CA Owner Equity Community Partners Architect Leddy Maytum Stacy Architects Building 39, Presidio was renovated and seismically retrofit for use as the new home for the Bay School of San Francisco. The work included full upgrade of the existing structural system to comply with the Uniform Building Code, 2001 Edition while conforming to the requirements of the National Park Service and preserving the historic fabric and nature of the building. A series of concrete shear walls were added in the building to supplement the building's existing lateral capacity. In addition, new seismic restraints and strong backs were added to brace the original hollow clay tile corridor walls and plaster ceiling in historically sensitive areas.

Murphy Burr Curry, Inc. provided full structural engineering service for the porject including structural design for seismic upgrade and ancillery elements including exterior stairs and canopy.

## BDE Architecture | Qualifications

BDE Architecture has focused on historic renovation and adaptive re-use projects around the Bay Area and has developed the skills required by historic proj-

## Relevant Work

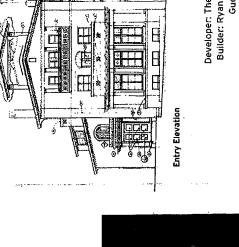
The Bancroft Hotel in Berkeley is a historic building that was restored and converted for use as a 22-room hotel and function facility. It won the 1995 Annual Design Award for Outstanding Achievement in Restoration by the California Preservation Foundation.

BDE worked with the Redevelopment Agency of San Jose and the State Historic Preservation guidelines to rehabilitate the 1904 Spanish eclectic style vaudeville theater into a venue for live entertainment. The project goals were met, to create a showcase for contemporary uses, while reflecting and preserving the The San Jose Theater, a HABS-level rehabilitation and reuse project, won first prize for rehabilitated structures at the 2003 Pacific Coast Builder's Conference. rich historical fabric of the structure.

retail tenant improvements, historic facade restoration and replacement, seismic upgrades and ADA compliance. The Old Oakland project is considered as has served as the project architect for the past 12 years and has been associated with the project for 17 years. Architectural services have included office and The Old Oakland project consists of ten late eighteen hundred buildings on two city blocks in the heart of downtown Oakland. Berger Detrner Ennis, Inc. the best example of Victorian Commercial Archtecture on the West Coast. Other historical renovation projects include the American Tin Cannery, which was featured in Progressive Architecture Magazine, and the rehabilitation of a pre-1900 residential building in San Francisco's North Beach district. Historic rehabilitation projects currently under construction include San Jose's Crescent Jewelers and Peraluma's Old Silk Mill, a designated historic landmark.



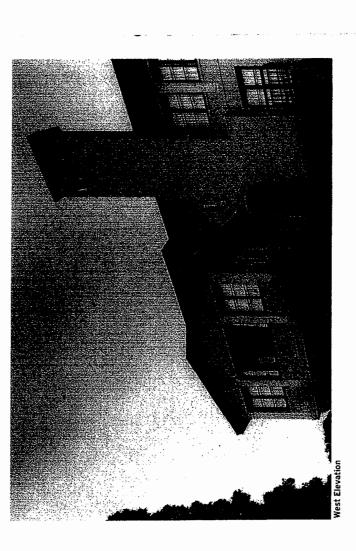
Built in 1928 as the College Women's Club in Berkeley, California, this historic building was restored and converted for use as a 22 room hotel and function facility. The restoration included seismic upgrade, accessibility modification, new decor, furnishings and equipment for hotel use as well as exterior wall and roof renovation. The Bancroft Hotel was awarded the 1995 Annual Design Award for Outstanding Achievement in Restoration by the California Preservation Foundation.



Bancroft Avenue

Developer: The Ross Family Builder: Ryan Construction Guest rooms: 22 Square footage: 20,000 SF

Entry



West Elevation

 $\blacksquare$ 

# San Jose | California | Jose Theater

uses, while reflecting and preserving the rich historical fabric of success of the project "The Jose Theater is a proud Downtown facade details, elaborate plaster ceiling mouldings and gold leaf the structure. San Jose Mayor Ron Gonzales summarized the delighted it will now bring enjoyment for audiences long into project goals were met, to create a showcase for contemporary the future". Historic details including intricate terra cotta vaudville theater into a venue for live entertainment. The BDE Architecture, Inc. worked with the Redevelopment landmark that connects us to our city's history, and I'm guidelines to rehabilitate the 1904 Spanish eclectic style Agency of San Jose and the State Historic Preservation application underwent forensic examination to insure preservation of important character defining features.





Before

Developer: The Redevelopment Agency of the City of San Jose Builder: Garden City Construction Construction Cost: \$6,000,000

### SITE DEVELOPMENT ANALYSIS

MARE ISLAND BUILDING 455

### INCLUDES FEASIBLITY ANALYSIS INFORMATION



Just as the Mare Island Shipyard broke new ground as the first naval station in the Pacific, the City of Vallejo expects to take a national leadership role in the reuse of historic military bases. (2.2.1)



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- III. The New Town Center
- IV. Preserve/Revitalize
- V. Future of Mare Island

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- I. Site Development Analysis: Building 455
  - A. Building Information
  - B. Finding
- II. Relocation, Deconstruction, Demolition Analysis: Building 455
  - A. Options for Building 455
  - B. Price Comparison, Building 455
- III. Conclusion: Demolish Building 455
  - A. Findings: Remove Building 455
  - B. Proposal to Record Building

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- A. Vicinity Map
- B. Notable Resource 455
- C. Plan: To Be Demolished
- D. Plan for Redevelopment
- E. Murphy Burr Curry Structural Review Letter
- F. Murphy Burr Curry Experience
- G. BDE Architecture, Inc. Experience

### ARCHITECTURAL HERITAGE & LANDMARKS COMMISSION

### STAFF REPORT

Date of Hearing: December 13, 2007 Agenda Item: 13a

Application: Certificate of Appropriateness #07-0030 as governed by Chapter

16.38, Architectural Heritage and Historic Preservation, Vallejo

Municipal Code

Recommendation: Approve Certificate of Appropriateness #07-0030 subject to the

findings and conditions contained in this staff report.

1. **PROJECT** Request to amend Certificate of Appropriateness

#05-0051 (Tentative Map) and #05-0056 (Planned Development Unit Plan) to allow the construction of three six-plexes on Azuar Drive at Oklahoma Street

on Mare Island.

2. LOCATION: Azuar Drive at Oklahoma Street, Development Area

8B South, Reuse Area 8, Mare Island

**3. APPLICANT:** Ashley Feeney

John Laing Homes

1544 Eureka Road, Suite 250

Roseville, CA 95661

4. PROPERTY OWNER: Lennar Mare Island, LLC

690 Walnut Avenue Vallejo, CA´ 94590

### 4. PROJECT DESCRIPTION SUMMARY:

Certificates of Appropriateness (COA) #05-0051 and #05-0056 approved plans for a residential subdivision in the 8B South Development Area. This included the establishment of two parcels to accommodate three "mansion" four-plexes fronting Azuar Drive. The COAs were approved by the AHLC in October 2005. A revised application has been submitted that proposes to intensify the three "mansion" buildings as six-plexes, adding six residential units to the overall development, for a total of eighteen units in lieu of the previously approved twelve.

The new proposed architectural designs are similar in style and detailing to the originally approved designs; however, the additional units bring about

modifications to the site plan as well as changes to the size, massing, and design of the buildings (See Attachment E). The modifications can be summarized as follows:

- Changing the footprint of each mansion building to be larger, particularly from front to back, with corresponding higher ridgelines and a larger roof mass
- Increasing the height of much of the side elevations from one story to two story to accommodate the additional rear units, but also decreasing the height of some areas of the side elevations, including the chimney heights to reduce the visual size
- Modifying the front porticos to make them more open, to place less mass near the sidewalks.
- Reducing the front setback creating terracing adjacent to the sidewalk along Azuar Drive
- · Adding two additional garages to the inner courtyard
- Adding a sidewalk along the rear alley at Lot 19, and a wheelchair ramp from the sidewalk along Azuar Drive at Lot 20 providing access compliant with the American with Disabilities (ADA) Act.

The proposed amendment also includes re-alignment of Oklahoma Street that eliminates a center median to allow for on-street parking. The additional spaces are needed for the increased density of the mansion buildings. The alleys would also terminate at the north and south ends. The approved and proposed alignments are detailed in Attachment F.

### 5. RELATION TO CEQA:

This project, as conditioned, has been determined to be exempt from the requirements of the California Environmental Quality Act per Section 15331 (Class 31) of Title 14 of the California Code of Regulations because the project preserves the historic resources in a manner consistent with the Secretary of the Interior's.

### 6. NOTICING AND PUBLIC COMMENTS

Notice of a public hearing was sent to property owners within 500 feet of the subject property, to federal agencies on the Island and other interested parties on December 3, 2007.

### 7. STAFF ANALYSIS:

### Architectural Heritage and Landmarks Commission (AHLC) Jurisdiction

A portion of the project site is located within the Mare Island Historic District, in the Residential Character Area, and subject to the Mare Island Historic District Project Guidelines, Appendix B.1 of the Mare Island Specific Plan. The northern border of the proposed project area falls within the boundaries of National Historic Landmark (NHL) Area C, specifically a small portion of the project area overlaps the southern corner of the Landmark Site at Building M1. (See Attachment B.)

Per Section 8.2.1 of the Historic Project Guidelines, all new construction within the Mare Island Historic District or Landmark Site requires COA approval by the AHLC. Because the subject project proposes the construction of new buildings and landscaping within the Historic District and overlaps the NHL boundaries, the application requires review and approval from the AHLC.

### Significance Documentation

Two listed historic resources fall within the project site, the palm tree landscape along Azuar Drive and the landscape at Building M1. The following descriptions of the resources are provided from the 1994-1995 Historical Survey of Mare Island Naval Complex (MINC-HS) and the 1996 Mare Island National Register Nomination Form (MINR Nomination):

Mare Island Historic District National Register District: "The dominant characteristic of the historic district is its diversity... Because the district is so varied, the resources included therein can only be appreciated in the context in which they were built. That context is defined by two variables: the function with which a resource is associated...and the period in which the resource was built." (from Summary Description of the MINR Nomination)

Landscape – Palm Trees: "Eighteen large palm trees line Cedar Avenue [now known as Azuar Drive] between 12th and 14th [now Nereus] Streets. Since their planting in 1900 they have served as a separation line between the Marine Corps and residential areas and the industrial areas." (MINR Nomination)

"There are eighteen large palm trees on the east side of Cedar Avenue [Azuar Drive] between 12th [now Vanguard] and 14th [now Nereus] Streets. They serve as a line of separation of the industrial area from the Marine Commandant's house, the N.C.O. Club, and the western residential area.

"The line of palm trees of the Historic Hospital District [is] a reminder of a similar line that led from the east embankment of the island to the large historic Naval Hospital." (MINC-HS 1/3/85)

Landscape at Building M1: "Landscape at this residence is made up of several garden rooms. The entry court to the north of the building (along the driveway) is spotted with old post lamps, lawn, large trees, and a formal

entry walk to the front door. Street side landscape consists of lawn, secondary walks, foundation shrubs and trees. There is also an enclosed south garden with entertaining area and an old lath house. The backyard is protected from the south by a hedge/wall of Carolina jasmine. Notable plants include: pepper trees, deodar cedar, carob tree, fig tree, citrus, weeping willow, English walnut, oleander, roses, iris, boxwood hedge, pyracantha, and yucca." (MINR Nomination)

### **Related Projects**

In October 2005, the AHLC approved COA #05-0051 for the Tentative Map and COA #0056 for the Planned Development Unit Plan of 8B South. This residential subdivision established two parcels to include the proposed subject buildings and surrounding Project Site. The project also included an alignment for Oklahoma Street that envisioned three landscaped medians. (See Attachment F.)

### **Project Impact on Historic Resources**

The applicant proposes to construct three new buildings and re-align an approved street that are within the boundaries of the Mare Island Historic District according to the criteria established by the City of Vallejo. To achieve this goal, the project must reinforce historic spatial characteristics, materials, and forms, be visually compatible with the character of the original historic building and of the Historic District in general. (See Secretary Standard's Review and Design Guidelines Review for more detailed analysis.)

### Secretary of the Interior's Standards Review

As required by Section 16.38.290 "Certificate of Appropriateness – Process" of the Zoning Ordinance, the proposed project must be reviewed for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). The treatment that would apply to this project is Rehabilitation, as this is the only treatment that allows alterations to historic properties. "Rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use, while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."

As conditioned, the project meets the Standards as per the following analysis:

1. A property would 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.

The project makes changes to the historic use of the property; however, the area is primarily undeveloped space and does not have currently distinctive

characteristics within the District except as "support" and/or open space. The primary feature that will be modified under this project is the existing grading and how it connects and/or separates the surrounding resources and the overall character of the Historic District. The modification of the topology of this area may impact the spatial relationships of the District (see Standard 9 for more analysis). The revised roadway, which eliminates the median is consistent with other historic streets in the area and is more in keeping with the spatial relationships of the District.

2. The historic character of a property will be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided.

As conditioned, the overall historic character of the Historic District and NHL site would be preserved in this project, as the form, size and location of the proposed buildings provide open space and have compatible design features with the surrounding historic district. The revised design for Oklahoma Street is also consistent with the historic character of the area.

3. Each property would be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, would not be undertaken.

The project does not involve changes that would create a false sense of historical development. The proposed changes are differentiated from the original surrounding buildings by their conceptual design and construction details (see also Standard 9, below).

4. "Changes to a property that have acquired historic significance in their own right will be retained and preserved."

No changes to the property have been determined to have acquired historic significance in their own right.

5. "Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved."

No distinctive historic materials, features, finishes or craftsmanship are proposed for removal or alteration in this project.

6. "Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of

missing features will be substantiated by documentary and physical evidence."

No deteriorated historic features are proposed for rehabilitation in this project.

7. "Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used."

No chemical or physical treatments are proposed for this project.

8. "Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken."

Archeological resources have not been previously identified in the subject area. Should any archeological resources be discovered in the course of project implementation, the practices prescribed under the Mare Island Archeological Treatment Plan shall be followed.

9. New additions, exterior alterations, or related new construction would not destroy historic materials, features, and spatial relationships that characterize the property. The new works shall be differentiated from the old and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The spatial relationship of the buildings appears appropriate—there is open space around them, and they have a rhythm and pattern that is compatible with the District and with the resources in the immediate area; however, the front setback is very close to the sidewalks, and the landscaping design is not compatible with the character of the District, including the retaining wall design. pathway layout, and plantings. This design is critical as to how these buildings will impact the overall district setting. It is recommended that the applicant revise the site plan to include the following: (a) materials for the pathway (including the ADA ramp) and retaining wall system that are integrated and consistent with other materials used in the District; and (b) a revised design for the ADA ramp on Lot 20 from the sidewalk along Azuar Drive that is linear and more consistent with the pathway layout on the site. It is also recommended that the applicant revise the landscape plan to reduce the amount of plants and shrubs on the sites, particularly near the pathway and include more lawn, and replace one or two of the plant types with hedges. Both the revised site plan and landscape plan shall be submitted for review and approval by the Secretary to the AHLC prior to the issuance of a building permit.

10. New additions and adjacent or related new construction would be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The addition and removal of any of the proposed project components would not impair the essential form and integrity of the building and surrounding historic district.

### Mare Island Historic District Design Guidelines Review

As required by Section 16.38.290 "Certificate of Appropriateness – Process" of the Zoning Ordinance, the proposed project must be reviewed for compliance with the Design Guidelines (Design Guidelines) prepared for the Mare Island Historic District by Winter & Company.

Guidelines for new construction projects are found in the Introduction (which lays out the process and identifies the pertinent chapters within the guidelines). According to the chart on page I-6, Chapters 1, 2, 9, and 12 should be applied to this project.

Chapter 1 describes the overall history and character of the Historic District. There are no specific guidelines in this chapter, but it provides a framework for the remaining analysis.

Chapter 2 identifies architectural styles and key features of buildings on Mare Island. There are no historic buildings within the project boundaries.

Chapter 9 includes the bulk of the guidelines for new construction. Only some guidelines apply to this project, and the project is generally compliant with them. The compliant items include, but are not limited to: 9.1, 9.2, 9.3, 9.4 (as conditioned), and 9.5 (as conditioned), as well as

Chapter 12, Residential Character Areas: As conditioned, the project is in keeping with the Design Guidelines regarding the specific Character Area G. The Residential Character area guidelines address primarily site elements, including location of parking, preserving established residential setbacks, and locating garages in the rear of the parcels, and landscape elements, such as providing lawns, general fence guidelines, and maintaining street canopies. Several of the guidelines apply specifically to this project, and the proposal complies with the following applicable guidelines, including: 12.1, 12.4, 12.10, 12.11, 12.13, 12.14, 12.19, 12.20, 12.21, 12.22 (mostly), 12.23, 12.24, 12.25, 12.26, 12.27, and 12.28. Guideline 12.12 is not met to the letter; however, the intent is met visually through the inclusion of a front portico and hierarchical entrances along the side elevations. Guidelines 12.15 and 12.16, and 12.18 are not yet met, and it is recommended that the landscape design be redesigned and resubmitted to the

Secretary of the AHLC for review and approval. (Applicable pages of the Design Guidelines are provided as Attachment G.)

### Conclusion

As conditioned, the proposed project would not adversely affect the historic nature of the original main house, the project site and Historic District.

### 8. STAFF RECOMMENDATION:

Staff recommends that the Commission **APPROVE** Certificate of Appropriateness #07-0030 subject to the following:

### **Findings**

- 1. The proposed project, as conditioned would not adversely affect the historic resource, the relationship and congruity between the subject property and its surroundings, per Section 7 of this report.
- 2. The proposed project, as conditioned, would not adversely affect the special character of the Historic District or National Landmark Site per Section 7 of this report.
- 3. The proposed project, as conditioned, is consistent with the Secretary of Interior Standards.

### Conditions of Approval

- 1. The applicant shall revise and submit the site plan to include materials for the pathways (including the ADA ramp) and retaining wall system that are integrated and consistent with other materials used in the District, and a revised design for the ADA ramp on Lot 20 from the sidewalk along Azuar Drive that is linear and more consistent with the pathway layout on the site, for review and approval by the Secretary of the AHLC prior to the issuance of a Building Permit.
- 2. The applicant shall revise and submit the landscape plan to provide more lawn area and less plants and shrubs particularly near the pathways, and replace one or two plant types with hedges, for review and approval by the Secretary of the AHLC prior to the issuance of a Building Permit.

### 9. PROJECT REQUIREMENTS

1. The practices for protecting archeological resources detailed in the Mare Island Archeological Treatment Plan shall be applied.

- 2. All contractors and subcontractors on the project shall obtain City of Vallejo business licenses.
- 3. Construction-related activities shall be limited to between the hours of 7 a.m. and 6 p.m., Monday through Saturday. No construction is to occur on Sunday or federal holidays. Construction equipment noise levels shall not exceed the City's maximum allowable noise levels.
- 4. The conditions herein contained shall run with the property and shall be binding on the applicant and all heirs, executors, administrators, and successors in interest to the real property that is the subject of this approval.
- 5. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding against the City and its agents, officers, and employees to attack, set aside, void, or annul this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.

### 10. EXPIRATION

Approval of the Certificate of Appropriateness shall expire automatically eighteen months after the date of approval by the Architectural Heritage and Landmarks Commission unless authorized construction has commenced prior to the expiration date, except that upon written request prior to expiration, the Secretary may extend the approval for an additional twelve months. If the Secretary denies the application for extension, the applicant may appeal to the Commission within ten days after the secretary has denied the extension.

The applicant or any party adversely affected by the decision of the Architectural Heritage and Landmarks Commission may, within ten days after the rendition of the decision of the Architectural Heritage and Landmarks Commission, appeal in writing to the City Council by filing a written appeal with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Architectural Heritage and Landmarks Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Architectural Heritage and Landmarks Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

Notice of the appeal, including the date and time of the City Council's consideration of the appeal, shall be sent by the City Clerk to all property owners within two hundred or five hundred feet of the project boundary, whichever was the original notification boundary.

The Council may affirm, reverse or modify any decision of the Architectural Heritage and Landmarks Commission, which is appealed. The Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.

### ATTACHMENTS:

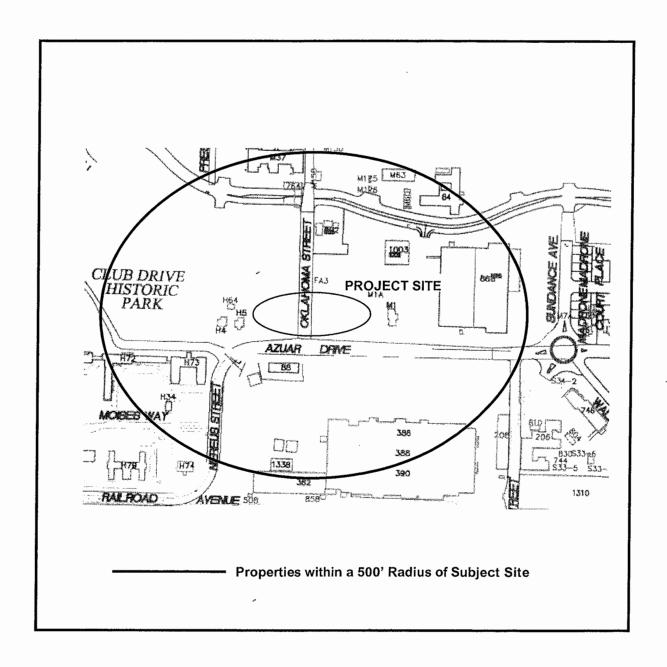
- A. Conflict of Interest Map
- B. Site Location Map With the Historic District Boundaries
- C. Site and Contextual Photographs
- D. Drawing Set of Approved Plans
- E. Drawing Set of Proposed Plans (site plan, landscape plan, roof plans, typical floor plans for first and second levels, exterior elevations--3 sets of four views, and two renderings)
- F. Approved and Proposed Alignment for Oklahoma Street
- G. Applicable Sections of Mare Island Historic Project Guidelines

Prepared by:

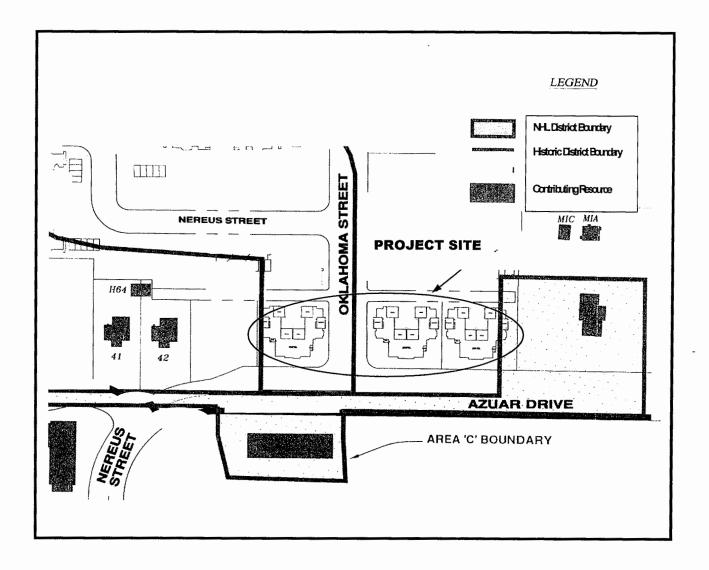
Leslie Dill, Contract Planner

Reviewed by:

Michelle Hightower, Senior Planner



### CERTIFICATE OF APPROPRIATENESS #07-0030 Mansion Towns, Development Area 8B CONFLICT OF INTEREST MAP 500' RADIUS



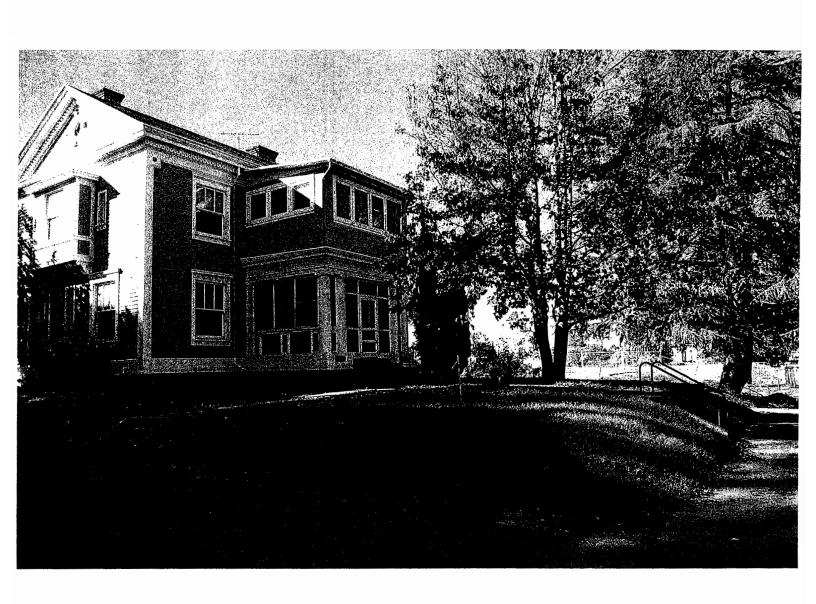
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SITE LOCATION AND HISTORIC DISTRICT BOUNDARIES
Mansion Towns, Development Area 8B

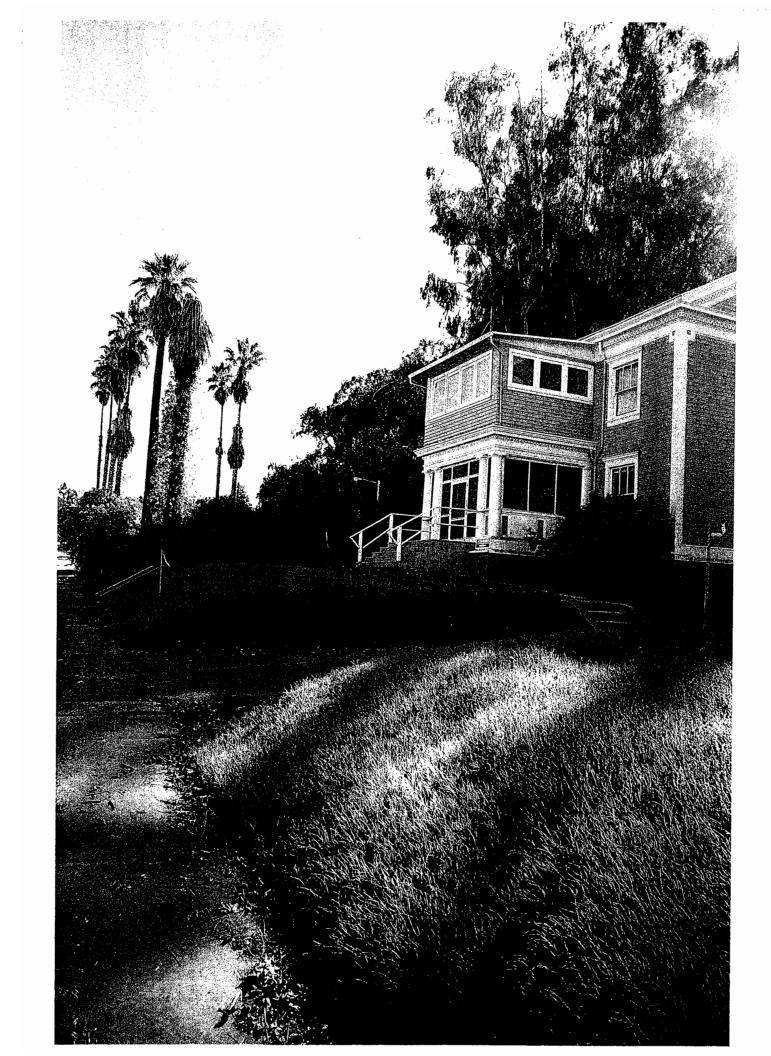
### **INDEX FOR PHOTOGRAPHS**

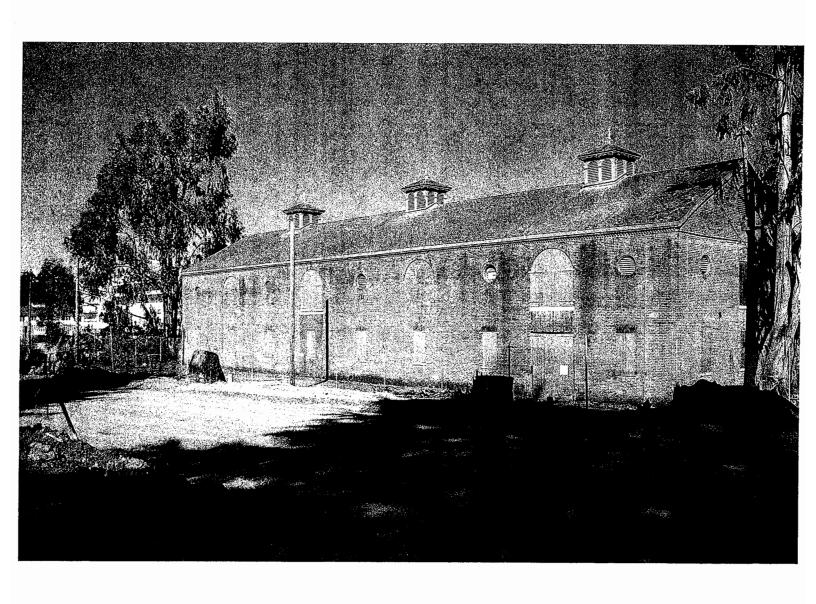
- 1. Project Site South-West View
- 2. Project Site North-West View
- 3. Building H-4 South of the Site (Adjacent to Lot 20)
- 4. Building H-5 South of the Site (Adjacent to Lot 20)
- 5. Building 88 East Side of Azuar Drive
- 6. Building 386 Sout-East Side of Azuar Drive
- 7. Mansion along Walnut Avenue
- 8. Retaining Wall along Walnut Avenue



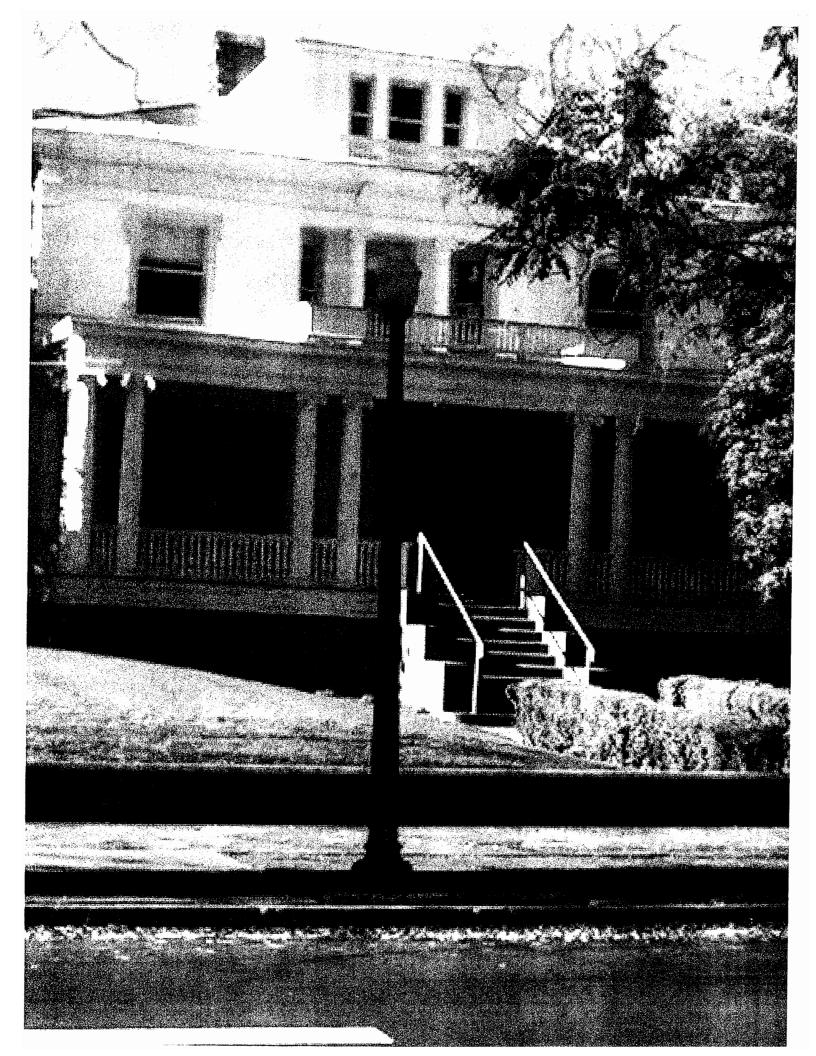


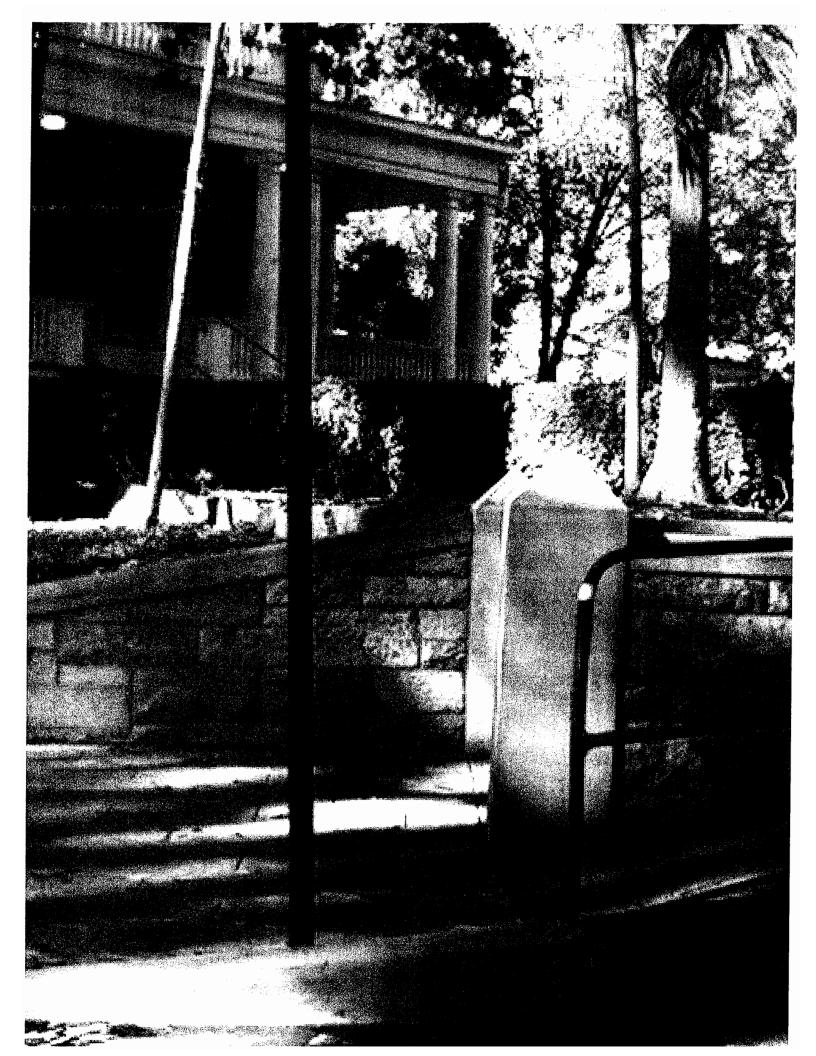












DESIGN REVIEW SUBMITTAL

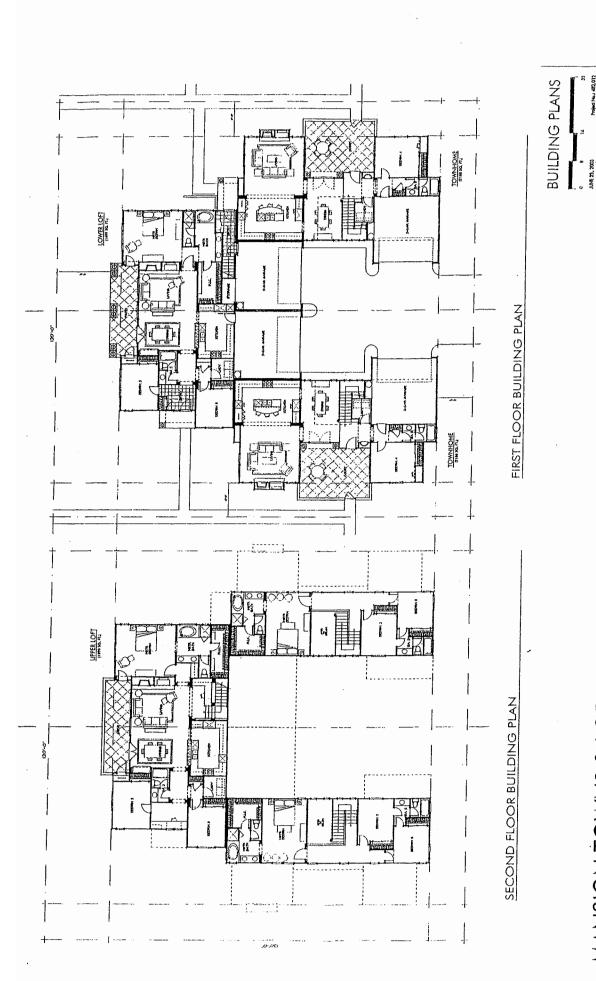
JUNE 25, 2003

MARE ISLAND, CALIFORNIA MANSION TOWNS & LOFTS

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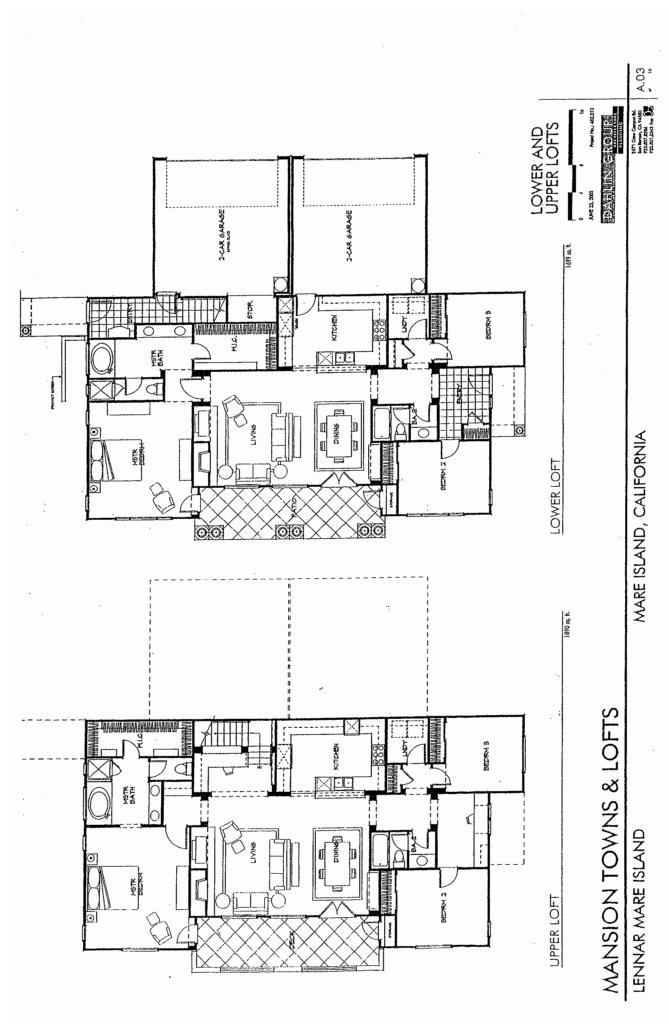
PILITED CONTRACTOR

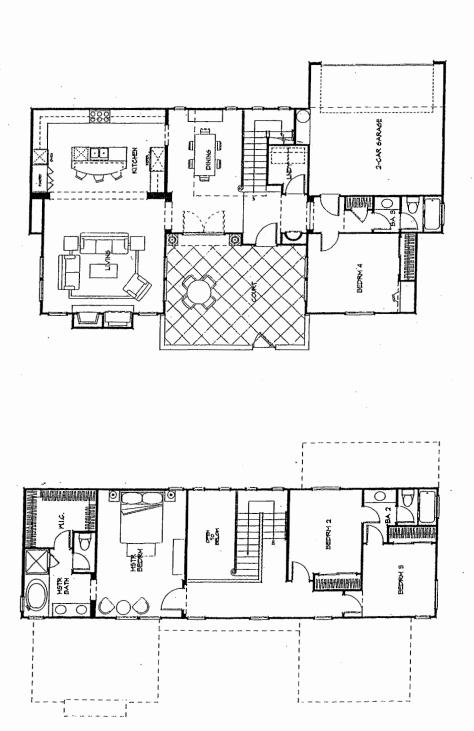
## **APPROVED PLANS**



MANSION TOWNS & LOFTS LENNAR MARE ISLAND

MARE ISLAND, CALIFORNIA





FIRST FLOOR PLAN

SECOND FLOOR PLAN

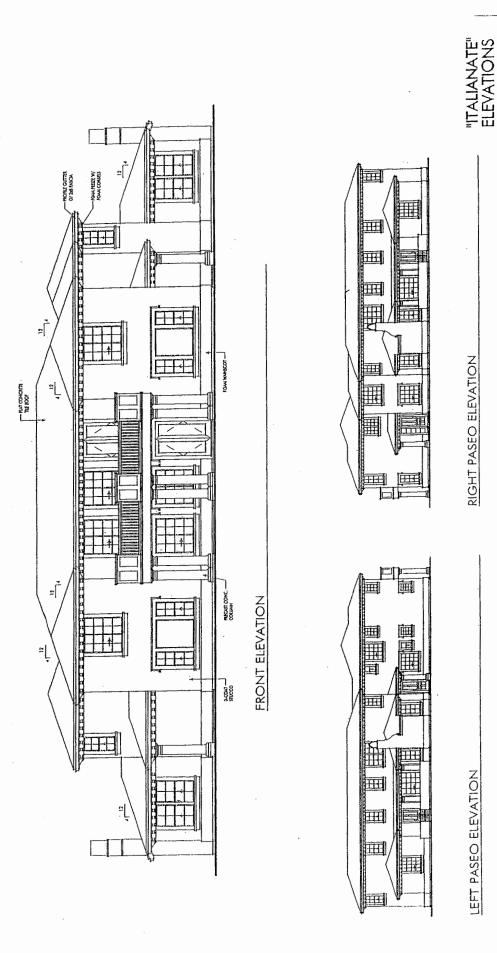
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1233 sq. ft. TOTAL: 2188 sq. ft.

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MANSION TOWNS & LOFTS LENNAR MARE ISLAND

MARE ISLAND, CALIFORNIA



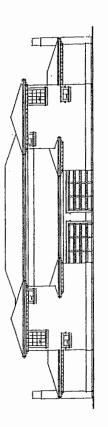
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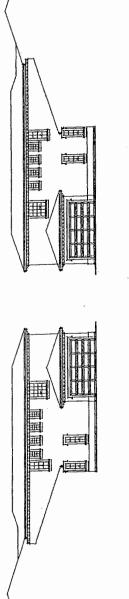
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MANSION TOWNS & LOFTS



ALLEY ELEVATION



RIGHT AUTO COURT ELEVATION

LEFT AUTO COURT ELEVATION

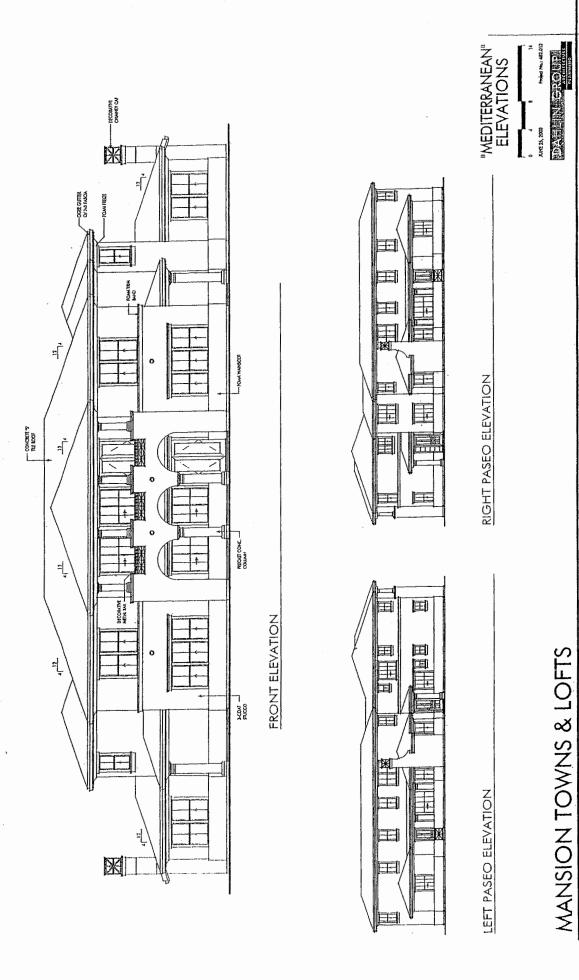
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LENNAR MARE ISLAND

MARE ISLAND, CALIFORNIA

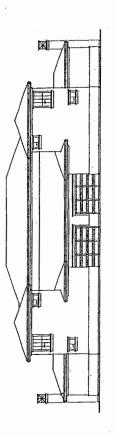
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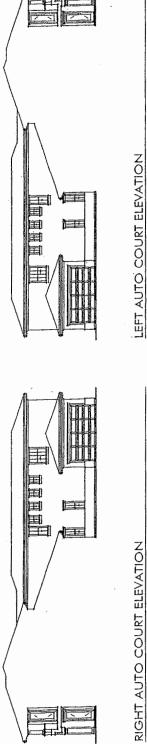
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ALLEY ELEVATION



"MEDITERRANEAN" ELEVATIONS

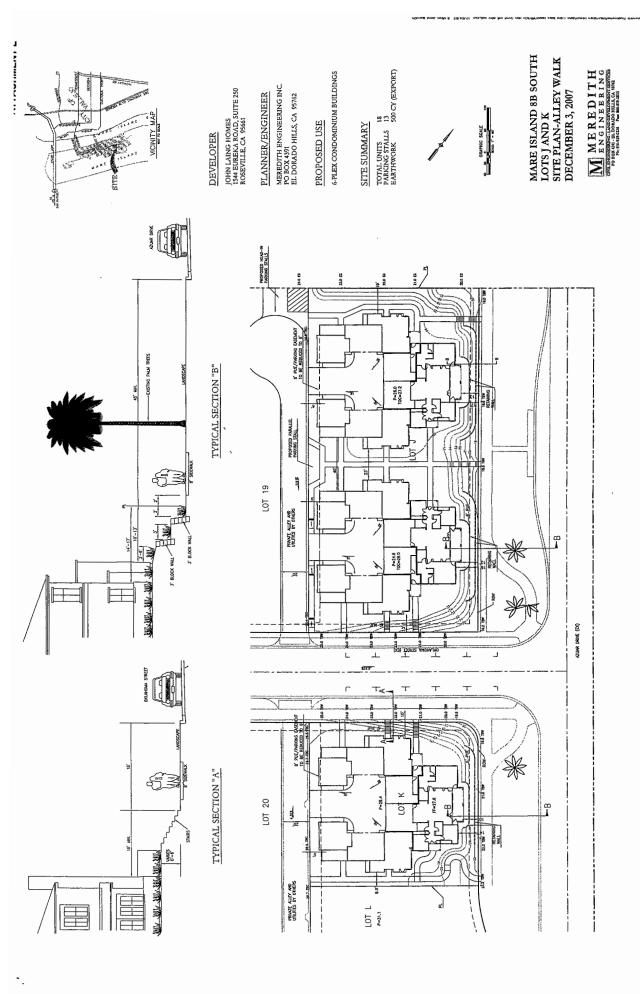
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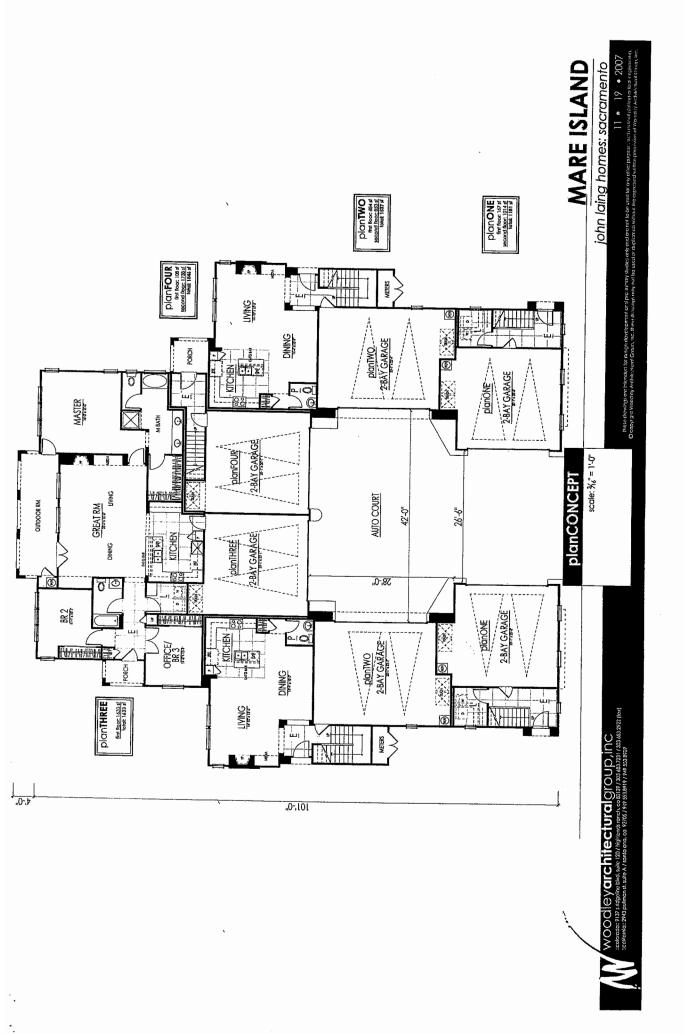
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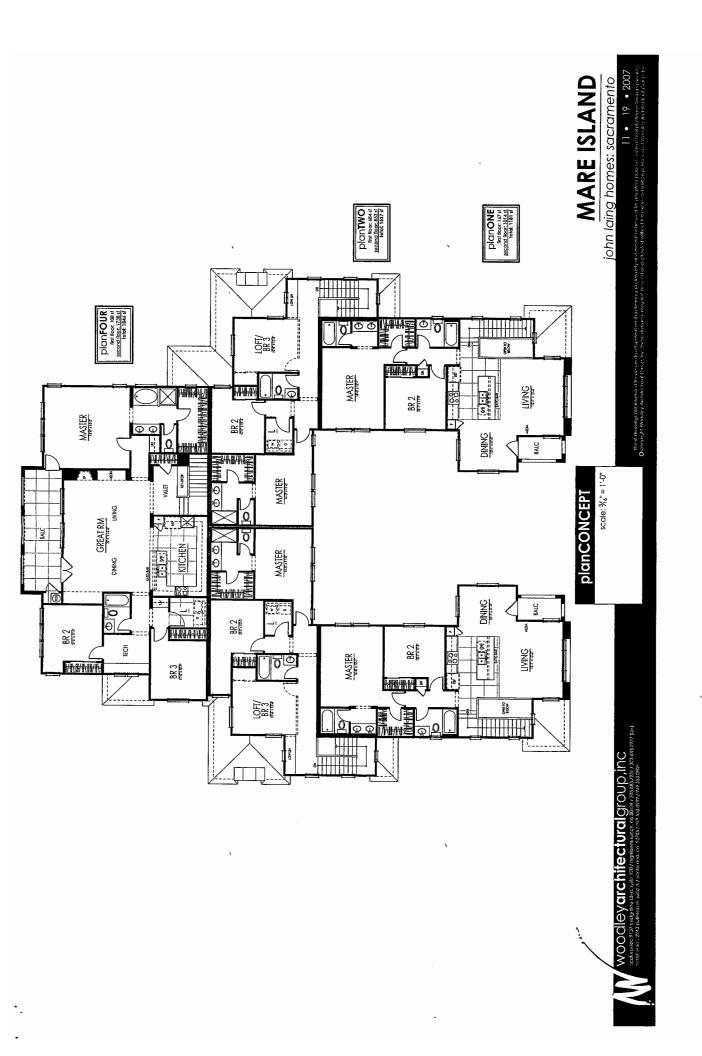
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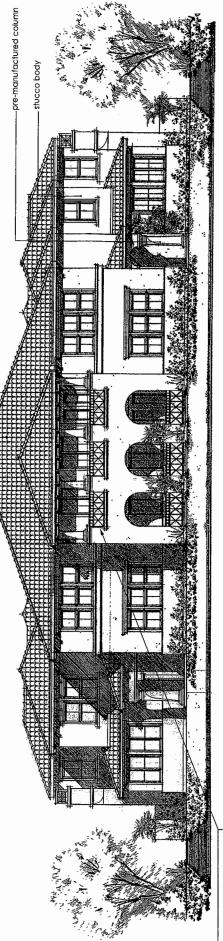
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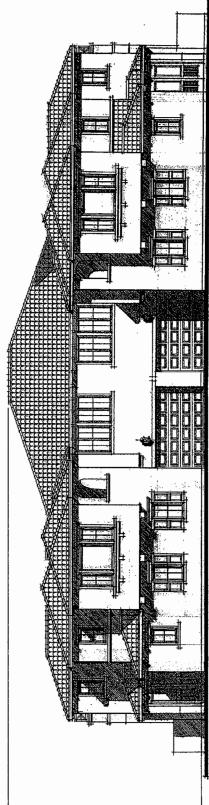






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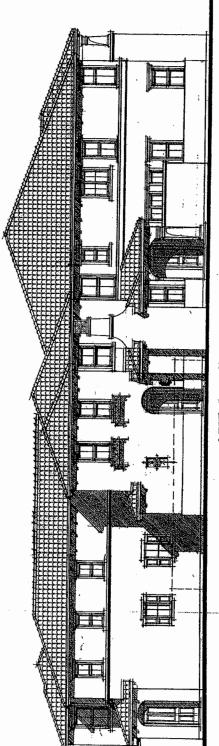


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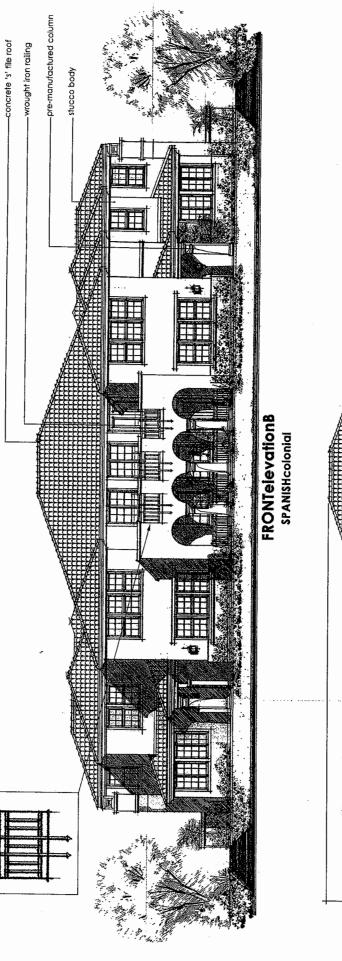


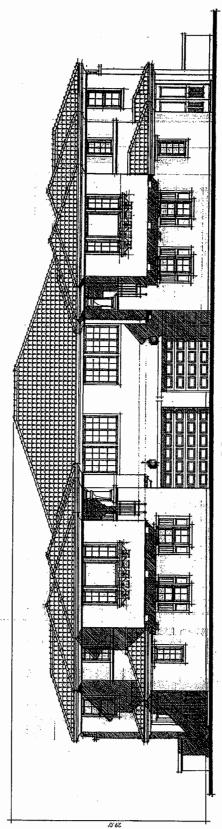
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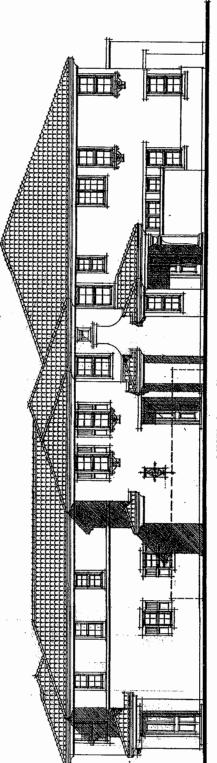


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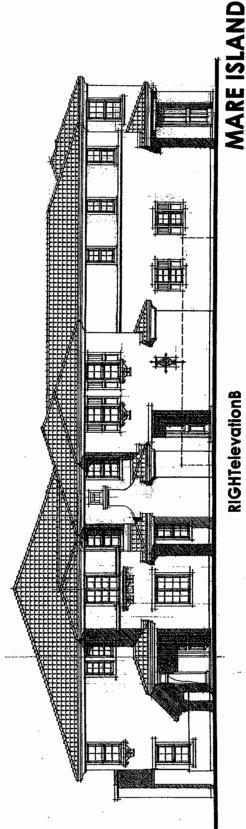
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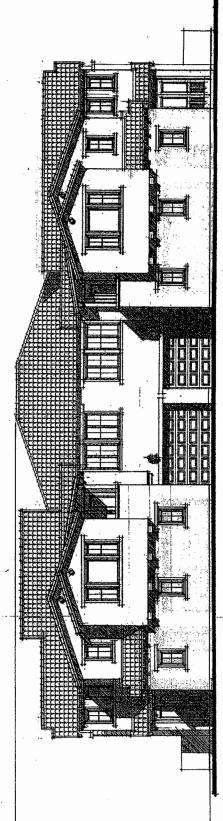
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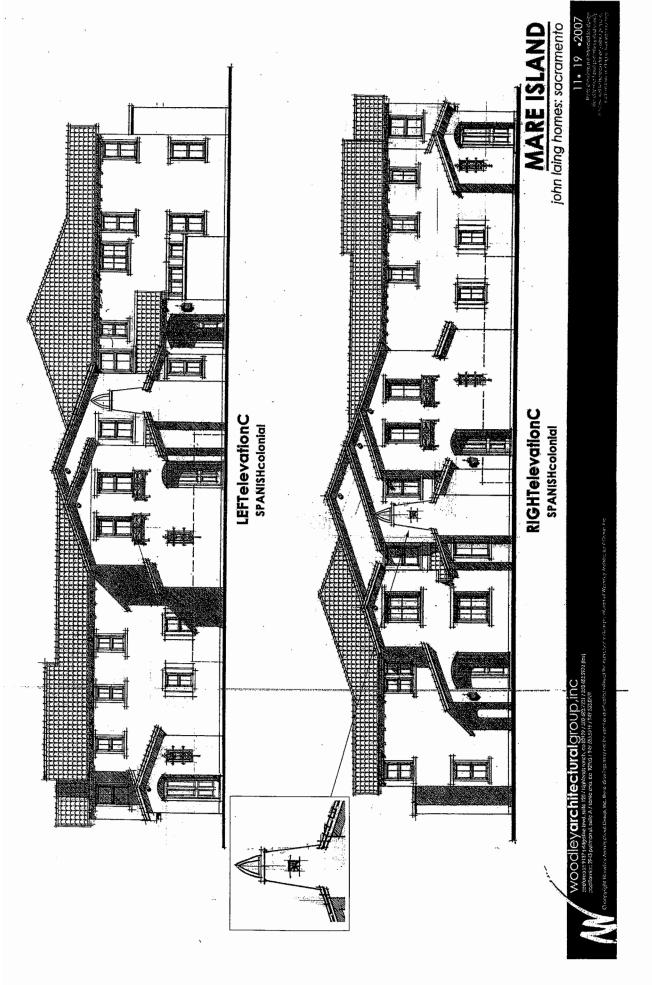
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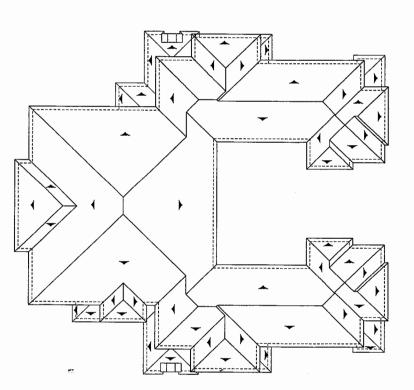
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roofPLAN scale:  $\frac{1}{8}$  = 1-0"

**MARE ISLAND** 

john laing homes: sacramento



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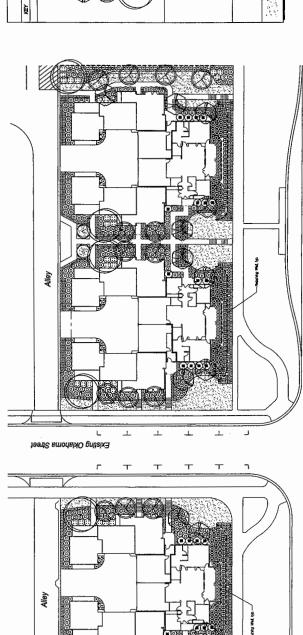
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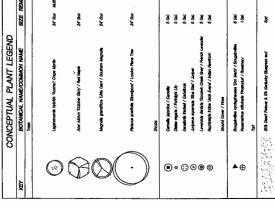
11 • 19 • 2007

CONCEPTUAL LANDSCAPE PLAN FOR PHASE 8B SOUTH

# THE MANSION TOWNS

CITY OF VALLEJO NOVEMBER, 2007





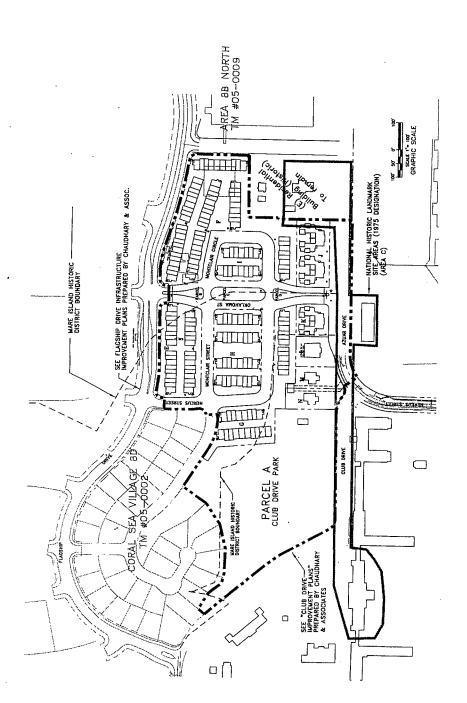




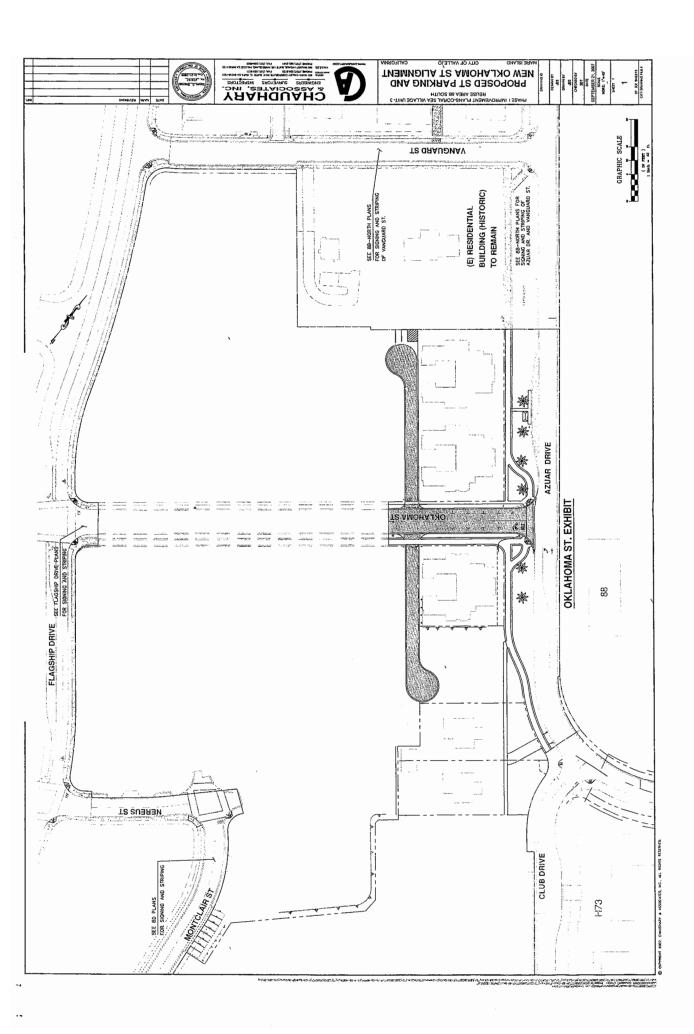




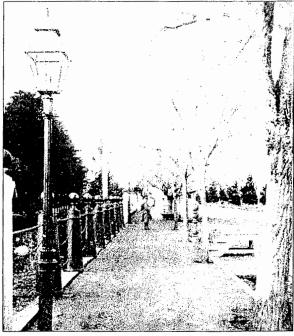




APPROVED ROADWAY ALIGNMENT FOR OKLAHOMA AND ALLEYS OCTOBER 2005



#### **INFRASTRUCTURE**



Streetscape designs have changed over the years on Mare Island. In this 1884 image of Officer's Row, brick paving was laid in a herringbone pattern. A "colonial" lamp was used and bollards lined the inner edge of the sidewalk. Street trees were adjacent to the curb. This arrangement was later replaced with a sidewalk that was separated from the curb by a landscape strip or tree lawn, which in itself has taken on historic significance. (See below.) (Photo: National Archives and Records Administration)



A detached sidewalk, with a planting strip for street trees, should be used in residential areas. (Photo: Walnut Avenue, 1962, National Archives and Records Administration)

The guidelines in this section apply to the public infrastructure in residential areas. These are elements that link sets of properties into discernible groupings, or smaller character areas. A sense of visual continuity should be established with these features, and their design should be compatible with historic precedents.

#### Streets

Key streets of the historic layout should be preserved. These include portions of Walnut and Cedar Avenues as well as cross streets that link residential areas with the waterfront. Exceptions are in some areas along the western edge of the district where street layouts have changed over time.

# 12.1 Maintain the historic street grid system in the core of the residential character areas.

- a. Maintain the alignment of Cedar and Walnut Avenues in this area.
- b. Maintain (and enhance) connections to the waterfront along 15th, 12th, 7th and 3rd Streets.
- Greater variety in street plans have precedence in the western area (Marine Base) and may be considered.

#### Sidewalks, Curbs, and Gutter

Sidewalks, curbs, and gutters are appropriate in the residential character areas. Historically, most sidewalks in these areas were simple in character, although there were locations where more decorative designs were used (specifically along Officer's Row). Although a few examples exist of their being attached, most were detached from the curb and separated with a planting strip. New sidewalks should continue in this historic precedent.

# 12.2 Curbs and gutters should be used in the Residential Character Areas of the historic district.

- a. The design should be similar to that seen historically.
- A simple, square profile is appropriate for the curb.

# 12.3 Sidewalks should reflect the traditional character of the Residential Areas.

a. Broom finished concrete is appropriate.

b. Decorative paving that is similar to that used historically may be considered along Officer's Row and in other areas to identify a distinctive grouping of buildings. The current historic design is a hexagonal concrete module. This may be repeated as a unit paver or in a scored concrete design.

## 12.4 Sidewalks should be detached where feasible.

- a. Provide a tree lawn, or planting strip, between the curb and sidewalk.
- A minimum sidewalk width of five feet should be used.

#### Crosswalks

Historically, there was little definition given to pedestrian crosswalks in the residential areas. Today, with a change in users, and the introduction of Island wide trail systems, pedestrian connections may be needed in some locations. New installations should be relatively modest in character and remain visually subordinate to historic landscape features.

# 12.5 Crosswalks may be defined with simple treatments.

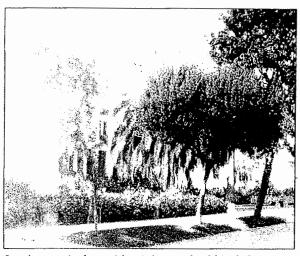
- Painted stripes are appropriate for defining crosswalks.
- b. Textured paving, which is muted in appearance, may also be considered. A color that is only slightly different from the background paving should be used.
- Avoid highly decorative paving patterns or strongly contrasting colors.

#### **Street Trees**

The use of trees, regularly spaced and aligned along the road edge, is a feature that appeared early in the development of residential areas of Mare Island. Many of these features survive, although in some cases, gaps now exist. To the extent feasible, historic street tree rows should be preserved and new street tree segments should be installed where additional residential units are to be constructed.



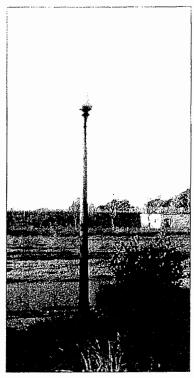
A planting strip, with street trees, should be used in residential areas. (Photo: Walnut/Central Avenue, 1889, National Archives and Records Administration)



Landscapes in the residential area should include a sidewalk that is detached from the curb. (Photo: Walnut Street, Officer's Row, 1932, National Archives and Records Administration)



Sidewalks should be detached where feasible. (Photo: JWC)



An acorn light design is appropriate in residential areas.

## 12.6 Preserve existing street trees where feasible.

a. If a tree must be removed because of age or disease, it should be replaced with a similar variety and in the same position, to the extent feasible. The row of trees along Officer's Row is an example.

# 12.7 New street trees should be installed in the Residential Areas.

- Spacing patterns should be similar to those used historically.
- b. Trees should be similar to the species used historically.

#### **Street Lights**

In the history of Mare Island, a variety of lighting designs have been employed, but it appears that a consistent fixture was often used for a grouping of buildings. Today, some older acorn style fixtures, on cast metal columns survive. Where historic street lights exist, they should be preserved, to the extent that is feasible. In addition, an interpretation of this style should be continued along local streets where new residential groupings are to be developed. An exception is along Cedar Avenue, where an alternate lighting design is appropriate. In the late 1940s and through the 1960s, a meandering tree-lined road ran along the edge of the residential area and then connected to present-day Cedar Avenue. Most of that alignment is outside the historic district. A different fixture would help to define the edge of the district

#### 12.8 Preserve historic street lights.

- Maintain historic lights and replace components as needed.
- b. If a street light is missing in a row of historic lights, a new one should be installed to match those existing.

# 12.9 Where a new row of street lights is to be installed along a residential street, a contemporary interpretation of the traditional acorn style should be used.

- a. A smooth shaft should be used to distinguish the newer ones from the historic fixtures.
- b. An acorn shaped luminaire should be used.
- c. A new lamp should employ devices to direct light downward to minimize light scatter. A cap or refracting lens may be used, for example.
- d. The exception is along the western edge of the district, where an alternate design may be considered.

#### SITE DESIGN

This section provides guidelines for the arrangement of buildings, parking and outdoor uses in the Residential Character Areas.

Historically, sets of buildings were arranged in consistent patterns within a grouping. Building fronts generally aligned uniformly, and were oriented to the street in a similar way. Where these features survive, they should be maintained and, where new residential groupings are to be constructed, similar patterns should be used.

#### **Building Alignment**

When new buildings are to be constructed, they should reflect historic siting patterns in the area. Generally, groups of buildings should align in front.

# 12.10 Maintain the alignment of historic building groupings.

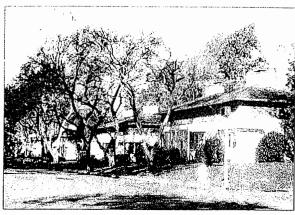
- Where a set of historic residential structures align, this arrangement should be preserved.
- New construction in the context of a historic building grouping should align with the existing structures.
- c. A new grouping of residential structures should also align.

#### **Building Grouping**

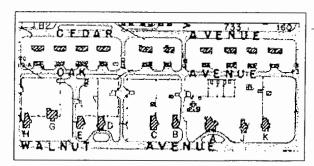
Historically, residential structures were arranged in sets, in which a relatively consistent architectural style was employed. In some cases, a single design was repeated, but in other situations, variety did occur. The degree of variation was limited to subtle stylistic differences and to changes in architectural details. The details of porches, dormers and windows, for example, were designed to distinguish one building from an adjoining one. New residential structures also should be arranged in groupings, in which a sense of relatedness in terms of styles should occur.

# 12.11 Locate new residential structures to reflect historic siting patterns.

- a. Buildings should be arranged in groups that are related architecturally.
- b. They should exhibit similarities of materials, mass and form; some variation in details is appropriate, however.

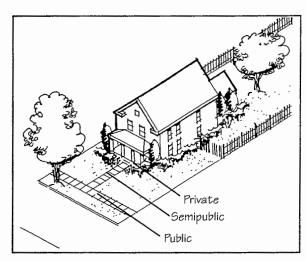


Historically, many housing types were constructed in groups. These typically were of a single style, although variety sometimes appeared in the use of details. This grouping of duplex units along Cedar Avenue is an example. New residential construction should respect this tradition of design in groups.



Historically, residential structures were arranged in sets, in which a relatively consistent architectural style was employed. (Map, 1951)

A "progression" of outdoor spaces is a tradition in residential construction on Mare Island: First a "public" sidewalk leads to a "semipublic" walkway, which terminates at a "semiprivate" porch. This shelters the "private" entry.



Provide a "progression" of public to private space in front yards.



Side yards provide views to buildings in the distance in many residential groupings.

#### Orientation of Building Entry

Historically, most residential structures had entrances that were oriented to the street. There were some exceptions, in which the entry was to the side, but even in these cases, a walkway and porch was used that clearly defined the entry location. New buildings should reflect these historic traditions of orientation.

# 12.12 The primary entrance to a residential building should be oriented to the street.

a. A single entrance should appear to be the primary entry.

#### **Progression of Outdoor Spaces**

Historically, residential structures were arranged with a "progression" of outdoor spaces that led from the "public realm" of the street to the "private realm" of the building. This began with the public sidewalk, which then connected to a walkway that led to a porch and finally to the door. This progression appeared in a variety of ways and often reflected the differences in residential building types, from single family structures to duplex units to barracks, but nonetheless appeared in most settings. This sense of progression of spaces should be preserved in historic building groupings and should be interpreted in new building groupings as well.

# 12.13 Provide a "progression" of public to private space in front yards.

#### **Parking**

Historically, on-site parking was provided for some residential building groups. Sometimes this occurred as a garage located at the rear of the property. In some later examples, residences shared a small parking lot. In most cases, these areas were visually subordinate to the presence of the residences as seen from the street. This site planning tradition should continue.

# 12.14 The visual impacts of parking in the residential areas should be minimized.

- a. Locate parking behind a building when feasible.
- b. Screen on-site parking to the extent feasible.
- c. Also use on street parking to accommodate some parking needs.



Many residential yards are defined with hedges.



Using foundation planting in residential areas is appropriate.

#### Lawns

Lawns were incorporated in most residential landscape designs, often with formal arrangements. These generally appeared along Officer's Row. In the Marine Base, some buildings had yards along a street edge, while others looked onto parade grounds. This siting pattern should be continued.

## 12.15 Front yards should be planted as lawns.

 Special plantings and decorative paving may be used as accents, but should be subordinate to the lawn character.

#### Fences and Hedges

For many residential properties, the perimeter of the site was defined with a fence or hedge. Quite early photographs document the use of fences along street fronts; later treatments included hedges. Other photographs illustrate the use of fences to define rear yards. Both fences and hedges are appropriate precedents for existing sites and for new development.

# 12.16 A residential site may be defined with a hedge or fence.

a. Where a fence is used, it should be relatively "transparent," such as in a picket design.

#### Landscape Materials

Historically, plant materials defined entries, walkways and building foundations. The degree of intensity of planting generally increased for larger single family structures. Smaller single family structures and multi-family units were generally more modest in landscape character.

There also was a balance in the degree of variety and similarity of plant materials used among properties within a grouping. Specimen trees and hedges were often similar, while plant beds held more individualized materials and differentiated structures. These design traditions should be continued.

# 12.17 For an existing historic residence, the key features of the historic landscape should be preserved.

- These may include paving, fences and other structures.
- b. See also the chapter of the guidelines addressing the preservation treatment.

# 12.18 New residential landscape designs should be compatible with those seen historically in the area.

a. Use simple, modest landscape materials to define property edges.

 Use accent materials at entrances and to define special outdoor use areas.

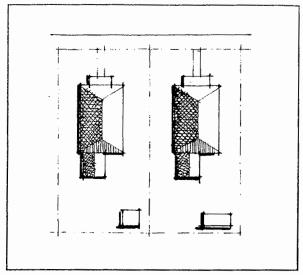
#### Service Areas

Service areas should be visually subordinate in residential areas. Historically, these were located to the rear of buildings. This tradition should be continued to the extent feasible.

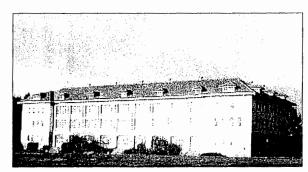
# 12.19 Locate a service area such that it will not be prominently visible from a street.

a. Screen the service area with a fence, wall or hedge.

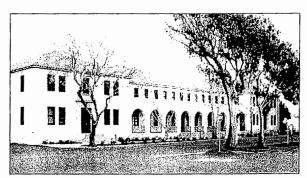
b. The design should be in character with that of primary structures in the area.



Service areas should be visually subordinate in residential areas.



Several larger residential buildings (barracks) had symmetrical compositions.



The first floor of the barracks building type was designed to orient to a street or major public open space. This tradition should be continued. Note that Building 459 also conveys the tripartite composition typical of residential structures.



A building should have a base, middle and cap.

A variety of building styles and types existed within the historic residential areas on Mare Island. These reflected the various periods of development as well as changing programmatic requirements. Even so, a relative consistency of design existed within an individual residential character area, particularly within a single grouping of buildings.

Residential structures may be considered in two general categories: First are those that draw upon traditions of single family residences. Many of these were genuinely for a single family. Others were duplex, triplex or fourplex units in a single building. All of these residential types draw upon compositional traditions of single family structures.

The second category includes large multiple occupancy buildings, which typically were barracks for unmarried personnel. At various times on the Island, there were many of these, in various styles. Only a limited number of this building type survive today. Nonetheless, they provide precedent for larger residential buildings that may be proposed in the future.

New residential structures should reflect these design traditions, while interpreting them in contemporary ways, in order to reflect the continuing evolution of the Island.

#### **Building Composition**

# 12.20 A building should reflect the traditional "tripartite" composition seen historically in residential structures.

- a. A building should have a base, middle and cap.
- This may be conveyed by a change on materials, form or trim element.

#### Mass & Scale

Most residential structures were one or two stories in height. Some of the larger residences had a third floor. These conveyed the scale of a large "mansion." Other examples also existed of smaller cottages. The result is a range of building sizes representative of typical single-family buildings, which also applied to duplex and fourplex units. While there was some diversity, it was within a limited range. This typical scale should be reflected in new construction.

# 12.21 A new residential structure should appear to be in scale with those seen historically.

 Use windows and doors that are similar in size to those used historically on residential buildings.

b. The exception is for larger multi-family structures, which are anticipated to be in character with barracks seen historically. These should be placed in a context comparable to that of the barracks as well.

#### **Building Form**

Historically, a residential building consisted of a simple rectilinear volume. It may have then been embellished with subordinate volumes, but nonetheless the composition was generally restrained in the overall form. The majority of residential buildings also consisted of symmetrical compositions. These characteristics should be continued in new construction.

## 12.22 Use simple rectilinear building forms.

a. Sloped roofs, especially hip forms, are preferred in these areas.

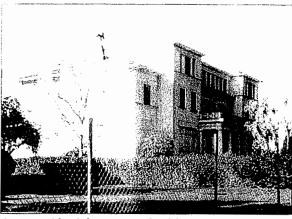
b. A building may appear to be a single rectilinear solid, or it may be composed of a central form with subordinate, attached forms.

## 12.23 Use a symmetrical building composition.

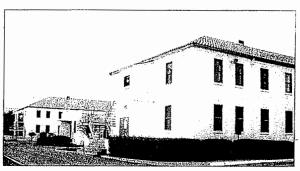
a. A central axis should be expressed.

A walkway leading to a central porch is an example.

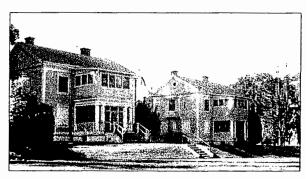
c. Also use architectural details in a symmetrical composition.



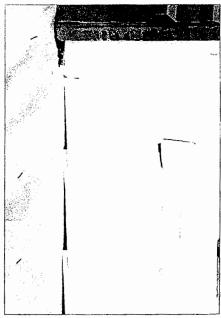
A new residential structure should appear to be in scale with those seen historically.



Building 543 (rear) illustrates the use of symmetrical masses to enclose open space. Windows are "punched" in a masonry wall, in a uniform rhythm.



Gable roof forms, with ridge lines parallel to the street, appear on many residential structures and are appropriate in new construction.



Synthetic, or substitute, materials may be considered on a case-by-case basis, but they must convey qualities similar to materials used historically and must have a proven durability in the Mare Island climate. This example is of Hardiplank being installed on a new residential building.

#### **Building Materials**

Historically, a limited palette of building materials existed within a specific residential character area and often a set, or grouping, of buildings was designed with a palette of similar materials. These generally were constructed within a narrow time frame and reflected a single building style. Within such a grouping, some variety sometimes appeared in the detailing of these materials, providing distinct identities for individual buildings.

Some groupings were very consistent. But some diversity did exist, generally reflecting different periods or functions. New buildings should reflect the degree of diversity for the area, in terms of materials. In addition, there should be a limited palette of materials within an individual building grouping. Building materials also should give a sense of human scale, even in larger structures.

# 12.24 Use building materials that are similar to those seen historically in the residential character areas.

- Appropriate materials are:

   Painted wood siding
   Stucco, detailed to give a sense of scale
   Brick
   Concrete
- b. Synthetic, or substitute, materials may be considered on a case-by-case basis, but they must convey qualities similar to materials used historically and must have a proven durability in the Mare Island climate.

# 12.25 Use building materials to convey a sense of scale.

- a. Large, featureless surfaces are inappropriate.
- b. Building materials which are assembled in units that help to convey scale are preferred. Wood lap siding is an example.

#### **Building Components**

While residential buildings consisted of simple volumes in a symmetrical composition, they did include some added elements that gave a sense of scale and interest. Most building entries were defined with porches and porticoes, for example. For some of the larger barracks, this was reinterpreted as an arcade. Dormers also were used on some building types. This design precedent should be continued in new construction.

## 12.26 Use porches to provide a sense of scale.

- a. Railings, columns and roof overhangs should be in proportion to those seen historically.
- A porch should have a substantial depth as well.
   A minimum depth of 8 feet should be used.

# 12.27 Use building components to provide a sense of scale.

- a. Dormers and bay windows are examples.
- b. Standard windows and doors are also appropriate. These should have frames and trim elements that are similar in scale to those seen historically.

#### **Building Details**

Residential building designs on Mare Island were executed with detailing that provided visual interest and helped to establish a sense of scale. Details were used with a disciplined sense of consistency within an individual building type or style. Another distinct feature is that they were "substantial," not light weight or "fussy." They were generally of high quality materials and reflected a consistent design concept. This tradition for the treatment of building details should be continued in new construction.

# 12.28 The use of architectural details is encouraged.

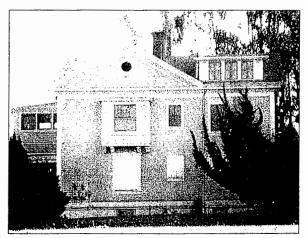
- a. Details should convey a sense of being substantial and of having durability.
- b. They should be used with a sense of consistency in an individual building and in sets of buildings.
- c. Using trim elements around doors, windows, porches and eaves is appropriate.



Larger single family houses have one-story porches that provide a consistent scale along the street.



Windows and doors have substantial trim elements that provide distinct shadow lines and convey a sense of scale. (Photo: Building 398, 1921, National Archives and Records Administration)



Trim elements define edges of building walls and roof forms. Using contemporary interpretations of architectural details on new buildings is appropriate. Buildings generally appear as relatively simple volumes, with small elements attached to the primary building form.

#### **ARCHITECTURAL HERITAGE & LANDMARKS COMMISSION**

#### STAFF REPORT

Date of Hearing: December 13, 2007 Agenda Item: 13b

Application: Certificate of Appropriateness #07-0048 as governed by Chapter

16.38, Architectural Heritage and Historic Preservation, Vallejo

Municipal Code.

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Recommendation: Approve Certificate of Appropriateness #07-0048 subject to the

findings and conditions contained in this staff report.

1. **PROJECT** Proposed demolition of Buildings 206 and 208, two

contributing Notable Resources to the Mare Island

**Historic District** 

2. LOCATION: North and south sides of Bagley Street, west of

Railroad Avenue and east of Azuar Drive, Mare Island

Reuse Area 5

3. APPLICANT: David Garland

Lennar Mare Island, LLC 690 Walnut Ave, Suite 100

Vallejo, CA 94592

4. PROPERTY OWNER: Lennar Mare Island, LLC

690 Walnut Avenue, Suite 100

Vallejo, CA 94592

#### 5. PROJECT DESCRIPTION SUMMARY:

The application is a request to demolish Buildings 206 and 208 located in the industrial area on Mare Island. The subject area flanks Bagley Street, with Building 746, Azuar Drive and Chapel Park to the northwest, Building 1310 and Railroad Avenue to the east, Buildings 386/388/390 to the south, and Building 1310 and Alden Park to the north (See Attachment A.)

Building 206, the Rodman Recreation Center Annex, is a two-story wood-framed building with metal siding that is approximately 18,000 square feet in size, and is positioned on the north side of Bagley Street (formerly known as 12<sup>th</sup> Street). Building 208, the School for Apprentices, is located directly across from Building 206 on the south side of Bagley Street, and is approximately 25,000 square feet.

The building is also two-story with wood-framing and metal siding. Both buildings are currently vacant.

Demolition of the buildings will allow for future widening and realignment of Bagley Street and for the provision of parking and loading areas serving Buildings 386/388/390, a large adjacent historic manufacturing complex, and Building 1310, a large non-historic warehouse building. The proposed project is part of an island-wide project involving the reuse of Mare Island, a former U.S. Naval base, as a civilian community.

#### 6. RELATION TO CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The project proposes demolition of two contributing resources to the Mare Island Historic District; this is considered an adverse impact under CEQA. However, a Subsequent Environmental Impact Report was prepared for the 2005 Mare Island Specific Plan (Specific Plan) Amended and Restated and certified by City Council in November 2005. The Specific Plan included proposed demolition of Buildings 206 and 208, subject to certain review processes identified in the Specific Plan Historic Project Guidelines, Appendix B.1 adopted in December 2005 and amended in July 2007. As required by the Historic Project Guidelines, the applicant has applied for a COA to demolish Buildings 206 and 208, and has prepared and submitted a Site Development Analysis (SDA), (See Attachment C) which includes a Feasibility Analysis, for review and approval by the Architectural Heritage and Landmarks Commission (AHLC).

#### 7. NOTICING AND PUBLIC COMMENTS

A public notice was mailed to property owners within 500 feet of the subject site, to neighborhood groups within 1000 feet of the site, and to other interested parties on December 4, 2007.

#### 8. STAFF ANALYSIS:

#### Architectural Heritage and Landmarks Commission (AHLC) Jurisdiction

The project site is located within the Mare Island Historic District, Historic South Shipyard Area. The two buildings proposed for demolition are classified as "Notable Resources", are considered "repetitive" structures, and were identified within the Specific Plan as candidates for demolition. Per Section 5.3.2 of the Historic Project Guidelines, a proposal to demolish a Notable Resource is subject to review and approval by the AHLC, and is based on findings that must be made by prior to demolition taking place. This Section requires that a Site Development Analysis and Feasibility Analysis be prepared for a Notable Resource proposed for demolition, and Section 5.3.2.2 exempts Buildings 206

and 208 from the additional requirements to prepare and submit a Unit Plan and HABS documentation.

#### Significance Documentation

The following descriptions of the resources are provided from the 1996 Mare Island National Register Nomination Form, included in Attachment A, also:

Mare Island Historic District National Register District: "The dominant characteristic of the historic district is its diversity... Because the district is so varied, the resources included therein can only be appreciated in the context in which they were built. That context is defined by two variables: the function with which a resource is associated...and the period in which the resource was built." (from Summary Description of the MINR Nomination)

Building 206: "As with many other of the general purpose buildings at Mare Island, the uses of Building 206 have been many and varied. It was originally the Rodman Center Annex, a recreational facility for enlisted men at the shipyard. The first functional and significant change to the building came in 1943 with the addition of a northwest wing. The new wing was the industrial laboratory and storehouse, indicating that the building's recreational function may have ceased earlier. This continued through the 1980s when the industrial laboratory finally closed. Constructed in 1917, Building 206 is of woodframe construction with corrugated metal sheathing. It is a two-story building with an auditorium on the second story." (MINR Nomination)

Building 208: "One of many general purpose buildings, Building 208 housed such disparate activities as the South Central Cafeteria, Shipyard Comptroller, and employee union offices. Its original function was that of apprentice training school with the switch to the more general purpose use coming in 1945. Built in 1917, it occupies roughly 25,000feet. In general it is of woodframe construction and clad with corrugated metal sheathing, although some exterior wood paneling has been added in conjunction with the cafeteria." (MINR Nomination)

The following descriptions of the resources are provided from the 1994-1995 Historical Survey of Mare Island Naval Complex (MINC-HS):

Building 206—Office / Auditorium / Industrial Lab, 1917: "Description: Building 206 is located west of the Railroad Avenue and 12th Street intersection, it is a two-story "J" shaped building that is supported on a formed concrete foundation. The first floor is used for offices and laboratories, while the second floor (northeast corner) contains an auditorium. A two-story wooden stairway is located at the east side, and a dust collector on the south side. The main building has a hipped-with-ridge roof with boxed eaves, the "long and short legs" of the "J" have a side-gabled roof (side overhang), and the south side of the "short leg" has a room extension with a shed roof. Four

gable ridge ventilators are located on the south and west ends of the roof. The exterior finish for the walls and roof is corrugated galvanized steel siding. Unless noted otherwise, windows have a wood sash, mullion, and frames. Window types include: Set of 3 - double hung 6/6; paired double hung with 6/6; three, 18-lite bank with top hinge casement of 6 (steel sash, mullion, casing); double hung with 6 lites per hang; 2 - 6-lites; 6-lite bank. All doors are made of wood. These include: single-glazed with wire mesh (some with 6-lite transom); 4 lites with 1 panel; single lite with 1 panel; flat; double door (3 panels, or 16 lites, 2 panels, or 1 lite with wire mesh); sliding door with access door. A door was removed at the north side and boarded up with corrugated steel sheets. The area of Building 206 is 17,900 square feet. Built in 1917 as the Rodman Annex (Naval Recreation), an extension to the NW wing in 1943 was for a new laboratory. A single panel glazed door was installed in place of an existing window. The overall condition of Building 206 is fair."

"Significance: Building 206 was built in 1917 as the Rodman Annex. The Rodman Annex was a recreation club for enlisted personnel assigned to the shipyard. In 1943, a new wing was added on the northwest side of the building, this became the industrial laboratory and storehouse. The industrial laboratory performed laboratory testing and analysis on water samples, sound damping materials and anti-fouling coatings. Building 206 was also used in 1947-49 as a storehouse for gas masks and fire control equipment. In 1953, a section of the building was converted to classrooms for an industrial training school. In the 70-80's, the building continued to be used as an industrial laboratory, training school and auditorium facility. In the late 80's, the industrial laboratory and training facility closed. Building 206 is currently used as an assembly and training area, because of the auditorium located on the second floor. The historical integrity is fair, with approximately 80% of the original buildings existing. This building is a contributing element of the Mare Island Historic District." INC-HS 08/94 and 05/31/95)

Building 208—Admin Offices / Cafeteria, 1917: "Description: Building 208 is a two-story wood-frame structure, sided and roofed in corrugated metal. it was built in 1917 and is nearly identical to Building 206, which it faces across 12th Street. It features a hipped roof with gable ventilator at the ridge. It is lighted by tall 6/6 double-hung sash. Virtually all original windows are in place. A shed-roofed addition exists on the east end, offering access to a cafeteria. First story access is gained through wooden double doors each with a single wooden panel and single lite; these doors are very old and may be original. Although the interior has been heavily modified, the exterior integrity is very good."

"Significance: Built in 1917, Building 208 was designated as an apprentice school or trainee school annex. The building contained classrooms and offices to train early Mare Island Apprentices in various trade curriculum. The building was used as an apprentice school from 1917-45. In 1945, a cafeteria was installed on the east end of the building on the ground floor. The building

has been used since 1945 as a cafeteria and administrative offices for various shipyard organizations. The historical integrity on the interior has been jeopardized due to numerous renovations. The historical integrity is fair with approximately 75% of the original building existing. This building is a contributing element of the Mare Island Historic District." (MINC-HS 07/08/94 and 05/31/95)

#### **Related Projects**

COA #07-0028 was approved in October 2007 and amended in November 2007 for the demolition of eight adjacent Component Resources near Building 206: Buildings 592, 810, 804, 830, S33-05, S33-06, S33-07, and S34-02.

Separate COA applications for the proposed roadway improvements along Bagley Street, the parking lot and landscape design, and any other site improvements will be submitted for review and approval by the AHLC in the future. Proposals to establish property lines or to subdivide the area will also be reviewed by the AHLC.

#### **Project Impact on Historic Resources**

As noted above, the project proposes demolition of two historic resources; this is considered an adverse impact under CEQA, subject to certain review processes identified in the Historic Project Guidelines. As proposed, the project meets the requirements of the Historic Project Guidelines, in that it provides the Site Development Analysis, which includes a Feasibility Analysis that supports specific findings for the demolition of the Notable Resources.

The SDA provides information that appears to demonstrate adequately that the demolition of Building 206 would allow the otherwise problematical use of adjacent, economically important, Building 1310 due to the Specific Plan parking requirements and loading areas needed in the vicinity of that building. Building 206 is considered for demolition because its removal allows the applicant to meet one or more of the goals of the Specific Plan, including the provision of parking, access, and laydown areas. This SDA includes some arguments that are not adequately supported, including portions of the parking analysis and some of the budget analysis contentions; however, the final conclusions within the report are adequately supported for demolition findings to be made, specifically with regard to the need to provide greater access, loading, and parking.

The SDA also provides information that appears to demonstrate adequately that the demolition of Building 208 would allow the otherwise problematical realignment and widening of Bagley Street (See Attachment B) and provide access to and loading areas for Buildings 1310 and Buildings 286/288/290. Building 208 is considered for demolition because its removal allows of the applicant to meet one or more of the goals of the Specific Plan, including the

provision of circulation, parking, access, and laydown areas. Similar to the analysis for Building 206, some arguments within the SDA are not fully supported, such as certain parking analysis and budget analysis contentions; however, the final conclusions within the report are adequately supported for demolition findings to be made, specifically with regard to the need to provide greater access both within the street right-of-way and for the reuse of Buildings 286/288/290.

Information pertaining to a Feasibility Analysis as part of the SDA is provided to show alternatives for relation and rehabilitation costs of the buildings in relation to the provision of the goals of the Specific Plan and buildings' significance. These findings appear to be substantiated in the document. The costs for demolition and relocation should not be compared head-to-head in this sort of analysis, as the square footage value to Mare Island for a usable relocated building is not considered in the comparison. Even without this consideration, however, the budget information is useful and adequate for understanding the order of magnitude of the costs for reuse of these resources as necessary to make the demolition findings.

Staff has additionally determined that the project is consistent with the Specific Plan, where Buildings 206 and 208 were identified as repetitive Notable Resources to be demolished, and the preservation and continued use of the greater surrounding warehouse area, including historic Buildings 286288/290 and non-historic Building 1310 was identified as desirable. It has also been determined that the project meets the Mitigation Monitoring Program requirements for providing adequate demolition and relocation analyses.

#### Conclusion

As conditioned, although the proposed project would adversely impact the two buildings, the impacts on the overall district are consistent with the Mare Island Specific Plan, and the project would not substantially adversely affect the eligibility of the Historic District.

#### 9. STAFF RECOMMENDATION:

Staff recommends that the Commission **APPROVE** Certificate of Appropriateness #07-0048 subject to the following:

#### **Findings**

- 1. A Feasibility Analysis has been prepared for Buildings 206 and 208, which shows that no feasible options for reuse have been identified; and
- The proposed project is consistent with the Mare Island Specific Plan; and a Site Development Analysis has been prepared that shows that the location of the two Notable Resources affects the ability of the owner to meet one or

more of the goals of the Specific Plan, including, in this case, the provision of circulation, access, parking, and laydown area, and the cost required to modify the Development Plan in order to retain the resource is unreasonable in relation to the significance of the resource; and

- 3. Demolition of the resource will not cause a substantial adverse change in eligibility of the Historic District for the National and California Registers; and
- 4. All pre-conditions to demolition of a Notable Resource have been met as set forth in Section 5.3.2.

#### 10. CONDITIONS OF APPROVAL

- All proposed construction on the property, including significant changes to the exterior of Buildings 286/288/290, landscaping, parking lots, street and sidewalks, and fencing shall be submitted for review and approval by the AHLC.
- 2. The establishment of property lines in the area shall be subject to review by the AHLC.

#### 11. PROJECT REQUIREMENTS

- 1. The practices for protecting archeological resources detailed in the Mare Island Archeological Treatment Plan shall be applied.
- 2. Applicant shall apply for a demolition permit for each building from the Building Division.
- 3. All contractors and subcontractors on the project shall obtain City of Vallejo business licenses.
- 4. Construction-related activities shall be limited to between the hours of 7 a.m. and 6 p.m., Monday through Saturday. No construction is to occur on Sunday or federal holidays. Construction equipment noise levels shall not exceed the City's maximum allowable noise levels.
- 5. The conditions herein contained shall run with the property and shall be binding on the applicant and all heirs, executors, administrators, and successors in interest to the real property that is the subject of this approval.
- 6. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding against the City and its agents, officers, and employees to attack, set aside, void, or annul this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.

#### 12. EXPIRATION

Approval of the Certificate of Appropriateness shall expire automatically eighteen months after the date of approval by the Architectural Heritage and Landmarks Commission unless authorized construction has commenced prior to the expiration date, except that upon written request prior to expiration, the Secretary may extend the approval for an additional twelve months. If the Secretary denies the application for extension, the applicant may appeal to the Commission within ten days after the secretary has denied the extension.

The applicant or any party adversely affected by the decision of the Architectural Heritage and Landmarks Commission may, within ten days after the rendition of the decision of the Architectural Heritage and Landmarks Commission, appeal in writing to the City Council by filing a written appeal with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Architectural Heritage and Landmarks Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Architectural Heritage and Landmarks Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

Notice of the appeal, including the date and time of the City Council's consideration of the appeal, shall be sent by the City Clerk to all property owners within two hundred or five hundred feet of the project boundary, whichever was the original notification boundary.

The Council may affirm, reverse or modify any decision of the Architectural Heritage and Landmarks Commission, which is appealed. The Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.

#### ATTACHMENTS:

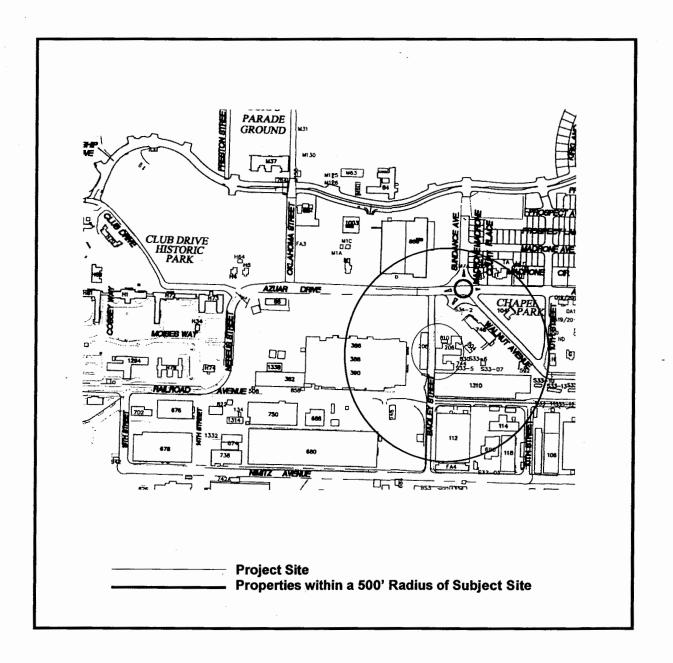
- A. Conflict of Interest Map
- B. Street Cross-Section for Bagley Street (Appendix C of the Mare Island Specific Plan)
- C. Site Development Analysis/Feasibility Analysis Report (Buildings 206 and 208) by BDE Architecture, dated August 29, 2007.

Prepared by: (

Leslie Dill. Contract Planner

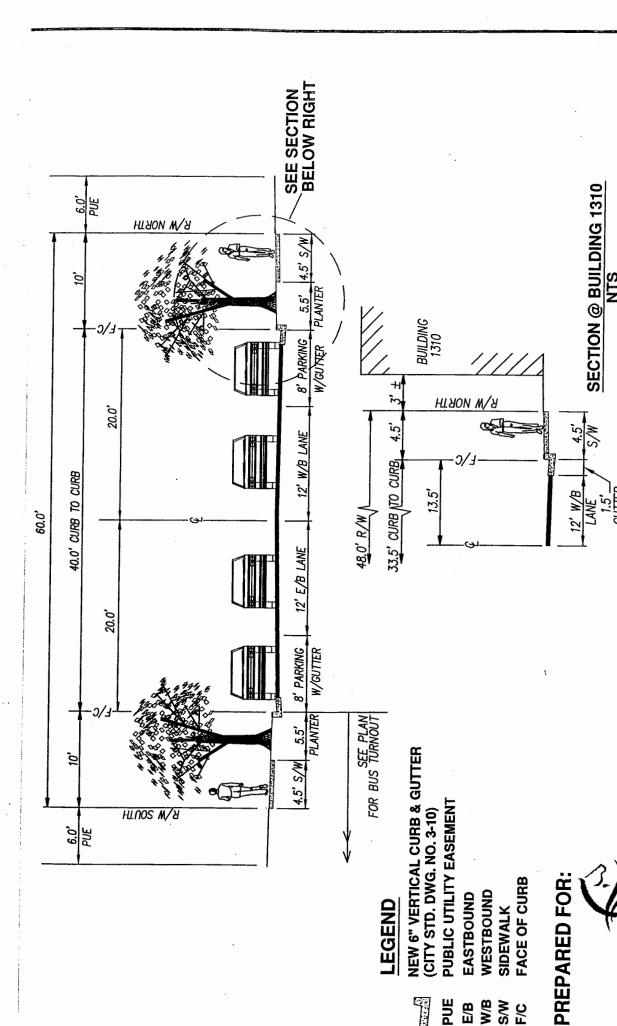
Reviewed by:

Michelle Hightower, Senior Planner



# CERTIFICATE OF APPROPRIATENESS #07-0048 Demolition of Buildings 206 and 208 CONFLICT OF INTEREST MAP 500' RADIUS

**SHEET 20 OF 26** 



# CROSS STREETS PROPOSED STREET CROSS-SECTION **AZUAR DRIVE TO RAILROAD AVENUE** BAGLEY STREET

SCALE: NTS

THIRD SUBMITTAL	2	02/20/04
SECOND SUBMITTAL	1	11/14/03
INITIAL SUBMITTAL	0	04/04/03
DESCRIPTION	REVISION#	DATE

>	DATE	REVISION #	DESCRIPTIC
<b>-</b> 6	04/04/03	0	INITIAL SUBMIT
8	11/14/03	1	SECOND SUBM
P-7651	02/20/04	7	THIRD SUBMITT
2-133			

LENNAR MARE ISLAND

PUE

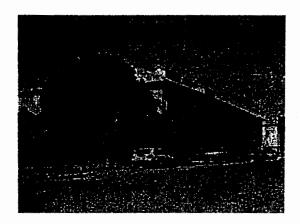
W/B S/W

E/8

PREPARED BY:

#### SITE DEVELOPMENT ANALYSIS

MARE ISLAND BUILDINGS 206, 208





Just as the Mare Island Shipyard broke new ground as the first naval station in the Pacific, the City of Vallejo expects to take a national leadership role in the reuse of historic military bases. (2.2.1)



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- A. Vicinity Map
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#### SECTION 1 MARE ISLAND

#### I. Background: Mare Island Naval Shipyard

Mare Island Naval Shipyard (Mare Island) is the oldest shipyard and naval facility on the West Coast, and saw the United States through 91 years of naval operations. Established as a U.S. Naval base in 1854, Mare Island played a crucial role in the Civil War, Spanish-American War, World War I and World War II. The extensive architecture of Mare Island recalls each era, with some of the finest building examples from each phase of American military history.

Mare Island was retired as a military base on April 1, 1996. While its life as a naval center is over, there is huge potential for Mare Island as a mixed-use development. The Mare Island Specific Plan identifies an overall development program for the master developer portion of the Plan Area.

#### II. Developing Mare Island

The goals of the Mare Island Specific Plan are twofold: to maintain the historic flavor of Mare Island, while also creating a modern, mixed-use development that can grow and prosper into the future. These two goals have a complex relationship. While the historic buildings are what give Mare Island its unique character and make it one of a kind, at times they hinder the future development of Mare Island.

It is important to keep in mind that the Navy could operate the shipyard facilities in ways that are not possible to the public sector. Streets could be closed temporarily and used for operating heavy equipment or for unloading and storing materials. Navy personnel were specially trained to work safely under conditions that are not possible for a civilian workforce. For example, equipment could be navigated around buildings where there was only a generally defined roadway. Rail lines were located within inches of building corners or facades. Buildings were often altered, combined, moved or even demolished when they became obsolete or when critical new operations necessitated such changes.

For the developers to achieve the Specific Plan goals, some buildings must be removed. It is essential that the historic fabric of the area be maintained, and that the maximum number of buildings on the site are preserved. However, in order to create a development where civilian use is possible, it is imperative that a careful and critical examination of the specific historic value of a structure is balanced against the possible good of improving the vitality of the Historical District as a whole.

The Site Development Analysis process ensures that no building will be removed from Mare Island without the input, consideration, and viewpoint of multiple people. Decisions about which buildings should be retained and which should be demolished are not taken lightly, and must be made with care. The completion of a Site Development Analysis for each proposed demolition guarantees that the building is considered both on an individual basis, and also as part of the larger whole of Mare Island.

If at the conclusion of the Site Development Analysis the individual contribution of a component is found to hinder the success of the development of the whole, the building will be removed from the site.

### III. The Bagley Street Industrial Park Plan Area

This Site Development Analysis concerns a specific area of Mare Island. The Bagley Street Industrial Park Plan Area is located along the northwest edge of Reuse Area 5. (See Attachment A) It is bounded by Azuar Drive and Railroad Avenue, and is on either side of Bagley Street. The Plan Area contains two Notable Resources, seven Component Resources (which include three Bomb Shelters), and four large industrial warehouses. This report concerns the Notable Resources, and their role in the area as a whole.

The buildings addressed in this report are the Rodman Recreation Center Annex (206—Notable Resource, proposed to be demolished) and the School for Apprentices (208—Notable Resource, proposed to be demolished). The industrial warehouses (1310, 386/388/390) are all currently functioning, or have planned uses in the Specific Plan. Building 1310 is located at the corner of Railroad Avenue and Bagley Street, with structure 206 behind it. Building 208 is across the street from 1310, with 386/388/390 (a single structure with three building numbers) behind it.

Buildings 206 and 208 were built in 1917. Like many buildings on Mare Island, they housed a variety of uses during the years Mare Island was active. They are utilitarian in style, reflecting the prior life of Mare Island as a functional naval base. (See Attachment B) In their current state and orientation, the structures serve as an interesting snapshot of a time past, but have long since become functionally obsolete at the expense of industrial warehouses 1310 and 386/388/390. The location of 206 makes truck access to 1310 impossible, preventing its success as a fully functioning industrial building. The location of 208 interferes with the parking demands of 386/388/390.

The Bagley Street Industrial Park Plan Area is located in Reuse Area 5, which has been identified by the City of Vallejo and LMI in the Specific Plan as the "Waterfront Industrial Park." As the name implies, this area is defined by the industrial activities that occurred in the past and will continue on into the future. The Specific Plan program calls for continued and escalated industrial activities, including manufacturing and other heavy uses.

In order to fulfill the goals of the Specific Plan, buildings that interfere with the industrial aim of Reuse Area 5 must be carefully studied to determine their role in the future of the area. Currently, Buildings 206 and 208 impede the goals of the Specific Plan by making potentially useful resources difficult to use by blocking access, preventing laydown area, and obstructing needed space for visitor and employee parking to the buildings. This Site Development Analysis proposes that by demolishing two of the buildings (206 and 208) and clearing space on the site, two important buildings (1310 and 386/388/390) can become highly functional heavy industrial structures that will play an important role in the revitalization of Mare Island.

#### IV. Preserve/Revitalize

Though it is important to document each historic structure and note its contributing elements to the whole historic fabric of the district, some historic structures may need to be demolished when their individual contribution to the whole is less than the resulting revitalization to the district. It is difficult to quantify how one historic building is more deserving of preservation than another, and the ideal would be to maintain all historic buildings. However, the reality in a case like Mare Island is that the same buildings which made it a thriving military base will hinder it from becoming a thriving civilian development by preventing necessary parking and circulation around the site. A building that was once integral to the production of military goods may not have a place in a mixed-use development.

The Mare Island Development Plan understands that the built density required by the military to fulfill goals of production and efficiency does not coincide with the demands of parking, circulation, and access that are needed today. Thus, in order to make use of a single building, others must be removed. Because of their use as industrial warehouses, 1310 and 386/388/390 should be given the space to function at its full capacity at the expense of buildings 206 and 208.

This report will gather all existing photographs and drawings of the buildings being analyzed. Combined with a description of each building and a structural report, it can be ensured that even if removed from the site, the buildings will not be forever lost. Documentation is a useful tool with historic buildings, and promises that if and when information is needed on a building it is readily available.

Additionally, materials from buildings 206 and 208 will not go to waste. All building materials considered still usable and desirable including the redwood used to construct the buildings will be made available for salvage and reuse. So, though the buildings will no longer appear in their original form on Mare Island, the premium materials used to build them will be used.

#### V. Buildings 1310, and 386/388/390: Location, Appearance, Condition, Future

Buildings 1310 and 386/388/390 are heavy industrial structures located in Reuse Area 5. This area has been determined by the City of Vallejo to house "fabrication and other heavy industrial activities that are dependent upon direct water and rail access." (3.5.9) As structures that will be used for heavy industrial uses, these buildings work within the guidelines of the City and the plan that has been outlined by Vallejo and Lennar Mare Island.

Though Building 386/388/390 (Attachment K) is a heavy industrial structure, it is also one of the most significant historical structures of its era in the Shipyard South. Built in 1922, it signaled the use of the area as the major shipbuilding operation that would become the primary contribution of Mare Island to the American war effort in WWII.

Essentially one large steel-framed curtain wall building, 386/388/390 represents some of America's earliest and most significant examples of curtain wall shippard building techniques. The building construction methods and architectural treatment recall the buildings of Carl Carlson of the World War I era. Combined, they comprise a floor space of about 340,00 sf. Notable are the massive clear spans and roof heights, built to accommodate ship construction.

This is the only structurally unified building on Mare Island with separate building numbers for each bay. The west bay (Building 386) was originally the Forge Shop, the central bay (Building 388) was the Structural Shop, and the east bay (Building 390) was the Shipfitting Shop. A significant example of 20<sup>th</sup> century factory design, the building was the shipbuilding core of the island, where structural steel components were rolled, cut or welded into destroyers, nuclear submarines, and other vessels.

Building 1310 (Attachment L) is from a later time period on Mare Island. Built in 1972, it was originally a sheet metal shop. It is a one story steel framed structure on a formed concrete foundation, with an exterior finish of pre-cast concrete panels, metal siding, and a band of translucent plastic siding. The gabled roof has a shallow pitch, with two rows of evenly spaced skylights running the length of the building. The 105,600 SF building is in good condition, with the original doors and windows intact.

Buildings 1310 and 386/388/390 have been well maintained and do not need any major modifications to be used for heavy industrial purposes.

Building 1310 does not have a current tenant because access to the building is hindered by adjacent structures. Because of 206, there is no parking, and no loading area, both of which are required for 1310 to be a heavy industrial building. Until space is provided, the owner of 1310 will not have a fully functioning industrial building. When space around the building is cleared, it will be used.

Building 386/388/390, while recalling Mare Island's naval history, has a definite future in the life of Mare Island as a new development. The structure is currently used by XKT, a

company that produces large steel products like bridge trusses. They plan to be in the building for the long term, with the possibility to purchase. The building is well suited for the product produced by XKT, but the rest of the site does not meet the requirements for a heavy industrial building. There is not enough space surrounding the building to provide for the loading/unloading and parking that are needed by the city planning requirements and functionally required for a thriving business.

Of the buildings in the Bagley Street Industrial Park Plan Area, 1310 and 386/388/390 are clearly the most likely candidates to become successful buildings in the future. All buildings have been considered individually, and their value as a single component was weighed against the value of the space their removal could provide to the other buildings. In considering the best option for the Bagley Street Industrial Park Plan Area, maintaining these buildings and removing 206 and 208 is in the best position for the site. The proposal to demolish 206 and 208 to allow for the use and revitalization of 1310, 386/388/390 helps the City of Vallejo achieve its goal of adaptive reuse of Reuse Area 5.

#### VI. Future

The redevelopment of Mare Island provides an exciting opportunity to recall the past while creating a new opportunity for the island to flourish. It is the responsibility of those involved in this re-creation to respect and pay homage to the history of Mare Island while simultaneously providing the foundation for a community that will succeed. This transition will be done with sensitivity, with respect for the past and a focus on the future.

The Site Development Analysis proposal to demolish 206 and 208 is not done out of disrespect for the buildings, nor out of disregard for the history of Mare Island. Rather, it is done with the desire that Buildings 1310 and 386/388/390, Reuse Area 5, and Mare Island as a whole realize their full potential.

#### **SECTION 2**

#### I. SITE DEVELOPMENT ANALYSIS\*: BULDING 206

The <u>Historic Resources: Disposition Map</u> of Mare Island from June 28, 2006, indicates that Building 206 is a "Notable Resource -To Be Demolished." This Site Development Analysis explains why 206 will be demolished.

#### A. BUILDING INFORMATION

**Building Number:** 206

Rodman Annex Recreation Center Name:

Class: Notable -To Be Demolished

Area:

On Bagley Street, between Railroad Avenue Location:

and Azuar Drive

Era:

R -Metal-Clad administrative, Institutional, or Building Type:

Commercial

Member of a Designated Cluster:

No

**Square Feet:** 

17,900

Building 206: Section 7, Page 30 National Register Registration Form: As with many other of the general purpose buildings at Mare Island, the uses of Building 206 have been many and varied. It was originally the Rodman Center Annex, a recreational facility for enlisted men at the shipyard. The first functional and significant change to the building came in 1943 with the addition of a northwest wing. The new wing was the industrial laboratory and storehouse, indicating that the building's recreational function may have ceased earlier. This continued through the 1980s when the industrial laboratory finally closed. Constructed in 1917, Building 206 is of woodframe construction with corrugated metal sheathing. It is a two-story building with an auditorium on the second story.

The structure has previously been surveyed and categorized in the Mare Island Specific Plan. It has been slated in the specific plan and draft settlement agreement as notable and proposed for demolition.

<sup>\*</sup>From Appendix B.1 Historic Project Guidelines: 5.3.2.C SITE DEVELOPMENT ANALYSIS

A Site Development Analysis for each Notable Resource proposed for demolition shall be prepared. The Site Development Analysis shall include information to support one of the following findings:

1. The resource is located such that it substantially hinders reuse of a landmark; OR

The resource is located such that:

a. It affects the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation; and

b. The costs required to modify the Development Plan in order to retain the resource is unreasonable in relation to the significance of the resource; OR

<sup>3.</sup> The cost of reusing or rehabilitating the resource is unreasonably high when compared to the estimated value of the resource after rehabilitation. In accordance with the Secretary's Standards, Relocation of Notable Resources should be required as an alternative to demolition.

#### B. REASON FOR FINDING

The resource is located such that:

- 1. It affects the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation.
  - parking—customer and delivery/truck
  - □ access
  - □ laydown area

#### PARKING

Building 206 hinders parking for adjacent buildings. (Specific Plan, Section 5.0) Parking was not a priority when Mare Island was a naval base. Workers entered the island via bus or ferry, and streets could be closed down temporarily as needed. Unlike today, workers on the military base did not have individual vehicles that had to be accounted for on the job site. Offsite parking is not an option according to the current requirements set forth by the City of Vallejo, nor is it functionally possible. As a development in the public sector, the City of Vallejo understands that the parking situation on Mare Island must be remedied, at times at the expense of existing buildings.

Specifically, The Mare Island Specific Plan addresses the parking in areas like the Bagley Street Industrial Park Plan Area: "parking typically will be provided in the industrial areas in the form of off-street surface parking lots." (5.14.Parking) As outlined in the Bagley Street Industrial Park Plan Area Tentative Maps showing Proposed Demolition (Attachment C) and Proposed Plan for Redevelopment (Attachment D), the removal of Building 206 makes such a parking lot possible.

#### ACCESS

Building 206 hinders access for adjacent buildings. Building 1310 is designated as an industrial warehouse. To function as such, it is essential that future tenants have access to the building. As the buildings are currently situated, 206 inhibits required access to building 1310. 1310 cannot be used to its full capacity at the moment, because of the location and size of building 206.

#### LAYDOWN AREA

Building 206 hinders laydown area for adjacent buildings and roads. The Specific Plan states that "in order to reuse some of the existing industrial buildings, additional lay down areas may be required" (4.10.8) and goes on to say that "site planning should provide for

ample laydown space as well as for other requirements of industrial users, including demolition (in accordance with the Historic Guidelines) if necessary for reuse purposes." (4.10.8.iii) Building 206 interferes with the laydown area that would allow for the reuse of Building 1310. An offsite laydown area is not in the Specific Plan, and would be an expensive, inconvenient, and temporary solution, and is therefore an unrealistic proposition.

The Plan for Redevelopment (Attachment D) shows the parking, laydown and access envisioned for the block.

# 2. The cost of modifying the Development Plan is unreasonable in relation to the significance of the resource

#### ON-SITE PARKING

The current Development Plan for Mare Island requires that all parking be provided onsite. The Plan for Redevelopment (Attachment D) shows the proposed parcel for building 1310 with loading and unloading area, as well as parking spaces. As the Building Density Map (Attachment E) shows, there is no way to fulfill these parking and loading requirements for building 1310. The map illustrates the density of Mare Island, and the lack of available space for parking.

Parking at adjacent buildings is not possible, because they have their own parking requirements that must be met. There is minimal available parking across Bagley Street, in Area B on Attachment E. What is available is needed for building 386/388/390. Even with the proposed demolition of Building 208, which will provide necessary parking for 386/388/390, there will not be any spaces to provide parking for 1310.

Across Railroad Avenue, there appears to be space in Area A on Attachment E that could be used for parking. However, this cannot be used for Building 1310. Building 680 is one of the largest buildings on Mare Island and the adjacent parking areas cannot be used for any other structures. Because of the Parking Ratio (Specific Plan Table 5-2) determined by Employment Densities (Specific Plan Table 5-1), there are not enough parking spaces in Area A to fulfill the needs of any building beyond 680. Building 680 is between Nimitz Avenue and Railroad Avenue, and parking along the North, East and West will provide the visitor, employee and loading/unloading of the building.

In addition to not having enough physical space for the parking demanded by building 1310, there are significant safety issues associated with placing the loading/unloading for 1310 across Railroad Avenue in Area A. Railroad Avenue is a busy street, and will be the main thoroughfare for large trucks and vehicles needed for industrial activities. Demanding that those accessing 1310 cross such a busy street with their goods is not a viable long-term solution for the buildings, and endangers the health, welfare and safety of people working on and visiting Mare Island.

Similarly, the parking available at Area C on Attachment E between structures 112 and 118 is not sufficient to provide the visitor, employee, and loading/unloading needs of 112, 118 and 1310. This area presents the same safety problem by requiring visitors/workers to cross Railroad Avenue.

There is no possibility to fulfill the parking needs of 1310 to the West in Area D. The Bagley Street Industrial Park Plan Area borders the Notable Landscape—To Be Retained along Walnut Avenue and Chapel Park. With its classification as a Notable Landscape—To Be Retained, it is not appropriate or possible to see this as a possible location to fulfill the parking needs of 1310. It would also be contrary to the Area designations to mix the industrial character of Area 5 with the historic character of Area 4.

This is all contrary to the point of the settlement agreement for Mare Island, which was to make the area as a whole work. The building must be considered in reference to the other buildings, and as it stands 206 makes parking, loading, unloading, and access to 1310 impossible.

#### PARKING GARAGE

Since parking is not available on adjacent lots, the Development Plan could potentially be modified to build a parking garage somewhere on the site, or provide off-site parking, with a shuttle service serving the entire island.

In order to maintain Building 206 and simultaneously provide the required parking, a large parking structure would have to be built somewhere else on Mare Island, or at a location off-site. This is both economically impractical as the same lack of space in this district that limits surface parking prevents development of a new practical parking structure, and is contrary to the aesthetic and developmental goals of the City of Vallejo. A parking garage would be a costly endeavor, other more valuable buildings would have to be demolished, and it would take up precious space on the island. In addition, a parking structure would not solve the problem of access or laydown for Building 1310.

#### SHUTTLE SERVICE

A shuttle service throughout the island would not answer the demands of the island, and would present a whole host of further problems. In addition to the off-site parking structure that would have to be built somewhere in Vallejo, the shuttle service would not handle the loading/unloading required by building 1310.

Neither a parking garage, nor a shuttle service with off-site parking is addressed in the settlement agreement. The absence of this makes both solutions unviable to answer the parking problem.

# II. RELOCATION, DECONSTRUCTION, DEMOLITION ANALYSIS: BULDING 206

#### A. THERE ARE TWO OPTIONS FOR BUILDING 206

#### 1. Deconstruction and reuse of materials:\*

Deconstruction and reuse would preserve many of the materials used to build 206. All the wood and metal will be recycled and reused, and the concrete will be crushed and reused for future construction. Recent projects of a similar nature in the Bay Area have resulted in the high recovery of materials for reuse, with a relatively low output of waste. This option would have to be performed by a company specializing in this type of work and familiar with historical buildings, and would demand much care and forethought. A conservative estimate for deconstruction and reuse is \$8 per square foot before factoring in recycle credits:

-cost of deconstruction 17,900 x \$8 = \$143,200 and reuse

#### 2. Relocation and reuse of building:\*

Relocation of building 206 from its current location to another site on Mare Island is the most costly option. Any building can be moved, but the cost and difficulty of doing so varies significantly depending on the construction, age, size, and location of the building. To move Notable Resource 206, there are two options:

- 1. Cut entire roof off, disassemble columns and beams, build new foundation at new site, rebuild at new site, and complete a full seismic upgrade.
- Cut entire roof off, cut building into sections, construct second building system within each building section for stability, build new foundation, move each section with second building to new site, reassemble sections, disassemble second building system, and complete full seismic upgrade.

For either option, a foundation is required at the new site. The cost for a concrete foundation is \$10 per square foot:

-cost of new foundation 17,900 x \$10 = \$179,000

In addition to the foundation, there are the costs associated with moving and updating the structure. Simply moving the building as it is in its current state of disrepair would not be sensible, as the building would remain unusable. A structural engineering review by Murphy Burr Curry Inc. found that building code standards and life/safety standards are not met in Notable Resource 206. To bring the building up to current standards, roof and floor diaphragms would be upgraded; shear walls or steel lateral resisting frames added; shear connectors, collectors, and chords required. (Please see Attachment H for Murphy Burr Curry's full analysis)

On top of those changes, further updates would have to be made. Mechanical and plumbing, doors, and other additional systems would be necessary to make 206 a fully usable building. The estimate to move and update the building is \$125-\$165 per square foot:

-cost to move and update 17,900 x  $$125 \text{ to} = $2,237,500 \text{ to} \\ $165 = $2,953,500$ 

So, the combined cost to build a new foundation, and move and update the building is:

\$179,000 + \$2,237,500 to = \$2,416,500 to \$2,953,500 \$3,132,500

<sup>\*</sup> many of these old buildings contain high lead counts in the paint. The presence of hazardous materials coupled with the large size of the structure could result in unknown additional costs.

## **B. PRICE COMPARISON, BUILDING 206:**

COST OF DECONSTRUCTION = \$143,200 AND MATERIAL REUSE

COST TO MOVE, UPDATE = \$2,416,500 to AND REUSE BUILDING = \$3,132,500

Given the status of the building as a Notable Resource – To Be Demolished, the historic value of the building does not rise to a level the relocation and upgrade scenario is the right decision. The deconstruction and material reuse of the building in question would remove the difficult and costly process to move and update the structure.

#### **CONCLUSION: DEMOLISH BUILDING 206**

#### A. Findings: Building 206 should be removed

Building 206 hinders the City of Vallejo's goal of Adaptive Reuse set forth in the Specific Plan. (Appendix B.1, 1.3.1) The City of Vallejo planning policies aim to protect the character of the Historic District. At the same time, the city recognizes that in a 21<sup>st</sup> century industrial, commercial and residential development a number of individual structures will no longer be practical. Unfortunately, due to the high costs associated with moving and rehabilitating building 206, it is impractical to see this as a viable answer for the structure. Rather, it should be demolished or deconstructed, with its materials used (hopefully on Mare Island) for another project.

The chief objective of Mare Island is the adaptive reuse of both individual buildings and of the larger District as a whole. Thus, in the interest of the greater good of the Bagley Street Industrial Park Plan Area, it is proposed that 206 be demolished. The removal of 206 will provide the space required to make 1310 and 386/388/390 successful warehouse and buildings by allowing for the needed parking, accessibility, and laydown area for the structures.

#### **B.** Proposal to Record Building

It is important to remember the history of Mare Island Naval Yard. Mare Island is the oldest shipyard and naval facility on the West Coast. From the era of wooden sailing ships to the nuclear age, Mare Island was at the forefront of naval operations, and the buildings of the area reflect the 91-year period of military activity. To make way for the vibrant, successful development of civilian inhabitation and economic development that will define the Mare Island of the future, buildings must be removed. In this transition from military to civilian, the record of Mare Island Naval Yard will be retained through documentation.

While this proposal suggests the demolition of building 206, it does not mean the building will be lost. 206 remains part of an important piece of American History, and will be documented as such. Please see the attached for a thorough record of 206. Included are:

- HABS photo documentation of Building 206 in context (Attachment B)
- existing drawings of Building 206 (Attachment F)
- structural analysis of Building 206, completed by Murphy Burr Curry Structural Engineers (Attachment H)

#### **SECTION 3**

#### I. SITE DEVELOPMENT ANALYSIS\*: BULDING 208

The <u>Historic Resources: Disposition Map</u> of Mare Island from June 28, 2006, indicates that Building 208 is a "Notable Resource -To Be Demolished." This Site Development Analysis explains why 208 will be demolished.

#### A. BUILDING INFORMATION

**Building Number:** 

208

Name:

School for Apprentices

Class:

Notable

Area:

5

Location:

At Bagley Street and Railroad Avenue, adjacent to Buildings 386, 388, 390, all Notable Resources - To Be Retained

Era:

**Building Type:** 

R – Metal-Clad Administrative, Institutional, or

Commercial

Member of a Designated Cluster:

**Square Feet:** 

24,846

No

Building 208: Section 7, Page 30 National Register Registration Form: One of many general purpose buildings, Building 208 housed such disparate activities as the South Central Cafeteria, Shipyard Comptroller, and employee union offices. Its original function was that of apprentice training school with the switch to the more general purpose use coming in 1945. Built in 1917, it occupies roughly 25,000feet. In general it is of woodframe construction and clad with corrugated metal sheathing, although some exterior wood paneling has been added in conjunction with the cafeteria.

The structure has previously been surveyed and categorized in the Mare Island Specific Plan. It is slated in the specific plan and draft settlement agreement as notable and proposed for demolition.

The resource is located such that:

b. The costs required to modify the Development Plan in order to retain the resource is unreasonable in relation to the significance of the resource; OR

<sup>\*</sup>From Appendix B.1 Historic Project Guidelines:
5.3.2.C SITE DEVELOPMENT ANALYSIS
A Site Development Analysis for each Notable Resource proposed for demolition shall be prepared. The Site Development Analysis shall information to support one of the following findings:

3. The resource is located such that it substantially hinders reuse of a landmark; OR

a. It affects the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation; and

<sup>3.</sup> The cost of reusing or rehabilitating the resource is unreasonably high when compared to the estimated value of the resource after rehabilitation. In accordance with the Secretary's Standards, Relocation of Notable Resources should be required as an alternative to demolition.

#### B. REASON FOR FINDING

The resource is located such that:

1. It affects the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, infrastructure, or hazardous materials remediation.

☐ parking—customer and delivery/truck

□ access

#### **PARKING**

Building 208 hinders parking for adjacent buildings. (Specific Plan, Section 5.0) Parking was not a priority when Mare Island was a naval base. Workers entered the island via bus or ferry, and streets could be closed down temporarily as needed. Unlike today, workers on the military base did not have individual vehicles that had to be accounted for on the job site. Offsite parking is not an option according to the current requirements set forth by the City of Vallejo, nor is it functionally possible. As a development in the public sector, the City of Vallejo understands that the parking situation on Mare Island must be remedied, at times at the expense of existing buildings.

Specifically, The Mare Island Specific Plan addresses the parking in areas like the Bagley Street Industrial Park Plan Area: "parking typically will be provided in the industrial areas in the form of off-street surface parking lots." (5.14.Parking) As outlined in the Bagley Street Industrial Park Plan Area Tentative Maps showing Proposed Demolition (Attachment C) and Proposed Plan for Redevelopment (Attachment D), the removal of Building 208 makes such a parking lot possible.

#### **ACCESS**

Building 208 hinders access for adjacent buildings. Buildings 386, 388 and 390 are designated as heavy industrial structures. They are currently occupied by XKT, a company producing large steel products and trusses, that will remain in the building into the future. To function in the best way possible, it is essential that XKT and future tenants have access to the building from Bagley Street. As it is currently situated, 208 inhibits required access to the buildings from the street.

The Plan for Redevelopment (Attachment D) shows the parking and access envisioned for the block.

# 2. The cost of modifying the Development Plan is unreasonable in relation to the significance of the resource

#### ON-SITE PARKING

The current Development Plan for Mare Island requires that all parking be provided onsite. The Plan for Redevelopment (Attachment D) shows the proposed parcel for building 386/388/390 with loading and unloading area, as well as parking spaces. As Building Density Map (Attachment E) shows, there is no way to fulfill these parking and loading requirements with the current building configuration. The map illustrates the density of Mare Island, and the lack of available space for parking.

Parking at adjacent buildings is not possible, because they have their own parking requirements that must be met. There is no available parking across Bagley Street, because of Building 1310 and its parking needs.

Across Railroad Avenue, there seems to be space in Area A on Attachment E that could be used for parking. However, this cannot be used for Building 386/388/390. Building 680 is one of the largest buildings on Mare Island and the adjacent parking areas cannot be used for any other structures. Because of the Parking Ratio (Specific Plan Table 5-2) determined by Employment Densities (Specific Plan Table 5-1), there are not enough parking spaces in Area A to fulfill the needs of any building beyond 680. Building 680 is between Nimitz Avenue and Railroad Avenue, and parking along the North, East and West will provide the visitor, employee and loading/unloading of the building.

In addition to not having enough physical space for the parking demanded by building 386/388/390, there are significant safety issues associated with placing the loading/unloading for 386/388/390 across Railroad Avenue in Area A. Railroad Avenue is a busy street, and will be the main thoroughfare for large trucks and vehicles needed for industrial activities. Demanding that those accessing 386/388/390 cross such a busy street with their goods is not a viable long-term solution for the buildings, and endangers the health, welfare and safety of people working on and visiting Mare Island.

Similarly, the parking available at Area C on Attachment E between structures 112 and 118 is not sufficient to provide the visitor, employee, and loading/unloading needs of 112, 118 and 386/388/390. This area presents the same safety problem as Area A by requiring visitors/workers to cross Railroad Avenue.

Parking is not possible across Azuar Drive in Area D, because the land in that area has been identified as a Notable Landscape—To Be Retained and cannot be modified. It would also be contrary to the Area designations to mix the industrial character of Area 5 with the residential character of Area 8.

This is all contrary to point of the settlement agreement for Mare Island, which was to make the area as a whole work. By combining the parking and loading/unloading space

from Area B with the space that will be available after demolishing 208, buildings 386/388/390 will have what they need to become part of a thriving development.

#### PARKING GARAGE

Since parking is not available on adjacent lots, the Development Plan could potentially be modified to build a parking garage somewhere on the site, or provide off-site parking, with a shuttle service serving the entire island.

In order to maintain Building 208 and simultaneously provide the required parking, a large parking structure would have to be built somewhere else on Mare Island, or at a location off-site. This is both economically impractical as the same lack of space in this district that limits surface parking prevents development of a new practical parking structure, and is contrary to the aesthetic and developmental goals of the City of Vallejo. A parking garage would be a costly endeavor, other more valuable buildings would have to be demolished, and it would take up precious space on the island. In addition, a parking structure would not solve the problem of access for building 386/388/390.

#### SHUTTLE SERVICE

A shuttle service throughout the island would not answer the demands of the island, and would present a whole host of further problems. In addition to the off-site parking structure that would have to be built somewhere in Vallejo, the shuttle service would not handle the loading/unloading required by building 386/388/390.

Neither a parking garage, nor a shuttle service with off-site parking is addressed in the settlement agreement. The absence of this makes both solutions unviable to answer the parking problem.

# II. RELOCATION, DECONSTRUCTION, DEMOLITION ANALYSIS: BULDING 208

#### A. THERE ARE TWO OPTIONS FOR BUILDING 208

#### 1. Deconstruction and reuse of materials:\*

Deconstruction and reuse would preserve many of the materials used to build 208. All the wood and metal will be recycled and reused, and the concrete will be crushed and reused for future construction. Recent projects of a similar nature in the Bay Area have resulted in the high recovery of materials for reuse, with a relatively low output of waste. This option would have to be performed by a company specializing in this type of work and familiar with historical buildings, and would demand much care and forethought. A conservative estimate for deconstruction and reuse is \$8 per square foot before factoring in recycle credits:

-cost of deconstruction 24,846 x \$8 = \$198,768 and reuse

#### 2. Relocation and reuse of building:\*

Relocation of building 208 from its current location to another site on Mare Island is the most costly option. Any building can be moved, but the cost and difficulty of doing so varies significantly depending on the construction, age, size, and location of the building. To move Notable Resource 208, there are two options:

- 3. Cut entire roof off, disassemble columns and beams, build new foundation at new site, rebuild at new site, and complete a full seismic upgrade.
- 4. Cut entire roof off, cut building into sections, construct second building system within each building section for stability, build new foundation, move each section with second building to new site, reassemble sections, disassemble second building system, and complete full seismic upgrade.

For either option, a foundation is required at the new site. The cost for a concrete foundation is \$10 per square foot:

-cost of new foundation 24,846 x \$10 = \$248,460

In addition to the foundation, there are the costs associated with moving and updating the structure. Simply moving the building as it is in its current state of disrepair would not be sensible, as the building would remain unusable. A structural engineering review by Murphy Burr Curry Inc. found that building code standards and life/safety standards are not met in Notable Resource 208. To bring the building up to current standards, roof and floor diaphragms would be upgraded; shear walls or steel lateral resisting frames added; shear connectors, collectors, and chords required. (Please see Attachment H for Murphy Burr Curry's full analysis)

On top of those changes, further updates would have to be made. Mechanical and plumbing, doors, and other additional systems would be necessary to make 208 a fully usable building. The estimate to move and update the building is \$125-\$165 per square foot:

-cost to move and update 24,846 x \$125 to = \$3,105,750 to\$165 = \$4,099,590

So, the combined cost to build a new foundation, and move and update the building is:

\$248,460 + \$3,105,750 to = \$3,354,210 to \$4,099,590 \$4,348,050

<sup>\*</sup> many of these old buildings contain high lead counts in the paint. The presence of hazardous materials coupled with the large size of the structure could result in unknown additional costs.

#### **B. PRICE COMPARISON, BUILDING 208:**

COST OF DECONSTRUCTION = \$198,768 AND MATERIAL REUSE

COST TO MOVE, UPDATE = \$3,354,210 to AND REUSE BUILDING = \$4,348,050

Given the status of the building as a Notable Resource — To Be Demolished, the historic value of the building does not rise to a level the relocation and upgrade scenario is the right decision. The deconstruction and material reuse of the building in question would remove the difficult and costly process to move and update the structure.

#### **CONCLUSION: DEMOLISH BUILDING 208**

#### A. Findings: Building 208 should be removed

Building 208 hinders the City of Vallejo's goal of Adaptive Reuse set forth in the Specific Plan. (Appendix B.1, 1.3.1) The City of Vallejo planning policies aim to protect the character of the Historic District. At the same time, the city recognizes that in a 21<sup>st</sup> century industrial, commercial and residential development a number of individual structures will no longer be practical. Unfortunately, due to the high costs associated with moving and rehabilitating building 208, it is impractical to see this as a viable answer for the structure. Rather, it should be demolished or deconstructed, with its materials used (hopefully on Mare Island) for another project.

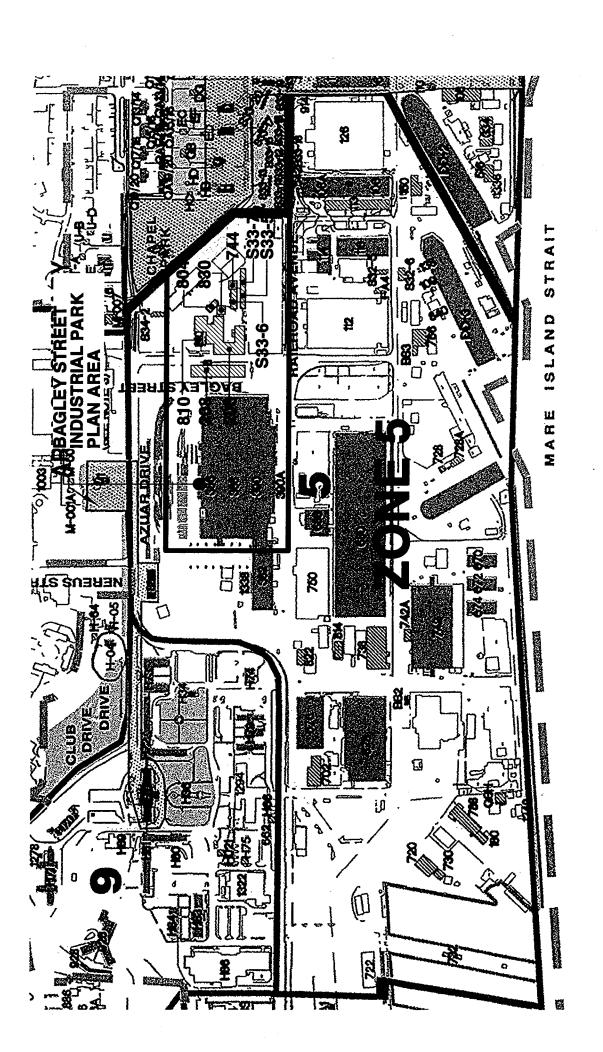
The chief objective of Mare Island is the adaptive reuse of both individual buildings and of the larger District as a whole. Thus, in the interest of the greater good of the Bagley Street Industrial Park Plan Area, it is proposed that 208 be demolished. The removal of 208 will provide the space required to make 1310 and 386/388/390 successful warehouse and buildings by allowing for the needed parking, accessibility, and laydown area for the structures.

## B. Proposal to Record Building

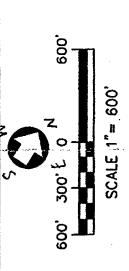
It is important to remember the history of Mare Island Naval Yard. Mare Island is the oldest shipyard and naval facility on the West Coast. From the era of wooden sailing ships to the nuclear age, Mare Island was at the forefront of naval operations, and the buildings of the area reflect the 91-year period of military activity. To make way for the vibrant, successful development of civilian inhabitation and economic development that will define the Mare Island of the future, buildings must be removed. In this transition from military to civilian, the record of Mare Island Naval Yard will be retained through documentation.

While this proposal suggests the demolition of building 208, it does not mean the building will be lost. 208 remains part of an important piece of American History, and will be documented as such. Please see the attached for a thorough record of 208. Included are:

- HABS photo documentation of Building 208 in context (Attachment B)
- HABS entry for Building 208 (Attachment G)
- structural analysis of Building 208, completed by Murphy Burr Curry Structural Engineers (Attachment H)



# MARE ISLAND: VICINITY MAP Bagley Street Industrial Park Plan Area





Area 5 Resource number 0206

Resource name Rodman annex recreation center

Classification Notable Repetitive resource

Type R - Metal-Clad Administrative, Institutional, or Commercial

Architectural style Utilitarian Stories 2

Construction date 1917 Square feet 17,900

DPR form ⊠ yes ☐ no Era 3

Section 7, Page 30 National Register Registration Form: As with many other of the general purpose buildings at Mare Island, the uses of Building 206 have been many and varied. It was originally the Rodman Center Annex, a recreational facility for enlisted men at the shipyard. The first functional and significant change to the building came in 1943 with the addition of a northwest wing. The new wing was the industrial laboratory and storehouse, indicating that the building's recreational function may have ceased earlier. This continued through the 1980s when the industrial laboratory finally closed. Constructed in 1917, Building 206 is of woodframe construction clad with corrugated metal sheathing. It is a two-story building with an auditorium on the second story.



Area 5 Resource number 0208

Resource name School for apprentices

Classification Notable Repetitive resource

Type R - Metal-Clad Administrative, Institutional, or Commercial

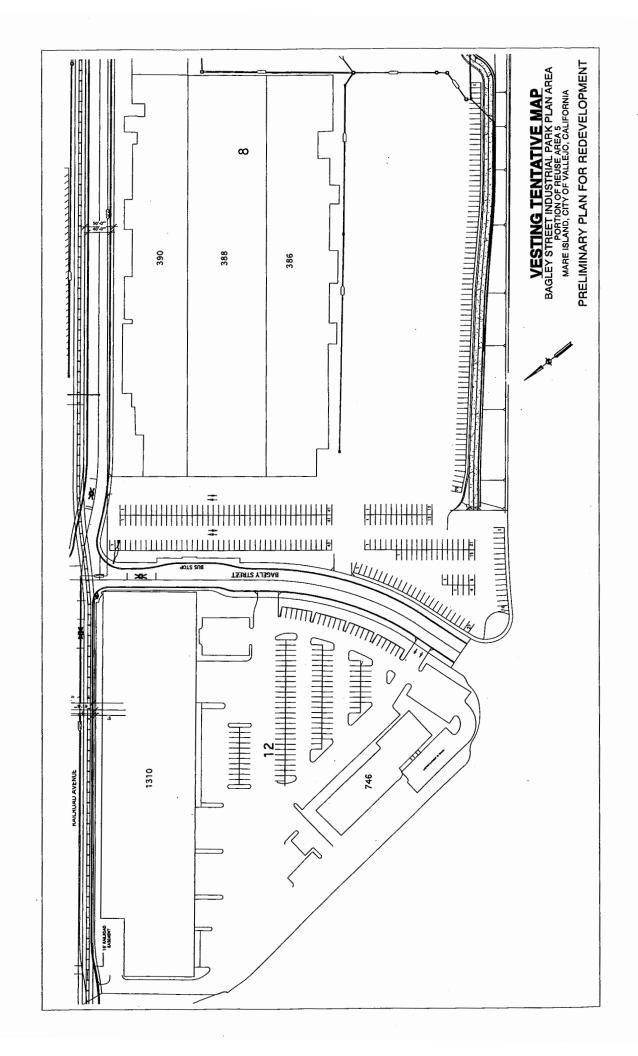
Architectural style Utilitarian Stories 2

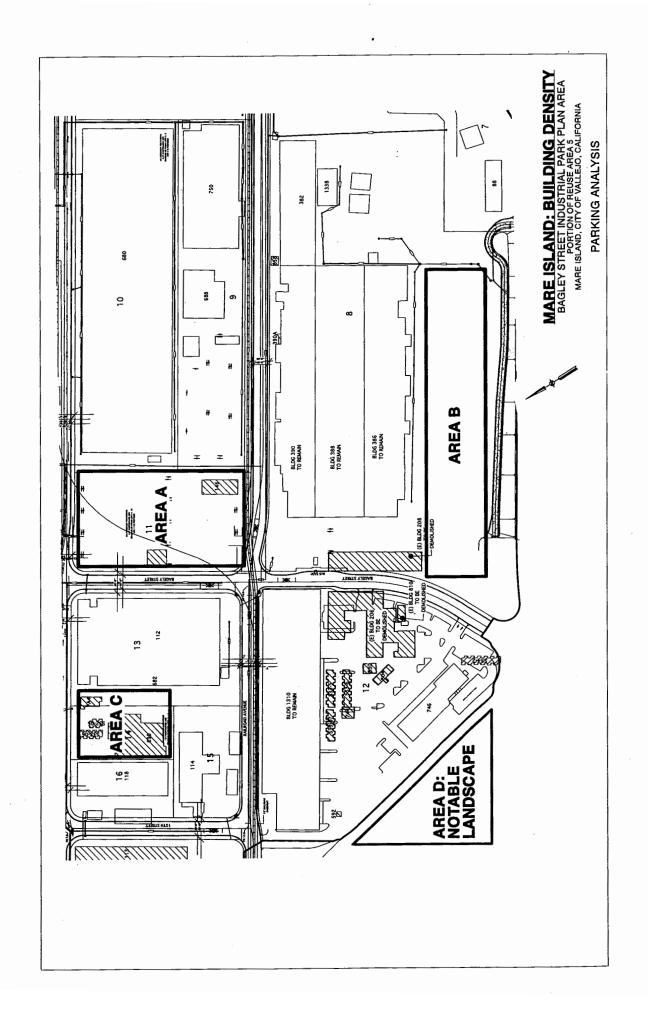
Construction date 1917 Square feet 24,846

Era 3

Section 7, Page 30 National Register Registration Form: One of many general purpose buildings, Building 208 housed such disparate activities as the South Central Cafeteria, Shipyard Comptroller, and employee union offices. Its original function was that of apprentice training school with the switch to the more general purpose use coming in 1945. Built in 1917, it occupies roughly 25,000 feet. In general it is of woodframe construction and clad with corrugated metal sheathing, although some exterior wood paneling has been added in conjunction with the cafeteria.

OPR form ⊠ yes ☐ no





#### HISTORIC AMERICAN BUILDINGS SURVEY

# MARE ISLAND NAVAL SHIPYARD Administrative Offices and Cafeteria (Building 208)

HABS No. CA-1543-0

Location:

Mare Island Naval Shipyard, Vallejo, California

12th Street, north side between Railroad Avenue and Cedar Avenue

Significance:

Building 208 is a contributing element of the Mare Island Historic District. Building 208 is significant chiefly for its role in the development of the Shipyard South area and as a pioneering element of the emerging training school function at the shipyard.

**Present Owner:** 

U.S. Navy, EFA West 900 Commodore Drive San Bruno, CA 94066

**Present Use:** 

Vacant

Last Use:

Administrative Offices / Cafeteria

**Description:** 

Building 208 is situated at the dividing line between the older shipyard (herein called Shipyard North), which prospered from the 1850s through World War I, and the newer shipyard (Shipyard South), which was the scene of greatest activity from the 1920s through the closure of the shipyard in the 1990s. Building 208, built in 1917, was an isolated building at the time it was constructed but is now surrounded by large shops built after 1917. Photograph O-1 shows the low-slung Building 208 in the shadow of Building 386/388/390, one of the largest buildings at Mare Island. Building 206, which was also built in 1917 for the training school, may be seen at the right of that view.

Building 208 is a two-story wood frame structure, sided and roofed in corrugated metal. It was built in 1917 and is nearly identical to Building 206, which it faces across 12<sup>th</sup> Street. It features a hipped roof with three gabled ventilators at the ridge. It is lighted by tall six-over-six double-hung sash windows. Virtually all of its original windows are in place. A shed roofed addition exists on the east end offering access to a cafeteria; this addition is shown in Photograph O-4. First story access is gained through wooden double doors, each with a single wooden panel and single light; these doors are very old and may be original. The building has

## MARE ISLAND NAVAL SHIPYARD Administrative Offices / Cafeteria (Building 208) HABS No. CA-1543-O (Page 2)

been used for many purposes through the years. As a result, the interior spaces have been stripped to large open rooms. Although the interior has been heavily modified, the exterior integrity is very good.

**Historical Context:** 

Building 208 is significant chiefly for its role in the development of the Shipyard South area and as a pioneering element of the emerging training school function at the shipyard.

Building 208 was one of the first buildings to be constructed in the Shipyard South area. During the 19th century, the Shipyard South was largely lowland covered with tules. Near the northern edge of this marshland, the station ship Independence was moored for use as a receiving ship. In the 1890s, the Navy began to reclaim the land between the shipyard and the Ammunition Depot through a system of levees and dikes. One of the first activities to be assigned to this area of reclaimed land was a training school associated with the "receiving ship" function. The term, "receiving ship," applied to housing and subsistence for sailors who were between seaborne assignments. Navy policy at the turn of the century with respect to receiving ships was to transfer more activities to the shore establishment. In 1899, the Navy began construction of recreation grounds, a drill hall, target gallery, wash and drying rooms, and bathhouse for use by the receiving ship Independence, and after 1914 the Intrepid. These wood frame buildings constructed on timber pilings became the nucleus for the receiving barracks and recruit training center during World War I.

Early in 1917, the total estimated capacity for recruits received at Mare Island was only 600. These recruits were housed in the receiving ship's barracks and on the *Intrepid*. In April 1917, the Bureau of Navigation ordered the erection of a group of temporary barracks for 5000 men with associated latrines, kitchens, mess halls, offices, classrooms and recreational facilities. This training camp was roughly bounded by the shipyard on the north, the Hospital Reservation on the west, open land, recently reclaimed, on the south, and the waterfront on the east. The training camp became an annex to the receiving ship establishment after the war emergency had passed. The capacity of the facility was reduced to about 3100 after the war and most of the temporary buildings at the training annex were removed between 1925 and 1936.

## MARE ISLAND NAVAL SHIPYARD Administrative Offices / Cafeteria (Building 208) HABS No. CA-1543-O (Page 3)

Between 1920 and 1941 the old training center was encroached upon by construction of the huge structural group shops on the west, the expansion of lumber storage yards on the south, and enlargement of the shipyard on the north. Finally, four new berths were excavated along the waterfront in 1941 at the site where the training ship *Intrepid* formerly docked.

Today, only two buildings remain on site that have possible associations to the World War I era expansion of the training school. One is the Rodman Annex Recreation Center (Building 206), constructed in 1917 on 12<sup>th</sup> Street between Cedar and Railroad Avenues. The other is the School for Apprentices of the Trainee School Annex (Building 208), located across the street from Building 206, where aspiring carpenters, shipwrights, blacksmiths, joiners, coppersmiths, and other ship artisans were trained. Used as a recreational facility for trainees and enlisted personnel assigned to the shipyard until the 1940s, the Rodman Annex Recreation Center was converted for storehouse and laboratory use during World War II. Similarly, Building 208 became a cafeteria and administrative offices for the expanded shipyard in 1945.

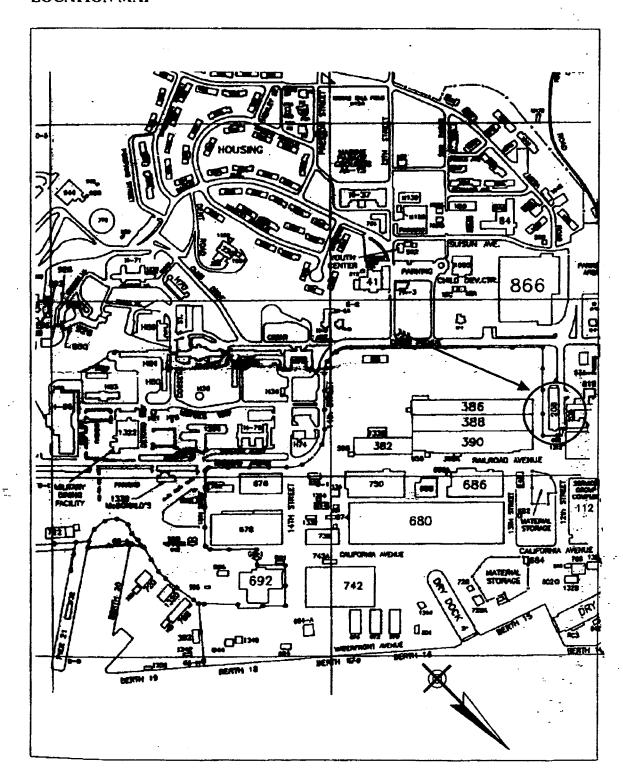
Sources:

(See list of sources under HABS Narrative Report for Mare Island Naval Shipyard Historic District.)

Project Information:

The action causing this documentation to be undertaken is the disposal of historic properties at Mare Island Naval Shipyard in accordance with the Base Realignment and Closure Act, as amended in 1993. Once the transfer occurs, these National Register properties will no longer be afforded the protection of the National Historic Preservation Act. This documentation is a requirement of the MOA among the Navy, SHPO and ACHP reached in accordance with the regulation for the "Protection of Historic Properties," (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act.

# **LOCATION MAP**



## HISTORIC AMERICAN BUILDINGS SURVEY

## INDEX TO PHOTOGRAPHS

Mare Island Naval Shipyard,
Administrative Offices and Cafeteria (Building 208)

12<sup>th</sup> Street, north side between Railroad Avenue and Cedar Avenue

Vallejo

Solano County

California

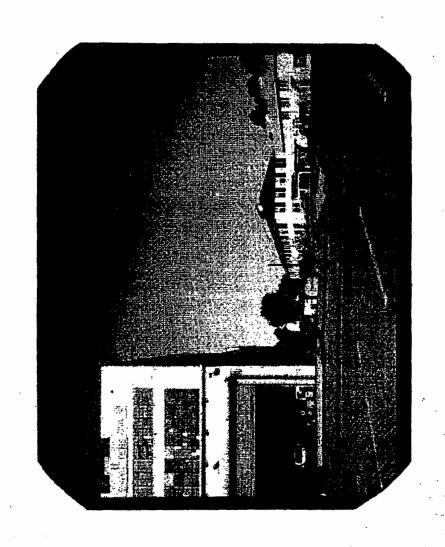
William B. Dewey, Photographer April 1998			
	CA-1543-O-1	CONTEXTUAL VIEW SHOWING BUILDING 208 AT RIGHT BACKGROUND AND BUILDING 390 AT LEFT FOREGROUND; CAMERA FACING WEST.	
	CA-1543-O-2	CONTEXTUAL VIEW OF BUILDING 208 SHOWING NORTH AND WEST ELEVATIONS; CAMERA FACING SOUTHEAST.	
	CA-1543-O-3	VIEW OF NORTH ELEVATION; CAMERA FACING SOUTH	
	CA-1543-O-4	VIEW OF EAST ELEVATION; CAMERA FACING WEST.	
	CA-1543-O-5	VIEW OF SOUTH ELEVATION; CAMERA FACING NORTH.	
	CA-1543-O-6	VIEW OF WEST ELEVATION; CAMERA FACING EAST.	
	CA-1543-O-7	DETAIL OF NORTH END OF BUILDING SHOWING ROOF VENTS; CAMERA FACING SOUTHEAST.	
	CA-1543-O-8	DETAIL OF WINDOWS AND ROOF VENT ON NORTH ELEVATION; CAMERA FACING SOUTHEAST.	
	CA-1543-O-9	DETAIL OF PERSONNEL DOOR ON NORTH ELEVATION; CAMERA FACING SOUTH.	
	CA-1543-O-10	DETAIL OF MAIN DOORS AND LARGE WINDOWS OUTSIDE STAIRWELL ON NORTH ELEVATION; CAMERA FACING SOUTH.	
	CA-1543-O-11	DETAIL OF NORTHEAST CORNER, NORTH ELEVATION, SHOWING VENTS, WINDOWS, AND ROOF PIPE: CAMERA FACING SOUTHEAST.	

# MARE ISLAND NAVAL SHIPYARD, Administrative Offices and Cafeteria (Building 208) HABS No. CA-1543- O INDEX TO PHOTOGRAPHS (Page 3)

CA-1543-O-12	INTERIOR OF FIRST FLOOR WEST END SPACE; CAMERA FACING SOUTHWEST.	
CA-1543-O-13	INTERIOR VIEW OF FIRST FLOOR OFFICE SPACE AT SOUTH SIDE OF BUILDING; CAMERA FACING SOUTHEAST.	
CA-1543-O-14	INTERIOR VIEW OF CAFETERIA SPACE AT EAST END OF FIRST FLOOR; CAMERA FACING SOUTHWEST.	
CA-1543-O-15	INTERIOR DETAIL OF STAIRWELL; CAMERA FACING NORTH.	
CA-1543-O-16	INTERIOR VIEW OF SECOND FLOOR SPACE AT WEST END OF BUILDING; CAMERA FACING WEST.	
Note: Photograph numbers CA-1543-O-17 through CA-1543-O-17 are 8" x 10" enlargements from 4" by 5" negatives.		
CA-1543-O-17	Photocopy of drawing located at National Archives, San Bruno, California (Navy #208-A-1). PLANS AND ELEVATIONS (PART); JULY, 1917.	
CA-1543-O-18	Photocopy of drawing located at National Archives, San Bruno, California (Navy #208-A-2). PLANS; JUNE, 1926.	
CA-1543-O-19	Photocopy of drawing located at National Archives, San Bruno, California (Navy #208-A-3). FIRE ESCAPE AND DETAILS; DECEMBER, 1944.	
CA-1543-O-20	Photocopy of drawing located at National Archives, San Bruno, California (Navy #208-A-4). SECOND FLOOR ALTERATIONS EAST END; MARCH, 1952.	
CA-1543-O-21	Photocopy of drawing located at National Archives, San Bruno, California (Navy #208-A-5). REMODELING FOR CAFETERIA: MAY 6, 1954.	

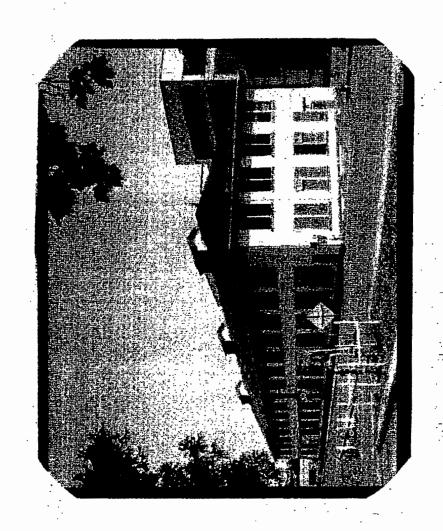
# HISTORIC AMERICAN BUILDINGS SURVEY SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. CA-1543-O-1



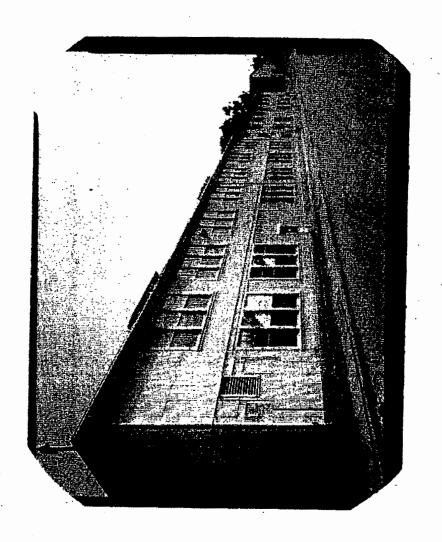
# HISTORIC AMERICAN BUILDINGS SURVEY SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. CA-1543-O-2



# HISTORIC AMERICAN BUILDINGS SURVEY SEE INDEX TO PHOTOGRAPHS FOR CAPTION

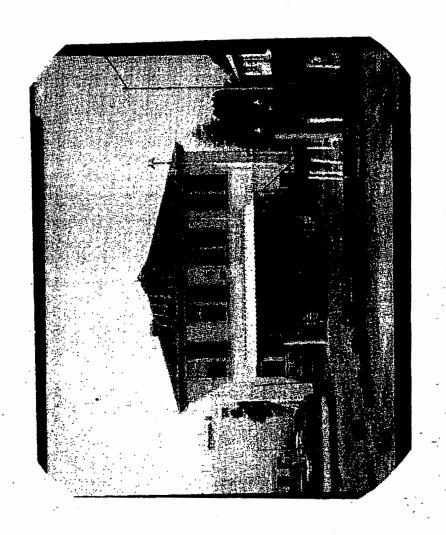
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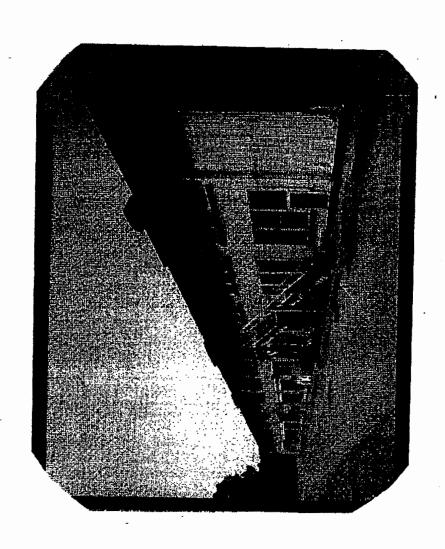
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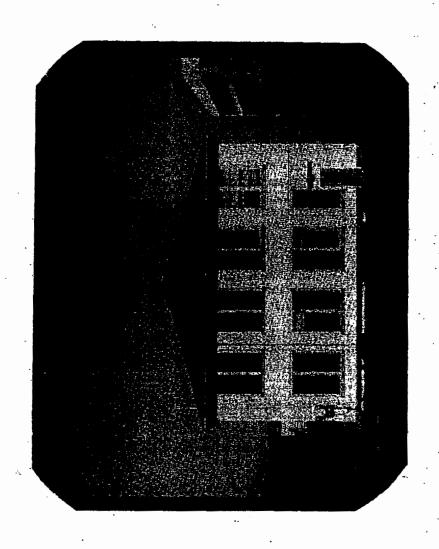
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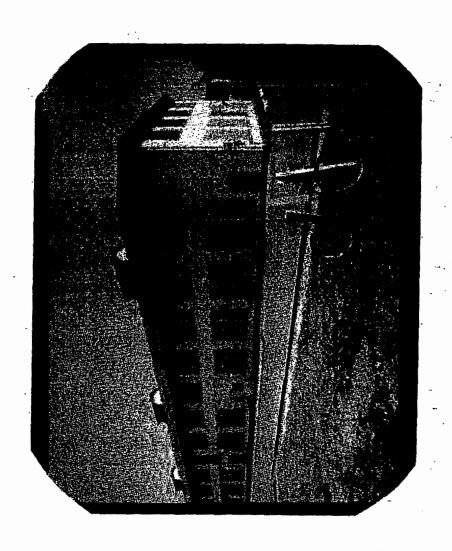


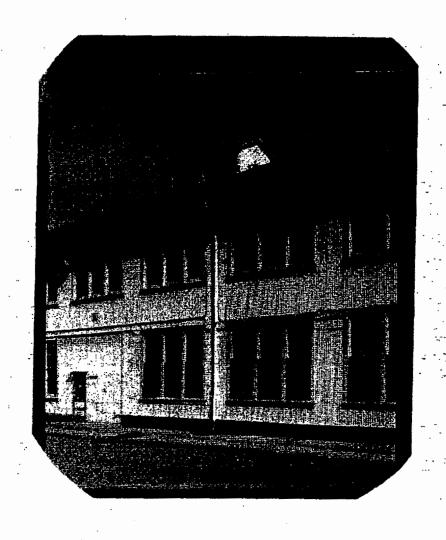
# HISTORIC AMERICAN BUILDINGS SURVEY SEE INDEX TO PHOTOGRAPHS FOR CAPTION

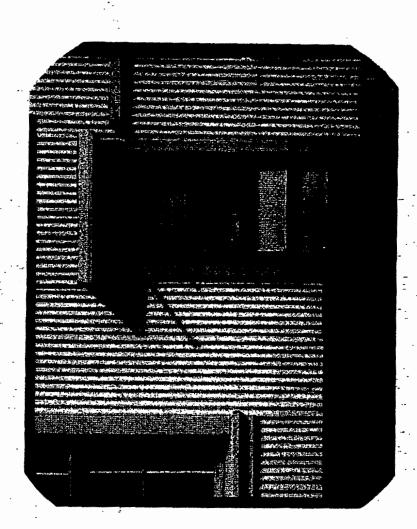
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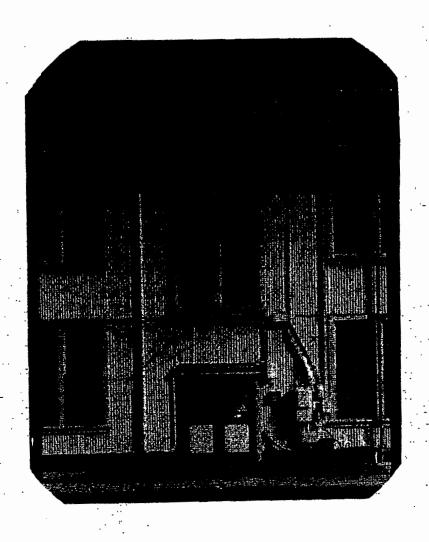


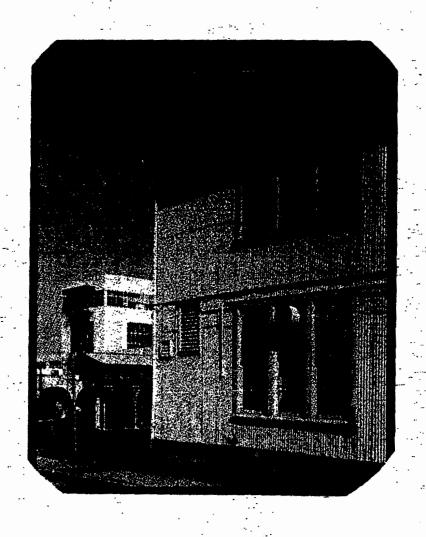


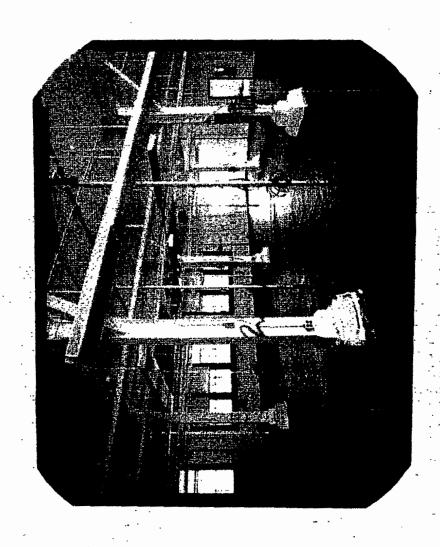


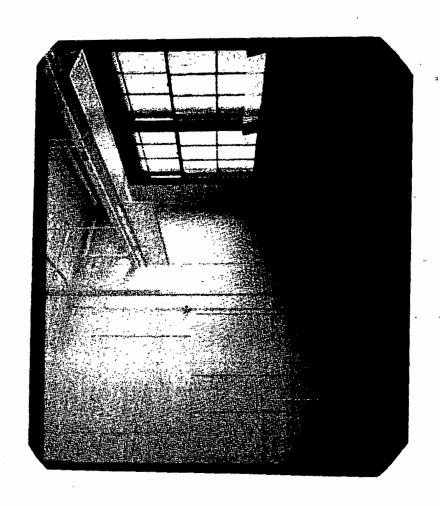


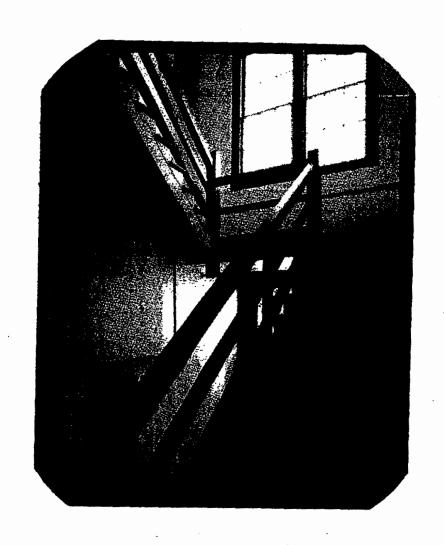


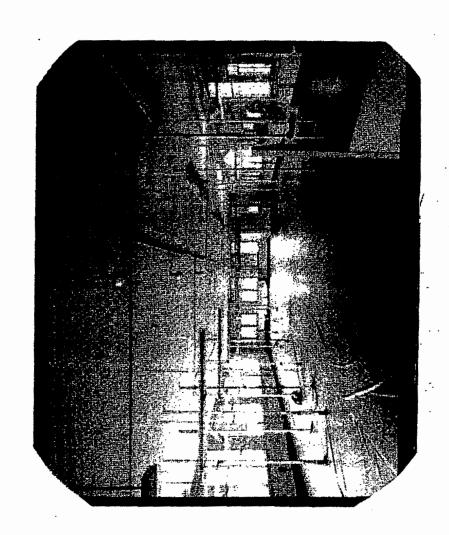


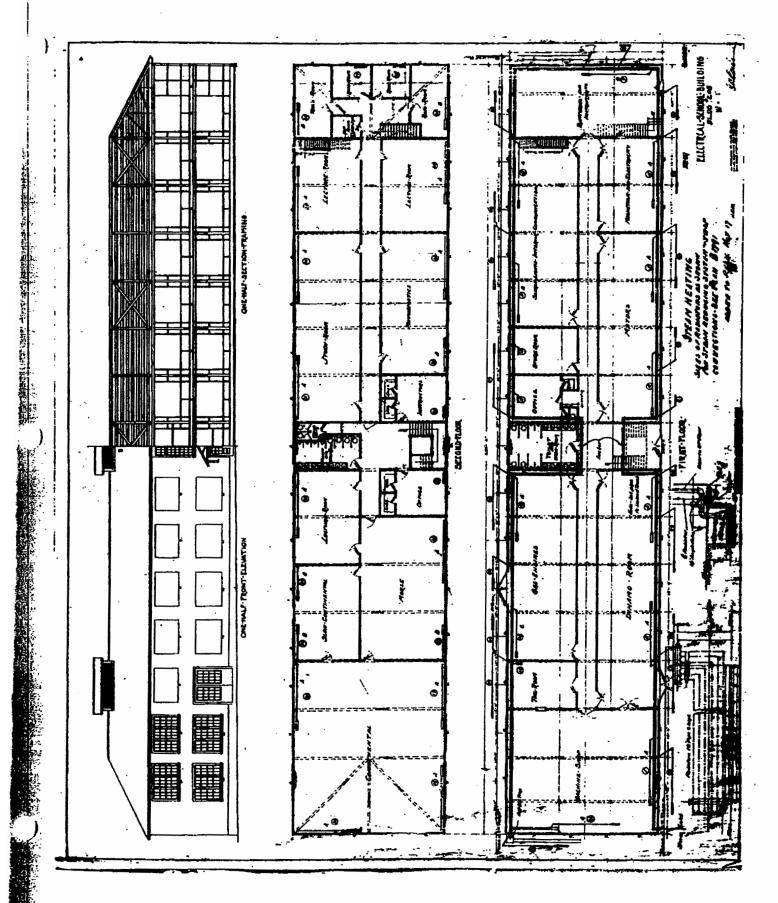


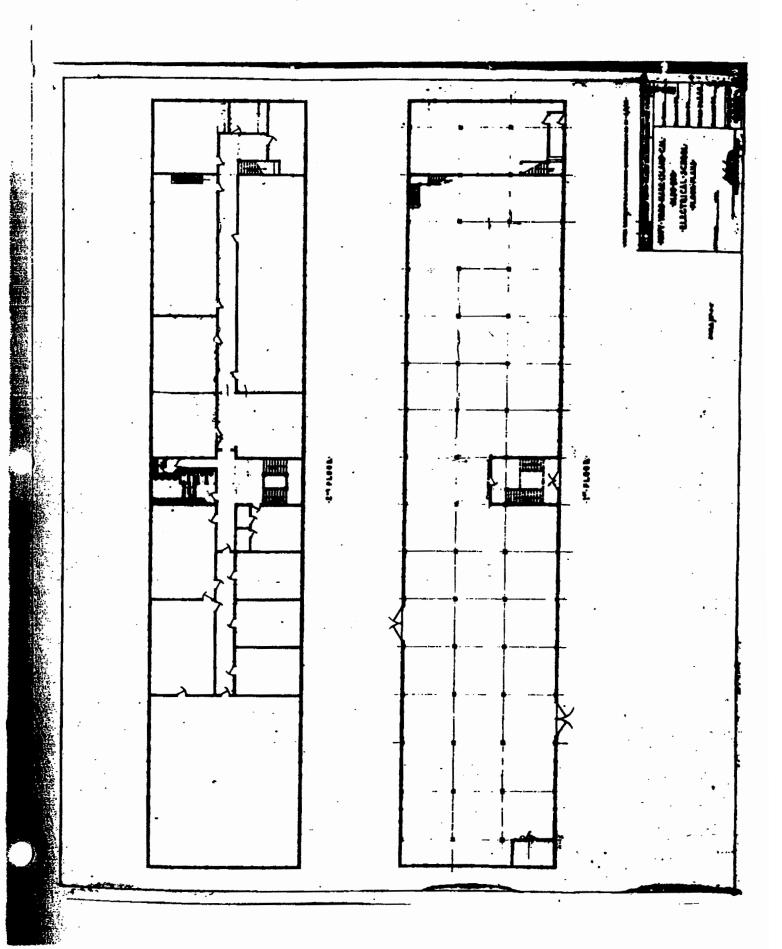


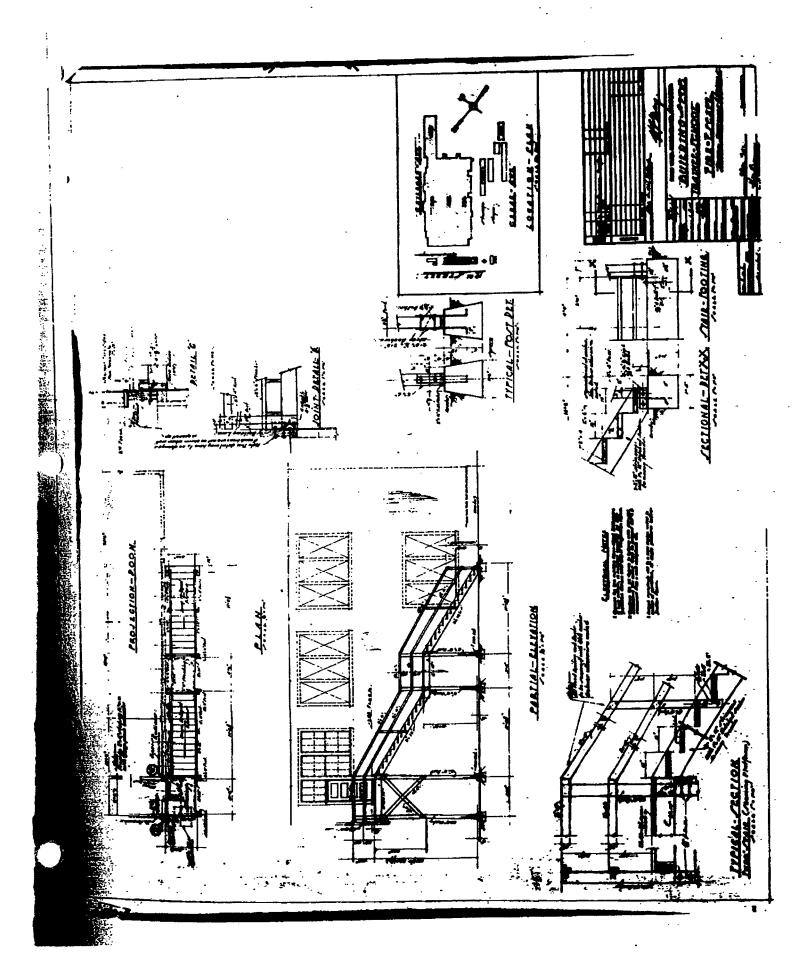


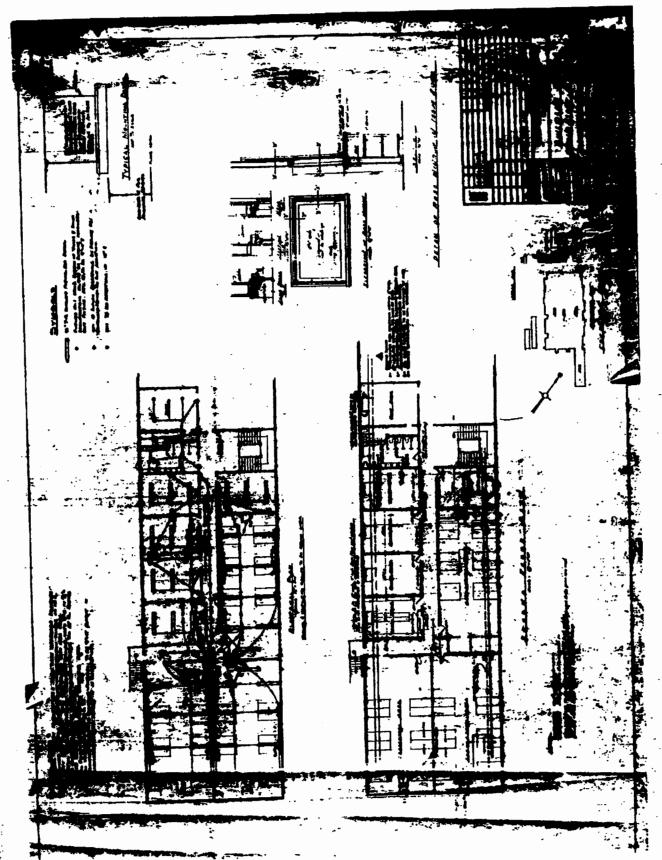








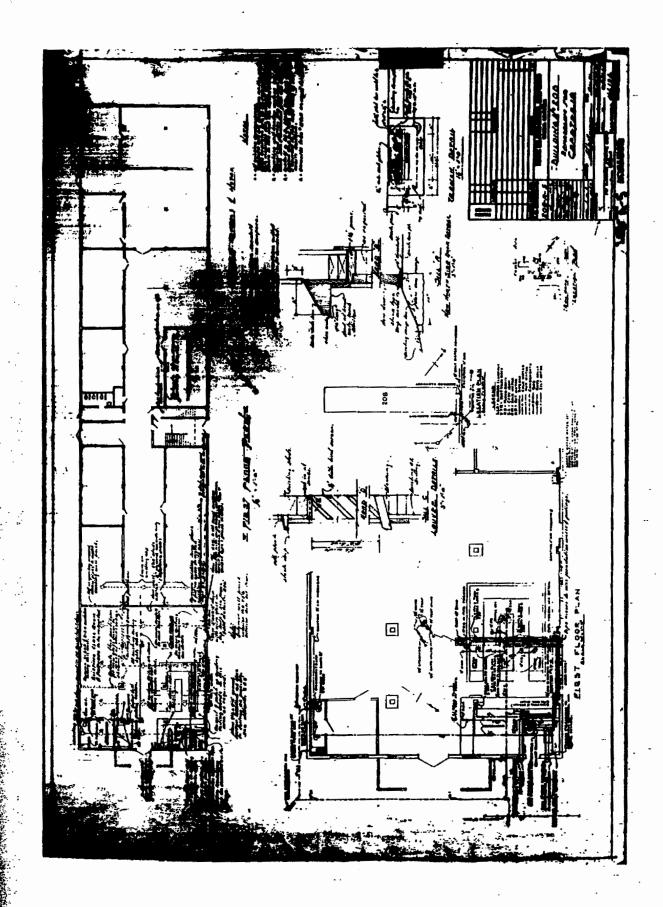




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August 31, 2007

Project Number 207-166

Jon Ennis Berger Detmer Ennis Inc. 465 California Street Suite, 350 San Francisco, CA 94104

Tel: (415) 677-096, fax: (415) 677-0964, email: jennis@bdearch.com

Dear Jon:

Subject:

U.S. Navy Yard, Mare Island

Building 206 and 208 Structural Review

Per your request, Murphy Burr Curry, Inc. has conducted a structural review of these referenced buildings located within the Mare Island Development. The purpose of our evaluation is to review these buildings in respect to 1) their general physical condition, 2) their structural vertical and lateral load integrity and 3) the possible reuse of these buildings. Our review is based on a site visit conducted on the 17th of July, 2007. Our findings are based solely on our observations. Original structural drawings, soils report or calculations were not available for our use.

#### General Building Description

#### **Building 206**

Building 206 is a single story structure with interior mezzanines constructed in a "U" shape in plan. It is reported that the building was constructed in 1917. The single story area occurs along the east and west sides of the building. The interior mezzanine area and partial second story is found along the south side of the building. The building is approximately 16,500 square feet on the ground floor. There are roof monitors that extend 8 to 9 feet with clearstory windows on the top of the roofs on the east and west portions of the building. Approximately 70% of the longitudinal sides of the roof monitors are comprised of window openings. The east and west portions of the building are high bay spaces. On the interior courtyard area the existing walls comprise of approximately 25-30% window openings. The outer perimeter walls are comprised of close to 50% window openings. There is a large pit located near the center of the east wing of the building.

The building generally consists of both wood and steel framing. The wood framed sections of the building occur at south and west portions of the building. The roof system consists of corrugated metal decking supported by wood joists. Wood trusses in turn support the joists. The wood trusses are supported by large wood columns. The walls are wood studs with light gauge corrugated metal siding. Interior unbraced mezzanines break up the large interior space.

The east portion of the building has a roof system, which consists of corrugated metal decking supported by steel joists. Steel trusses in turn support the joists. Large wood columns support the steel trusses. The walls are steel studs with light gauge corrugated metal siding and fireboard on the interior. A mezzanine is located in the S/W corner of this portion of the building.

#### MURPHY BURR CURRY, INC.

U.S. Navy Yard, Mare Island Building 206, 208 and 810 Structural Review Project No. 207-166 August 31, 2007 Page 2 of 3

The foundation system appears to consists of concrete spread footings. The floor is a concrete slab on grade.

#### **Building 208**

Building 208 is a 2-story structure and rectangular in shape. The building is approximately 50 feet by 250 feet on the ground floor. The second story is approximately the same dimensions as the ground floor. It has been reported that the building was constructed in 1917. The building structure is essentially wood framed. The roof system consists of corrugated metal decking supported by wood joists. In turn wood trusses support the wood joists. Wood columns support the wood trusses. The walls of the building are wood with metal siding on the outside and wood paneling on the inside. The exterior longitudinal walls are comprised of approximately 30% window openings.

The foundation system appears to consists of concrete spread footings. The floor is a concrete slab on grade.

#### **Observations**

#### **Building 206**

As typical for this age of structure there is some observed minor deterioration in the wood framing especially where exposed to the weather. The south elevations appear to be in better shape than the other portions of the building. The attachment of the metal siding appears to be marginal as best. The building does not appear to have been occupied for some time.

There are significant foundation cracks observed around the perimeter of the building. These cracks vary in degree from hairline to major concrete spalls. Some differential cracking was also observed in the slab on grade.

#### **Building 208**

From the second level the floor appears to slope downward at the exterior walls. This may be caused by foundation settlement at the exterior walls. As typical for this age of structure there is some observed minor deterioration in the wood framing especially where exposed to the weather. Although non-structural, we also observed extensive deterioration to the gutters and similar conditions at the metal siding as well.

From the interior, the concrete foundation has extension water corrosion where the cement has deteriorated and lost strength. Similar corrosion appears on the interior column foundation bases. There are significant foundation cracks observed around the perimeter of the building. These cracks vary in degree from hairline to major concrete spalls. Some differential cracking was also observed in the slab on grade.

#### **Lateral Load System**

#### Building 206 and 208

All three building's lateral resisting system relies solely on the exterior metal siding and the limited amount of interior siding or sheathing. In addition, the roof diaphragms rely predominately on a similar steel decking. However, none of these systems have an adequate or complete load path to provide lateral resistance. Most of

#### MURPHY BURR CURRY, INC.

U.S. Navy Yard, Mare Island Building 206, 208 and 810 Structural Review Project No. 207-166 August 31, 2007 Page 3 of 3

the exterior walls resistance is also restricted due to the extent of window or door openings. Many of the interior mezzanines or floors have no means of later support.

The weakness of the present system includes (but not limited to): lack of sheathing connection to its support members, shear transfer connections from the roof to the walls and shear transfer connections to the foundation.

#### **Summary**

#### Building 206 and 208

In general, the buildings internal framework is in relatively good condition for its age and lack of occupancy. The vertical load carrying system (trusses, beams, columns, and walls) are in good shape and appear to be adequate for its present use. However, the foundation system does appear to be distressed and would need significant improvements and repair if these structures are to be reused. The lateral resisting elements of these structures are their weakest structural link. They clearly do not meet the current building code lateral requirements and would require significant improvements just to meet minimum life safety standards.

A typical structural upgrade of these structures would require diaphragm strengthening (adding plywood at the roof and floors), addition of plywood shear walls or steel frames, added shear transfer connections and collectors, and new foundations and or footing underpinning.

Due to the present condition of these buildings a seismic upgrade to the current building code standards is recommended. Anything less would leave these buildings susceptible to major damage due to a seismic event.

If relocation of these buildings is considered, extensive shoring and bracing will be required just to get the buildings prepared for a move. Due to the size and shape of the structures, these buildings would need to be divided and braced into movable sections. Once relocated, the buildings will still need to be upgraded and installed on a new foundation system. This work will be far more costly than an in-place seismic upgrade.

Please call if you have any questions or comments. We look forward to working with you on this and other projects in the future.

Sincerely,

MURPHY BURR CURRY, INC.

Steven F Curry, SE 3364 Vice President

#### **Murphy Burr Curry Inc.**

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 4 of 8

#### Statement of Qualifications for Murphy Burr Curry, Inc.

Murphy Burr Curry, Inc. offers structural engineering consultation encompassing a variety of design and engineering for commercial, private and public developments in the Bay Area and other major cities on the west and east coast. This letter includes a firm description and representative project information.

#### THE FIRM

Murphy Burr Curry, Inc. is a consulting structural engineering company founded in 1997. Murphy Burr Curry, Inc. currently has a total of eighteen engineers and technical staff.

The firm offers structural engineering consultation specializing in building design and engineering services. The collective experience of the principals has resulted in the completion of a large number of building evaluations as well as the completion of numerous rehabilitations of existing structures, including an emphasis on historic buildings.

The goal of Murphy Burr Curry, Inc. is to create innovative, imaginative, appropriate and cost-effective structural design, and client satisfaction. Our commitment to our projects is reflected in the fact that most of our workload is based on referrals from owners, architects and contractors.

Murphy Burr Curry's recent award-winning projects include New Independent High School, San Francisco which won the 2006 International Interior Design Association Honor Award, 251 South Van Ness, San Francisco and the Community School of Music and Arts, Mountain View. These projects won the top two AIA San Francisco Design Awards for Excellence in 2004. Please refer to our web site, www.mbcse.com, for additional details of our firm.

Murphy Burr Curry has extensive experience in the evaluation and renovations of numerous structures located within de-activated military bases. MBC has completed work in the following bases:

#### Alameda Naval Air Station

Manex Entertainment/Mass Illusions 1190 W. Tower, Alameda Naval Air station

Manex Entertainment/Mass Illusions 1150 W. Tower, Alameda Naval Air station

The Air Control Tower- Alameda Naval Air station

Building 62- Alameda Naval Air station

Building 8 - Alameda Naval Air station

Alameda Power & Telecom, Building 2, Wing 3 (Headend Fac) - Alameda Naval Air station

TVT Communications, Building 5 - Alameda Naval Air station

EON Enterprises (Warner Bros.), Building 400 - Alameda Naval Air station

EON Enterprises (Warner Bros.) Building 401 - Alameda Naval Air station

Escape Entertain, 2550 Monarch - Alameda Naval Air station

Auctions by the Bay, the Theater at Alameda Naval Air Station

Building 5 - Alameda Naval Air station

Rosenblum Winery - Gunnery Calibration Facility - Alameda Naval Air Station

#### The Presidio of San Francisco

Evaluation and rapid assessment, Non-Residential Buildings, The Presidio of San Francisco

#### **Murphy Burr Curry Inc.**

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 5 of 8

Evaluation and rapid assessment, Residential Building, The Presidio of San Francisco Various Residential Building Rehabilitation Projects, the Presidio of San Francisco Moore Foundation, Building 38, the Presidio of San Francisco Presidio Bank Tenant Improvement Presidio Visitor Center Family Violence Center, the Presidio of San Francisco Building 1007, the Presidio of San Francisco Presidio Stables, the Presidio of San Francisco Letterman Digital Center, the Presidio of San Francisco The Thoreau Center, The Presidio of San Francisco West Crissy Field Building Survey, The Presidio of San Francisco Bay School of San Francisco, Building 35, The Presidio of San Francisco

#### Mare Island Naval Shipyard

Building 543 Mare Island Barracks Mare Island - Q Quarters Mare Island Church

#### Fort Baker

The Retreat at Fort Baker – This project includes the renovation and adaptive reuse of 16 existing buildings and the construction of 17 new buildings to be compatible with NPS Guidelines Evaluation and recommendations for Building 557 - Fort Baker

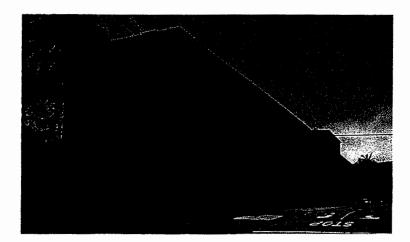
Following are specific details on representative examples of projects recently completed by Murphy Burr Curry.

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 6 of 8



Fort Baker Retreat Client National Park Service, Fort Baker Retreat Group

The conversion of Fort Baker to a lodging and recreation facility involves the renovation and seismic upgrading of 18 historic buildings and 15 new wood framed buildings. Murphy Burr Curry, Inc. is the structural engineer for both architectural firms working on this \$65M conversion. The seismic upgrade of the historic buildings range from three story wood framed officers' quarters to two-story unreinforced brick masonry buildings. The new structures included a 7,400 square foot wood framed Healing Arts Center and numerous two story wood framed lodging buildings. Upgrading of the existing buildings complies with the Life Safety Standards of FEMA 356 guidelines. All new structures comply with the International Building Code (IBC), 2003 Edition.



Building 35 – The Presidio of San Francisco Owner

Murphy Burr Curry, Inc has prepared several seismic renovation designs for the Historic Building 35 in the Presidio. Utilizing the Historic Building Code, our latest design scheme with Huntsman Design Group

#### **Murphy Burr Curry Inc.**

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 7 of 8

National Park Service

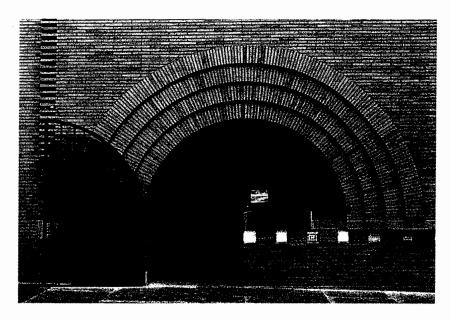
includes new concrete shearwalls and footings along with concrete restoration work. Other features of the retrofit included the new stairs and elevators, penthouse retrofit, and re-establishing original building exterior ornamentation.



Marin Headlands Arts Center Owner Golden Gate National Recreation Area This historic two-story wood framed building, formerly used by the military, now houses the Marin Headlands Arts Center. Murphy Burr Curry designed a seismic upgrade and general renovation, which incorporated the use of sustainable building materials in the design and construction.

#### **Murphy Burr Curry Inc.**

Proposal for Professional Services Mare Island, Vallejo - Deterrence Analysis Phase I and II June 26, 2007 M207-166 Page 8 of 8



140 Maiden Lane San Francisco, CA Client Folk Art International 140 Maiden Lane was designed by Frank Lloyd Wright as a gift shop for V.C Morris in 1948. It is now an art gallery. The main features of the building are its brick veneer façade and interior spiral ramp to the second level. The building is also an Unreinforced Masonry Bearing wall building and as such, required a mandatory seismic retrofit. Murphy Burr Curry worked closely with the architect to design a strengthening system which minimized intrusion into the building spaces.

Bay School of San Francisco Building 39, Presidio San Francisco, CA Owner Equity Community Partners Architect Leddy Maytum Stacy Architects

Building 39, Presidio was renovated and seismically retrofit for use as the new home for the Bay School of San Francisco. The work included full upgrade of the existing structural system to comply with the Uniform Building Code, 2001 Edition while conforming to the requirements of the National Park Service and preserving the historic fabric and nature of the building. A series of concrete shear walls were added in the building to supplement the building's existing lateral capacity. In addition, new seismic restraints and strong backs were added to brace the original hollow clay tile corridor walls and plaster ceiling in historically sensitive areas.

Murphy Burr Curry, Inc. provided full structural engineering service for the porject including structural design for seismic upgrade and ancillery elements including exterior stairs and canopy.

# BDE Architecture | Qualifications

BDE Architecture has focused on historic renovation and adaptive re-use projects around the Bay Area and has developed the skills required by historic proj-

## Relevant Work

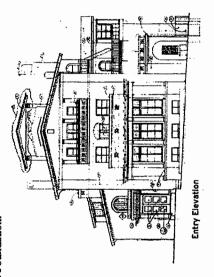
The Bancroft Hotel in Berkeley is a historic building that was restored and converted for use as a 22-room hotel and function facility. It won the 1995 Annual Design Award for Outstanding Achievement in Restoration by the California Preservation Foundation.

ville theater into a venue for live entertainment. The project goals were met, to create a showcase for contemporary uses, while reflecting and preserving the BDE worked with the Redevelopment Agency of San Jose and the State Historic Preservation guidelines to rehabilitate the 1904 Spanish eclectic style vaude-The San Jose Theater, a HABS-level rehabilitation and reuse project, won first prize for rehabilitated structures at the 2003 Pacific Coast Builder's Conference. rich historical fabric of the structure.

retail tenant improvements, historic facade restoration and replacement, seismic upgrades and ADA compliance. The Old Oakland project is considered as has served as the project architect for the past 12 years and has been associated with the project for 17 years. Architectural services have included office and The Old Oakland project consists of ten late eighteen hundred buildings on two city blocks in the heart of downtown Oakland. Berger Detmer Ennis, Inc. the best example of Victorian Commercial Archtecture on the West Coast. Other historical renovation projects include the American Tin Cannery, which was featured in Progressive Architecture Magazine, and the rehabilitation of a pre-1900 residential building in San Francisco's North Beach district. Historic rehabilitation projects currently under construction include San Jose's Crescent Jewelers and Peraluma's Old Silk Mill, a designated historic landmark.



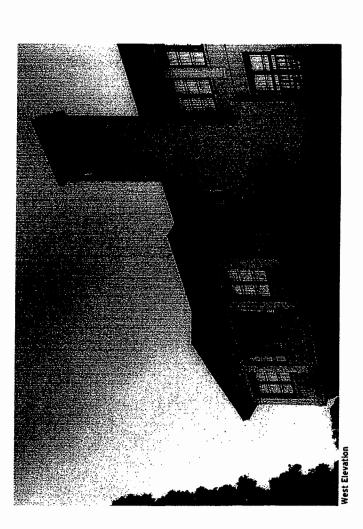
Built in 1928 as the College Women's Club in Berkeley, California, this historic building was restored and converted for use as a 22 room hotel and function facility. The restoration included seismic upgrade, accessibility modification, new decor, furnishings and equipment for hotel use as well as exterior wall and roof renovation. The Bancroft Hotel was awarded the 1995 Annual Design Award for Outstanding Achievement in Restoration by the California Preservation Foundation.



Bancroft Avenue

Developer: The Ross Family
Builder: Ryan Construction
Guest rooms: 22
Square footage: 20,000 SF

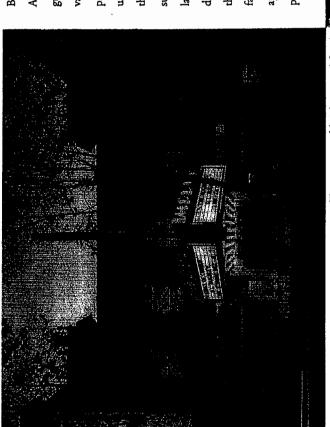
Entry





# San Jose | California | Jose Theater

BDE Architecture, Inc. worked with the Redevelopment Agency of San Jose and the State Historic Preservation guidelines to rehabilitate the 1904 Spanish eclectic style vaudville theater into a venue for live entertainment. The project goals were met, to create a showcase for contemporary uses, while reflecting and preserving the rich historical fabric of the structure. San Jose Mayor Ron Gonzales summarized the success of the project "The Jose Theater is a proud Downtown landmark that connects us to our city's history, and I'm delighted it will now bring enjoyment for audiences long into the future". Historic details including intricate terra cotra facade details, elaborate plaster ceiling mouldings and gold leaf application underwent forensic examination to insure preservation of important character defining features.

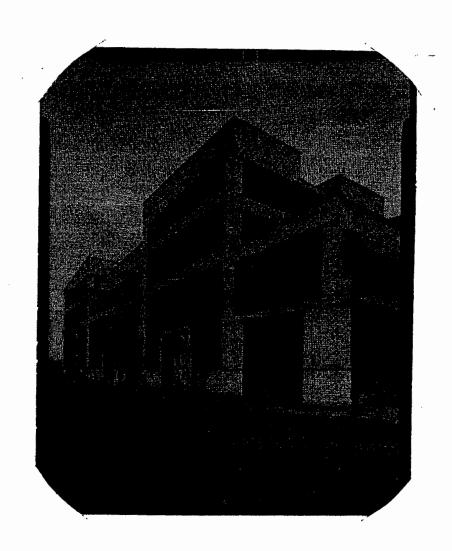


Terra cotta and brick restored facade.

Developer: The Redevelopment Agency of the City of San Jose Builder: Garden City Construction Construction Cost: \$6,000,000



Before



ylights, evenly spaced the length	se. A large inset area (used for storage, 40' x 40') is at the northea	
erimeter. The walls are capped by	etal siding, then a recessed band of 4° high translucent plastic siding by a fascia of corrugated sheetmetal, protruding beyond the lower men. The roof is constructed with metal decking material with vented end of the building, are located on the roof in a north-south orientation.	tal by one foot. The
Building 1310 is a large, one st	major elements. Include design, materials, condition, alterations, size, setting, and bo tory steel framed structure supported on formed concrete foundation Street and Railroad Avenue. The exterior finish is a combination of	. The building is
West of Railroad Ave., north of 12th S	Street	9 - 1975 378
<li>d. Other Location Data (e.g. percel #, leg Located in the Mare Island Map Qued</li>	gal description, directions to resource, additional UTM's, etc. when appropriate):  drant F-2 Building is additionally located as follows:	
c. UTM: USGS Quad MARE IS		216572,162_mN
City MARE ISLAND 7in		
Location: a. County: <u>SOLANC</u> b. Address MARE ISLAND NAVALS	- ,	- <b>*</b>
Resource Identifier: Building		· <del>.</del>
	Review Code Reviewer	Date
_1_ of _1_	Other Listings	
MARY RECORD	Trinomial ————————————————————————————————————	
	ON Filliary #	



Attachments: NONE Map Sheet District Record Building, Structure, and Object Record

1. Report Citation (Provide full citation or enter "none"): None

Determined by original archival plans Dates are Factual. P7. Owner and Address: DEPT. OF THE NAVY
MARE ISLAND NAVAL SHIPYARD
MARE ISLAND, CA 94592-5100 P8. Recorded by (Name, affi Harry Bumatay MARE ISLAND NAVAL MARE ISLAND, CA 9 P9. Date Recorded: 08/29/94 P10. Type of Survey: ○ Reconnaissance

PROVIDED BY M.I.N.S. PERSONNEDETERMINE HISTORICAL IDENTIF

Describe:

#### ARCHITECTURAL HERITAGE & LANDMARKS COMMISSION

#### STAFF REPORT

Date of Hearing: December 13, 2007 Agenda Item: 13c

Application: Certificate of Appropriateness #07-0048 as governed by Chapter

16.38, Architectural Heritage and Historic Preservation, Vallejo

Municipal Code.

Recommendation: Approve Certificate of Appropriateness #07-0048 subject to the

findings and conditions contained in this staff report.

1. LOCATION: City Park, east of Sacramento Street, West of Marin

Street, South of Alabama Street and north of

Louisiana Street. APN 0056-072-010

2. APPLICANT: Guy Ricca

Housing and Community Development Division

Community Development Department

200 Georgia Street Vallejo, CA 94590

3. **PROPERTY OWNER:** City of Vallejo

#### 4. PROJECT DESCRIPTION SUMMARY:

The City Park neighborhood desires a new building to use as a community center in the Park, as the existing building is not fully ADA-compliant, as the community room on the second floor of the existing building cannot be reached by wheelchair. The City of Vallejo Housing and Community Development Division has allocated Federal funds to construct a new building. This new structure, together with the existing historic building, would allow for enhanced ADA access, and allow the two buildings to be used as a community center.

The new structure would consist of 750-square-foot one-story building to be constructed on the courtyard in the southern area of the historic building's small courtyard. The east facing façade of the building will be a solid wall to allow films to be projected on both the interior and exterior walls, and the west facing façade will contain a simple door. The style of the building will reflect the Monterey Revival character of the existing historic structure through materials, features, size, scale, proportion and massing, but will be differentiated through the use of

large, centered doors on the south and north sides that will connect the interior spaces with the park. The new building will not have plumbing.

All trim will reflect the style of trim on the existing building. The exterior walls will be stucco siding, and the hip roof will be made of red mission tiles

#### Cultural Landscape Report

A Cultural Landscape Report was prepared for City Park, and a copy of the report is included in your packet. This report is intended to be used by the Architectural Heritage and Landmarks Commission in assessing the appropriateness of various undertakings such as additions or change to park infrastructure; by City staff in determining best maintenance practices; by the Vallejo Architectural Heritage Foundation to support fundraising, advocacy and volunteer efforts; and by other civic improvement organizations to bracket specific sponsorship projects. The Report identifies features that define the historic character of City Park through an assessment of its historic evolution and period of significance. Based on that information, the appropriate treatment will be identified for any changes to the Park. This project is the first of a series of changes and improvements slated for City Park over the next few years.

A history of City Park is included in this *Cultural Landscape Report*, starting on page 5 of the *Report*. This history is important to review and consider when assessing changes or additions to City Park.

Pages 38 through 41 of the *Cultural Landscape Report* discuss the existing City Park "Tree House" building and also contain a short outline on potential uses of the new proposed building. Pages 50 and 51 describe the proposed treatment plan for City Park that includes a map showing the location of the new Community Center Building.

Staff encourages the Commission to save this copy of the *Cultural Landscape Report* to use when reviewing future projects in City Park. The project before the Commission at this time involves only the new Community Center Building. Future projects will include changes to the existing landscaping, and the replacement of the existing playground equipment.

#### 5. RELATION TO CEQA:

As conditioned, this project has been determined to be exempt from the requirements of the California Environmental Quality Act per Section 15331 (Class 31) because it consists of an addition to an historic resource in a manner consistent with the Secretary of the Interior's Standards.

#### 6. NOTICING AND PUBLIC COMMENTS

The project proposes new construction in excess of 100 square feet and requires public notice. Notice of the proposed project and Architectural Heritage and Landmarks Commission meeting was sent to the property owners within 200 feet of the subject property and the Vallejo Architectural Heritage Foundation on December 3, 2007.

#### 7. STAFF ANALYSIS:

#### Secretary of the Interior's Standards Review

As required by Section 16.38.290 "Certificate of Appropriateness – Process" of the Zoning Ordinance, the proposed project must be reviewed for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). The treatment that would apply to this project is Rehabilitation, as this is the only treatment that allows alterations to historic properties. "Rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use, while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values." Rehabilitation standards for a cultural landscape acknowledge the need to alter or add to a cultural landscape to meet continuing or new uses while retaining the landscape's historic character.

The project meets the Standards as per the following analysis:

1. A property would 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.

The project is compatible with the historic landscape as it preserves the original materials, features, and spatial relationships that represent the original use of the property. At this time, no other changes are proposed for the park. The addition of the community center building preserves the extant features of the site.

2. The historic character of a property will be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided.

The project is proposed to be constructed adjacent to the existing "Tree House" on an area that is currently a cement patio that was added in 1983. No historic materials are explicitly proposed for removal or alteration for this project. The "use" of that patio area has been for activities, and this use will continue with the introduction of a building next to the existing "tree house".

3. Each property would be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, would not be undertaken.

The project does not involve changes that would create a false sense of historical development. The proposed new community building will harmonize with the existing building, and would contain modern materials and finishes so it will be obvious that it is new construction. The intent of this project is to create a space for community activities in a modern building that has been designed to be appropriate for City Park.

4. "Changes to a property that have acquired historic significance in their own right will be retained and preserved."

No changes to the property have been identified as having acquired historic significance in their own right. The plaza where the new Community Center Building is proposed to be located is not historic as it was installed in 1983.

5. "Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved."

No changes to any other features of the park are planned at this time.

6. "Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence."

This project does not propose any changes to the existing "Tree House", however if repairs are proposed at a later date to this structure, the above Standard will apply.

7. "Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used."

No chemical or physical treatments are specifically proposed in this project as it involves the construction of a new building. .

8. "Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken."

If archeological resources are identified in the subject area when construction begins, additional archaeological exploration shall be recommended to determine the importance of the site by CEQA criteria. All archaeological excavation and monitoring activities shall be conducted in accordance with prevailing professional standards outlined in Appendix K of the State CEQA Guidelines and by the California Office of Historic Preservation.

9. New additions, exterior alterations, or related new construction would not destroy historic materials, features, and spatial relationships that characterize the property. The new works shall be differentiated from the old and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

This project involves the construction of a new Community Center building. No other changes are proposed for City Park at this time. The features and details of the new building protect the integrity of City Park by being compatible and modest in scale, size, and proportion, as well as differentiated through construction details. The new building is proposed to be built on a cement plaza area that was constructed in 1983. The new building abstractly interprets the style of the existing "tree house", but is not the same form and contains modern materials.

10. New additions and adjacent or related new construction would be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The addition and removal of the new community center building would not impair the essential form and integrity of the historic properties and surrounding environment.

#### Conclusion

The proposed new Community Center Building would not affect the historic nature of the district except as noted above and conditioned below.

#### 8. STAFF RECOMMENDATION:

Staff recommends that the Commission **APPROVE** Certificate of Appropriateness #07-0048 subject to the following:

#### **Findings**

- 1. The proposed project shall not adversely affect the relationship and congruity between the subject property and its surroundings in City Park, including the existing landscaping on the property and other structures in the area per Section 7 of this report.
- 2. The proposed project would not adversely affect the special character of the St. Vincent's Historic District per Section 7 of this report.

#### 9. CONDITIONS OF APPROVAL

- 1. This Certificate of Appropriateness shall not be deemed valid until a Site Development permit has been submitted to and approved by the Planning Division.
- 2. Submit one set of construction drawings to the Secretary of the Commission for review. Door styles and door and window trim detail shall be approved by the Secretary of the Commission.

#### 10. PROJECT REQUIREMENTS

- Standard practices for protecting archeological resources shall be applied.
   The applicant shall ensure that all workers at the site are familiar with and comply with these practices and all other requirements of this project.
- 2. Applicant shall submit 3 sets of construction plans to the Building Division for review and approval. The project is to be designed to meet the requirements of the Uniform Building Code (as adopted) and/or the State Historic Building Code if appropriate.
- 3. All contractors and subcontractors on the project shall obtain City of Vallejo business licenses.
- 4. Construction-related activities shall be limited to between the hours of 7 a.m. and 6 p.m., Monday through Saturday. No construction is to occur on Sunday or federal holidays. Construction equipment noise levels shall not exceed the City's maximum allowable noise levels.
- 5. The conditions herein contained shall run with the property and shall be binding on the applicant and all heirs, executors, administrators, and successors in interest to the real property that is the subject of this approval.
- 6. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding

against the City and its agents, officers, and employees to attack, set aside, void, or annul this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.

#### 12. EXPIRATION

Approval of the Certificate of Appropriateness shall expire automatically eighteen months after the date of approval by the Architectural Heritage and Landmarks Commission unless authorized construction has commenced prior to the expiration date, except that upon written request prior to expiration, the Secretary may extend the approval for an additional twelve months. If the Secretary denies the application for extension, the applicant may appeal to the Commission within ten days after the secretary has denied the extension.

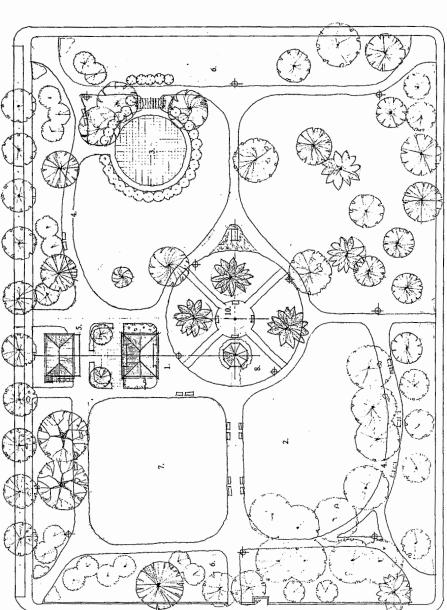
The applicant or any party aggrieved by a determination of the Architectural Heritage and Landmarks Commission may appeal the action to the City Council. Such appeal must be filed in writing with the City Clerk within ten (10) calendar days after the action by the Architectural Heritage and Landmarks Commission. Such appeal shall not be timely filed unless it is actually received in the Office of the City Clerk no later than the close of business on the tenth day. The City Council may affirm, reverse, or modify any decision of the Architectural Heritage and Landmarks Commission that is appealed. The City Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.

#### ATTACHMENTS:

- 1. Project Plans
- 2. City Park Cultural Landscape Report

Prepared by:

Bill Tuikka, Associate Planner, Secretary of the AHLC



# PROPOSED TREATMENT PLAN HISTORIC CITY PARK VALLEJO, CALIFORNIA

VALLEJO ARCHITECTURAL HERITAGE FOUNDATION OCTOBER 2007

2. NEW PLANGROUND: COMANUNITY PRALI PLESCANDIN REMISTRATE DAMAINS EQUIPMENT. THEREDOR REGISTRATIC APARATIS IS NOT APPROPRIATE.
A WEDDINGCERALON VERBER FORMER.
1938 FLANGROUND CIRCLE ROSE COVERED TRELIES AND ROCKETE FOR SEC

4. RESTORE WIDE GRAVEL PATHS FOLLOWING THE ALIGNMENTS OF THE HISTORIC PATHS.

S. REHABILTATE EXISTINGHISTORIC
BUILDINK RESTORE RENCH DOORS,
RAIGS, RESTORE RENCH DOORS,
RECONFIGURE LOWER LOOR TO REOVUE
UPDATED TOILETS AND ASIK, REEL FOR
ART CLEAVUP OR CATEED EVENTS.
REMOYE WALLS UPSTANS TO RECREATE A
LARGE MEETING SPACE.

6. THEME GARDENS. BUTTERFLY, SCENTED, HERB OR OTHER SPECIAL THEMED GARDENS TO BE SPONSORED BY COMMUNITY GROUPS.

7. GREAT LAWN: LONG-TERM PENDING RELOCATION OR DISSOLUTION OF THE HORSESHOE CLUR RESTORE THE LEVEL, HISTORIC MULTIPURPOSE LAWN.

B. BANDSTAND. PROVIDEA NEW SLAB-ON-GRADE STRUCTURE WITH AN OCTAGONA ROOF SIMILAR TO THAT ON THE HISTORIC BANDSTAND BUT PLLLY ACCESSIBLE EXTEND NEARBY ELECTRIC POWER.

9. BENCHES, PLACE NEW COMFORTABLE BENCHES ALONG THE PATHS AND IN THE THENE GARDENS.

