

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, March 27, 2008
(Changed from regular meeting date of March 20th)
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
March 27, 2008

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

4. APPROVAL OF MINUTES – (December 2007, January 2008)

5. WRITTEN COMMUNICATIONS

No written communication from the public this month

6. SECRETARY'S REPORT

Attendance at the California Preservation Foundation Conference, April 23 to 26.

Participation in Preservation Month May 2008

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

8. REPORT OF THE CITY COUNCIL LIAISON

Councilmember Gomes has been appointed the Liaison to the AHLC

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) An Amendment to the 2007 Mare Island Specific Plan SPA #98-01D regarding a Class I Multi-Use Path along Walnut Avenue, and Certificate of Appropriateness #08-0004 to construct a six-foot monolithic sidewalk along Walnut Avenue.

Environmental Determination: Pursuant to Section 15164 of the California Environmental Quality Act, (CEQA), an Addendum to the 2005 Subsequent Environmental Impact Report for the Mare Island Specific Plan has been prepared for the proposed project.

Recommendation – Forward a recommendation to Adopt SPA #98-01D; and Approve Certificate of Appropriateness #08-0004 subject to the findings and conditions provided in the staff report.

14. OTHER ITEMS

15. ADJOURNMENT

MINUTES

1. The 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, Jones-Tranter.
Absent: None.

4. APPROVAL OF MINUTES

Minutes of 11/14/07. Finding no corrections or omissions, Chairperson Naughton moves that the minutes be approved.

All in favor.

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap, Jones-Tranter.
NOS: None.
ABSENT: None.

Unanimous. Motion carries.

5. WRITTEN COMMUNICATIONS

None.

6. SECRETARY'S REPORT

Secretary Tuikka brought up that there is a staff approval of several of the demolitions with a complete staff report provided in your packet. Nothing else to report tonight.

7. REPORT OF THE PRESIDING OFFICER AND COMMISSION MEMBERS

Chairperson Naughton mentioned a request from Tom Sheath of Lennar Mare Island for a meeting with he and a couple of other Commissioners to have an informal discussion about some upcoming projects, items, or issues that are coming up related to the development of Mare Island. The purpose of the meeting was to inform us about the complexities and challenges of developing the island. He has sent e-mails to the Commissioners and is attempting to schedule this. Chairperson Naughton reported on the Christmas party to be held.

8. REPORT OF THE CITY COUNCIL LIAISON

Chairperson Naughton reported that a new liaison will be appointed in January.

9. COMMITTEE REPORTS

a) Design Assistance Committee (Naughton)

Chairperson Naughton reported that the Design Assistance Committee did meet as a follow-up with our last open hearing meeting with Mr. Joe Raila, the architect that was proposing a new structure on the back part of his property and a new configuration of windows and other treatments around the primary residence. Several Commissioners did meet with him and we received a PDF of those proposed changes that he would be happy to review next week with the Planning Commission if needed.

b) Certified Local Government Committee (Naughton,)

None.

c) Preservation Outreach (Naughton)

None.

d) Landmarks and Inventory Committee (Naughton)

None.

10. MARE ISLAND UPDATE

Michelle Hightower stated that she is the project planner from Mare Island and here with her this evening is Tom Sheath from Lennar Mare Island. There were three items that were on the previous agendas, and they have continued those items, the first being the Historic Core Streets. They took a tour of some of the changes being proposed by Lennar and have a Tentative Map for that particular area of 4B and 4C. They hope to have a solid project on these to bring to you in February of 2008. They are also working with Alden Park and hope to come back to you with that project in January.

Chairperson Naughton spoke with Tom Sheath about meeting the first of the year to make sure that everyone is comfortable that there is a healthy exchange of information pertaining to the above. Mr. Sheath noted his interest in keeping the meeting in January.

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 but they may request that this item be placed on a future agenda. The time allowed is fifteen minutes. Is there anybody in the audience that would like to address the Commission on any item outside of what is on the hearings?

12. CONSENT CALENDAR AND 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. There is a change to the agenda tonight.

Chairperson Naughton moved to reorganize the agenda to bring Item 13 c) to the top. 13c) is City Park, South Alabama Street and Sacramento Street COA07-0048 and then what would follow is in order a), b) items under the public hearings.

All in favor:

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap, Jones-Tranter.

NOS: None.

ABSENT: None.

It is unanimous. Motion carries. The motion is approved to rearrange the agenda.

13. PUBLIC HEARINGS

- a) **City Park south of Alabama Street at Sacramento Street, Certificate of Appropriateness 07-0048.** This is a request to construct a new community center building adjacent to 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.

Staff report: Bill Tuikka gave a brief outline and also noted that Guy Ricca was also here from the City's Housing and Community Development Department plus several representatives from the Vallejo Architectural Heritage Foundation who will also want to briefly talk about this project. The City Park desires a new building to use as a Community Center as the existing building is not fully ADA compliant. The Vallejo Housing and Community Development Division has allocated some federal funds to construct this building which Guy Ricca will give you a little more information about. That new structure with what they call the old tree house structure will allow the two buildings to be used as a Community Center. This new building is a 750 square foot, one-story building. It will be constructed in the Courtyard area which is just south of the existing building. It will be in the Monterey Revival character similar to the existing structure although the new building will be constructed of modern materials. It will have the proportions and massing of the old building. It will have large centered doors that will connect the exterior spaces with the park and there will be some large blank walls, both in the interior and the exterior that can be used to show films or display art. There won't be any plumbing in this building as there are restrooms in the existing building.

In your packet was a cultural landscape report that was prepared in order to facilitate any future improvements of this park. This report identifies features that define the historic character of the City Park through an assessment of this historic evolution and periods of significance. You will see, in this report there is a history of the City Park. There is also a description of the existing tree house building and the Proposed Treatment Plan for any future changes that will be made to the park. Hopefully this will all take place in the next

few years and we will have a park that is not only improved but is consistent with the historic character and history that has been there.

In your Staff report, you will notice that we have analyzed this through ten of the Secretary of the Interior Standards, and I won't elaborate on those, however; if you have any questions, we will certainly be glad to answer. Again, with us tonight is Guy Ricca,, and he may give you a little information on the funding.

Chairperson Naughton: Thank you Mr. Secretary. Are there any questions related to the Staff report? We have Guy Ricca here representing the City. Guy, would you care to comment on the process or the information packet that is in front of us?

Guy Ricca: Good evening, and thank you again for this opportunity to come before you. I am Guy Ricca and I work for the City of Vallejo in the Housing and Community Development Division. You received the Application and the Staff report and the Landscape Report on City Park prepared by the Architectural Heritage Foundation, and I think it is fairly complete as a good baseline but I would like to, by way of background, make a couple of other comments and try to put this in a little bit of context for you and kind of let you know how we got to this point. In September of last year, our former City Manager, John Thompson, actually directed staff to explore the possibility of using our Federal Community Development Block Grant funds which HUD receives each year from HUD for a targeted and comprehensive kind of a preservation and revitalization activities in neighborhoods in our community that are in severe decline. So, City staff from a variety of departments and other agencies began meeting periodically to talk about this, and in October, we recommended to the Community Development Commission and then to the City Council that two preservation areas be established, City Park, the park itself in the immediate neighborhood, and the current fiscal year 07/08, and then the Country Club Crest in 08/09. On October 24 of 2006, the Council did adopt Resolution # 06-325, which established City Park and the Crest as Neighborhood Preservation Areas. Now, at the same time or very shortly after that, City staff and the public and the Vallejo Architectural Heritage Foundation in particular began getting engaged and getting input which resulted in a proposed list of projects and activities. I am going to mention what some of the other activities are in addition to the building that were sort of put on this wish list at the very beginning. They include such things as dedicated, sort of pro-active code enforcement in the neighborhood, possible civil prosecutions of the Property Maintenance Ordinance, Vehicle Abatement Ordinance, illegal dumping cases, the installation of internet enhanced security cameras in the park, a summer recreation program provided by GVRD in which they just completed their first summer of doing that in the park, and possibly also, the availability of exterior house painting grants to improve the neighborhood. Three other proposed projects came out of that whole process of public input – that new community building which you have tonight, various landscaping improvements, and tree care, which is also talked about in quite some detail in the Cultural Landscape Report and, finally a new play structure. The City Council approved all of these items in May of this year and allocated CDBG these federal funds to these activities. The reason for telling you all of this is because the point is that in the end, this will be a comprehensive effort to address City Park and the immediate neighborhood, as Bill was mentioning, through a kind of collaborative process. We would anticipate coming back to you sometime next year with specific proposals for your consideration regarding the trees in City Park and then the new play structure, after we address the building project. What we have for you at this point is the Application for the building, and because the City is providing funding for this, the City technically is the

applicant. In terms of the building, one of our very first steps, of course, in this process is to come to you with this application for the COA and not merely because it is a requirement in my mind, but because we need your expertise and your comments on this, so what we are asking you for tonight is to provide us with some direction, if you have anything you want to provide to us now or later regarding the construction of a building in an Historic District.

Chairperson Naughton: Thank you very much for coming in, Guy. Any questions for the applicant? I just have a couple of comments. First, I want to thank the Vallejo Architectural Heritage Foundation and the City and a number of people out in the audience who have participated in kind of pulling this project together. I had a chance to read through the Cultural Landscape Report, and it is absolutely fascinating to understand the history of this particular park. The photograph on the top of this report indicates something from a completely different world, and I know the Commission appreciates all of the efforts to revitalize the park as one of the founding pillars of St. Vincent's Hill. Everybody in the audience who has participated in this – my hat goes off to you. I also had an opportunity to talk with Judy Ervin, the architect who had put together the plans and kind of walked through the site back in October and kind of got a fuller understanding about what the master plan is for the site. It seems like a good project to me. Are there any questions or comments from the audience? Anybody who would like to speak about this particular issue – this is the time to do that. If there are no questions or comments from anybody in the audience, I would like to take this back before the Commission and ask the Commissioners if there are any questions or comments.

Commissioner Swanson: The comment I have is that it is very well put together. I like the building and I like the way that it was handled with its acumens, the gutters, the shingles, and I feel that it is not going to take away from the park. It is going to enhance it tremendously. As you had said, my hat is off to the lady who had drawn these plans up. They are exquisite and I love the landscaping diagram that was provided us and the other details that helped me understand where this park is going, and I feel it is going to be something that the City can be proud of.

Commissioner Quigley: Mine is just one question. Are we sure that GVRD is going to be able to handle this project? With the overflow of their hands right now, keeping up with the projects seems to be overwhelming, and throwing this in the middle of their lap at this time – I have got some great concerns about GVRD being able to handle it.

Guy Ricca: As you know, the City owns the park and GVRD manages the park for the City. In terms of the construction of the building, that would be the process of developing construction plans approved by Public Works, and the Building Department of the City, but it sounds like your question has more to do with what happens after the building is in place, in terms of the maintenance of the building. GVRD was at the table with us when we took this proposal to the Council in May. They indicated an interest and ability to manage this facility and maintain the facility. I know that the Cultural Landscape Report and the different phases of what we are doing in City Park will be going to the GVRD Board, I believe, next month, so they can consider adopting the Cultural Landscape Report. So, they are still being involved with these staff meetings from the beginning and they are certainly aware of the project and the approval of the project by the City Council. They are not here so I can't really speak for them beyond that. As far as I know, they are on board with it.

Secretary Tuikka: The building is a new building. It doesn't include the rehabilitation of the existing building. This is a new building with new materials. The materials in themselves are meant to harmonize with the historic building and as a result, of course, it will have the character of the existing building, so it meets the Secretary of Interior Standards in that respect. The pictures that you have in front of you are pictures of the existing building that have been provided by VAHF in order to show the character of the park. The drawings that you have in front of you are fairly preliminary. We have put in the staff report, Conditions of Approval which will require the architect or the person that is preparing more complete plans to detail that so that we can then comment at that time as to how that meets the intent of this project and the appropriateness with the existing building.

Chairperson Naughton: The only concern I had about the project itself was since the park has historically been vulnerable to vandalism and with the amount of glass that is unprotected, that is, the doors themselves. Was there a sense – a guy talking with the designer, that there needs to be another level of protection – some gating on this or anything like that. It is kind of a nice, simple elevation. I think we understand what the intent behind this is but we wouldn't want it to be vulnerable for mischief and vandalism.

Guy Ricca: I think the first round of the first rendering did not really show any gates or gating. What we received later before we got it to you, I think did enhance it but I am not sure about the details. There may be some conditions you may want to look at adding, but also, maybe someone from VAHF might want to speak to that too in terms of what specific detail would be to prevent that. All I have is what you have in the detail.

Chairperson Naughton: Would anyone else like to comment on that particular issue? Whether that was a concern? You can come on up and introduce yourself, Tom.

Tom Howard: Hi. My name is Tom Howard. We looked at a couple of things. We did consider putting gates in front of them but that would be drop-down metal, but obviously, there is a concern about the appropriateness of that. The reason that the NANA walls are specified now with the metal sash is that they are the vandal resistant design. It is designed to resist hurricane force winds and we think it would be a good compromise in terms of vandal resistance and appropriateness, and that was our intention. It is felt that more vandal resistant measures need to be taken. We would be happy to take direction on that.

Chairperson Naughton: I am not sure that the Commission is prepared to alter the plans right now. At least, that is my own personal opinion that we would make it a subject of the approval to put gates in. I think it is just something to be aware of. After it is constructed, if there is a problem, then you might consider that as a remedy to any vandalism.

Tom Howard: In thinking about the other gentleman's comment about the existing building not matching the proposed building, I think there is even information in the Cultural Landscape Report that talks about the ideas about what the current building needs. We just don't have any funding for that right now. I think the idea would be to make them consistent eventually, but that is kind of a nebulous thing at this point, as you said.

Commissioner Kennedy: I think the direction of my comment is more to whether or not a homeowner applicant came in asking to build a house with aluminum windows – whether or not we would let them because these are metal windows, and I think they look great, and I think they are wonderful. It really is just a technical question. I am sure I can find an answer somewhere in the Guidelines, and I didn't look it up yet. Can you, on a new construction project, in a historic district, correctly use an invisible elevation of a metal sash? And, I think when homeowners come in wanting to build houses, don't we ask them to use wood? I believe that is the history.

Chairperson Naughton: If there are no additional comments for applicants so I would like to take this back once again to the Commission. I will entertain any motion for approval on this, or something other than that.

Commissioner Swanson: I make a motion to move to uphold this.

Chairperson Naughton: The motion is made to approve the Certificate of Appropriateness #07-0048 as subject to the Conditions of Approval in this report.

All in favor:

AYES: Naughton, Swanson., Kennedy, Laraque, Quigley, Mandap, Jones-Tranter.

NOS: None.

ABSENT: None.

Motion carries.

- b) **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 six-plex mansion town buildings on two lots with three four-plex buildings which were previously approved.

Recommendations: Staff recommends approval based on the findings and conditions in the staff report.

Staff Report: Good evening. I am Leslie Dill. We are working on the coordination of the new PowerPoint presentation with my presentation, so we will see how this unfolds this evening. This is something we have been requested to do a number of times and we are finally getting around to finding a process that works. So, this project had been seen previously by the AHLC. You can see on the map on the screen that at the corner of Azuar Drive and Oklahoma Street, the proposed two lots, one with one building and the other with two buildings. These have an alley behind them with parking access and these are in between the M-1, which is the Commandant's house, and, at the other side are H-4 and H-5 which are existing single family residences. The original approved project is shown. That is what is up here on the screen. There were four units in each of the buildings and they had stacked one-story units in the center, flats and then two-story units in the corners. The two-story units that were on the wings of the U – they had set backs so that they were both one story and two story. The proposed amendment is for changing them, the intent is still to make buildings that have the appearance or the idea of making townhouses that look like mansions, and these, however, have six buildings. The drawings are shown upside down from the previous drawings. It is just the way that they have been drawn.

Chairperson Naughton: Could you just give us some orientation? What we are looking at here - the drive is on the top and the courtyard here is facing the west.

Leslie Dill: In this particular slide, Azuar Drive is along the top and the alley along the bottom of these particular drawings. Each of them are U-shaped and have parking courtyards. The approved drawing is on the left and the proposed is on the right. The approved drawing has four garages shown in the plans, and the proposal has the six that you can see. It's been long enough since the original approval. I think there may only be a couple of you that had seen this project originally. So, we sort of divided the changes into a couple of groupings - one is the site plan changes. The project will increase the building footprint. It slightly reduces the front setback, creating terracing adjacent to the sidewalk along Azuar Drive, adds a sidewalk along the rear alley at Lot 19 and a wheelchair ramp along the sidewalk for ADA access. It adds steps to the building site. In part that is because when we went back to the original approval, the site drawings were not as complete as they probably should have been, and, in fact, the drawings all showed the buildings on a flat site when in fact it was quite hilly to begin with and so the new project actually corrects the site plan and includes a more accurate topography in the design and so, when you look at those sketches and renderings and elevations, you will see that there are hills along Azuar Drive - it actually has terracing along there.

Chairperson Naughton: How much setback is impinged upon or reduced front setback?

Leslie Dill: I don't have the original. I think it was 15, 5 to 10 feet depending upon . . .

Chairperson Naughton: Five to ten feet? It comes forward to get the extra garages?

Leslie Dill: Yeah. The designers and developers may be able to answer that more clearly than I can.

Chairperson Naughton: Who would be able to?

Leslie Dill: The applicant.

Chairperson Naughton: The applicant? Okay, that is fine.

Leslie Dill: So, those are the site plan kinds of things. They didn't change in the width very much. The overall width of each building is about the same because they allowed a certain amount of spacing between them for the landscaping between them. So, in terms of the building design changes, those of you who have seen the approved drawings will recognize the vocabulary and the scale and the general massing, however; there are some changes that are shown so the footprint change makes the mansion, therefore, a little bit taller because it is deeper front to back and so there is more roof over the square footage of the building so there is a correspondingly higher ridgeline and larger roof mass. The height of some of the site elevations - previously they had a lot of one-story massing along the sides of the building that then stepped up and became two-story buildings. Some of the proposed elevations now are two-story out wider than the original drawings although there are still one-story areas that surround them in a number of places and they have actually decreased the chimney heights and changed some of the locations of where the one-story portions are to try and reduce the visual mass, particularly from Azuar Drive.

Chairperson Naughton: So, just to clarify - the main body, the front of the house, looks to be about about the same scale but it is the side, the flanking wings, that are . . . so that area there looks like it is bumped up to the two-story, but the front elevation, the most, sort of prominent elevation with the entry piece – that is hard to see. Say if these were exactly to the same scale, but it is essentially the flanking wings that are kind of bumped up in the height. Is that right?

Leslie Dill: That's right because that is where the units are sort of set over the garages. They have sort of flats over the garages. Because the buildings are moving forward, we are also concerned about the sense of how tall they are in relation to the terracing and how tall the buildings are you will see as you are walking by and driving by, but particularly walking by. And, the sidewalks in that area of Azuar Drive is one of the sidewalks that is separated from the street with a planting strip and the palm trees which are landscaped there and so the sidewalk is quite close to these buildings, and making sure that the buildings don't tower over you and feel in any way urban, that they still have that gracious mansion sort of intent because that is the approved intent of these buildings. So, even though they moved forward then, one of the changes that they have made is to modify the front porticos slightly to make them more open and in each case to place less mass near the sidewalks. So, for example, each of the porticos sticks out in a center portion and before they were solid on the sides and so as you were coming at an angle down the road or as you were coming down the road, you would have seen a big, heavy looking wall and they have opened those up and those particularly show up visually. You can see those in their renderings, and that is the intent. I think that of their floor plans maybe one of them shows it correctly so it might be that you want to make the Condition of Approval that they are all open. I think it was a typo in the drawings, but definitely, we have talked to the applicant, and that was the intent.

Chairperson Naughton: Leslie, can I ask a question? Go back to the previous slide. No, keep going forward one more. This adjacent historic home. Could you tell us where that is on the site? Is it adjacent to the . . . ? The site is there. So, that historic home is right there where you are pointing?

Leslie Dill: No, there is an empty lot as you are facing the new complex from Azuar Drive, there is an empty lot and then those two historic houses. One of the ones is the one that was proposed for the Sunset Magazine.

Chairperson Naughton: This is the berm that is coming off the sidewalk and that is the reason for either the retaining walls or the steps proposed. Could you also tell us, Leslie, where, and maybe the applicant could do this too, but it would help if relative to the setback of this house, where are those proposed properties that further impinge on the setback? Are they in alignment?

Leslie Dill: They are forward from the . . .

Chairperson Naughton: They are forward from that. Were they previously in alignment?

Leslie Dill: No, they were never in alignment. They were always forward from that and because of the way that they are designed, only the most forward part is close and it steps away in plan. It opens wider in plan as it gets further from the sidewalks, and again, it is one story closer to the sidewalks and then becomes more two-story farther away so that

in visual impact, that is like they have used all the architectural design tricks. I don't like to call them tricks but they understand how to limit the visual impact of the design. I don't know if you need me to read all the stuff that followed in your report about the garages and the sidewalks of the rear alley however; they are part of the Conditions for Approval so I will just say that the proposed changes include, obviously, proposed landscaping changes as well.

Commissioner Laraque: Is there a big mansion that is going to be right next to this? It is called "The Sisters." So, is that mansion going to stay there? Because there are those mansions that were going to move.

Leslie Dill: Oh, I see. Those are not proposed to be in this immediate neighborhood of this particular development.

Commissioner Laraque: So, what is going to happen to those large, old houses?

Leslie Dill: I forget where they are going.

Commissioner Laraque: Because, on the maps, it shows that the houses are right next. Here is this Victorian house and here is this Mexican-Spanish hacienda looking thing.

Michelle Hightower: Are you speaking of the three buildings that were relocated from the Marine Parade Grounds and are currently on blocks? Okay, those homes are going to be located where the building that is being demolished – building 866 – is located. So, once that building is removed, a new subdivision will be built there and those three buildings will face the building that is currently located, building M-1, next to these three mansions. The Commandant mansion faces north and the Three Sisters will face south towards that mansion. We will be happy to show you that drawing at the next meeting to give you an overall understanding of the relocation project.

Commissioner Laraque: So, where these houses stop, is there going to be a lot or something in between the big mansion and the mini-mansion?

Leslie Dill: There is a large landscaped area that will separate building inland from the new town homes.

Commissioner Quigley: How far is this sidewalk – the new proposed sidewalk, going to be from these mansions now that you are going from four units to six? And, on the - foliage in front of these mansions, how is this going to affect that? What changes in that will be made?

Leslie Dill: I will address half of your question in a minute because I am going to talk about the landscaping plans and site plan in a minute but I will address the distance between the sidewalk and the front, the most forward part of these mini-mansions is about twenty feet. Is that what we understand? I thought there were places where it was narrower. We will get the applicant to answer that question. I think it is appropriate for him to answer it now and then we will keep moving on.

Ashley Feeney: Good evening Commissioners. Ashley Feeney with John Laing Homes. Happy to be here this evening with our new product type, and I believe the question was, what the distance to the sidewalk will be from the mansions there. The curvature of the

road kind of changes as you go up to Azuar. If you look at that original house, the adjacent house has a further setback. It actually kind of curves up as you go up into that location so as you come down in front of our lots, it is a little closer relationship to the road so the sidewalk at our closest, and on your exhibit on the Site Plan; they vary.

Leslie Dill: I am going to jump to it. On the screen, it says Proposed Site Plan. Along the top, it shows the distance from the sidewalk to the typical section in two different places. One is sort of the main part of the house, and the other one is where the portico is, and you can see that. The center of the sidewalk is, of course, farther away, sort of where one would generally walk, because these sidewalks have centers and then they have DG sides on them. But, they are showing it at about 10 to 12 feet from the sidewalk to the face of the porticos.

Ashley Feeney: Yeah, it does vary. Basically on the portico, we have one at 10 foot, one at 12 foot, one at 13 foot, so that the portico that is your closest point to the back walk and then the buildings as they step back in mass, you have 14, 16, and 17, so it kind of steps there and that just kind of follows topography.

Leslie Dill. We'll catch up the PowerPoint to my talk here. ~~The~~ other item that is changing is that Oklahoma Street on the original approved project had no parking on the sides and then had a landscaped median in the center and so the landscape median in this portion of Oklahoma will go away and there will be parking on the two sides instead. So, these are the changes that is essentially the description of the project. This is the map on the screen now, the map that shows where the Historic District is so a portion of the project is within the Historic District, a very small portion of the project is within the National Historic Landmark site.

Chairperson Naughton: Leslie, that was always the case?

Leslie Dill: Yes, but we are just taking it all as a unit, essentially describing it and understanding the analysis with the impact on the Historic District and then specifically looking at the M1 Landscape because the M1 Landscape sort of overlaps a small amount into the project site and making sure that the buildings aren't so close that they impact that. And, that was approved and accepted in the original proposal, and that part of the project has not changed significantly so I didn't re-analyze it. So, the condition . . . I will just sort of jump right in and say that we are recommending approval of the project and the Conditions for Approval. One primary concern we had was about the landscaping proposed design and I think that the new materials and the pathways and the way that stairs are presented were not, first of all, complete at a level that we wanted to see them so that we could understand and approve them, but also, there were parts of the project that included the block walls and meandering pathways that were meant to solve ADA accessibility requirements that were not fully integrated with each other so that retaining walls and pathways that aren't working together as a unit that take into account the kind of guidelines and so on that we have in that area and then, furthermore, the kinds of plantings that they had proposed seemed to not be consistent with the kinds of plantings that are being recommended in the Historic District which include certain amounts of lawn. Looking at the historic character of the area which had such things as hedges and very simple plantings whereas the proposed plantings they brought for us and proposed, had lots of flowering shrubs and plants that are in keeping in small residential projects in the area but the location of them and the proximity of the flower gardens are not foundation plantings. There are more landscape plantings and they don't seem to be

consistent with the District and so what we are asking as a Condition for Approval is that they just come back with an entirely new, consistent design that is in keeping with the Guidelines. And, then of course, I sat down with the Mare Island Historic Design Guidelines as usual and went through them and that is where most of those landscaping comments come from is the kind of things that are embodied in that document are meant to bring the vocabulary and palette of the Historic District through all of these kinds of projects.

Chairperson Naughton: Thank you very much. First, let me tell you how much I appreciate you showing us information on the screen like this. I think it is very helpful that we are able to look at it and point to things, so I hope this can become something that we do on a regular basis when we want to see things in a larger scale. Did I understand, Leslie, that it was the front portico elevation that those sort of Spanish-style forms wanted to be. Your recommendation was to include them on the site elevation so that there was a sense of openness. I am not sure what you were . . .

Leslie Dill: Oh, the side walls. I think that . . . *(lots of cross talk, unable to decipher)* . . . because the renderings show it perfectly. I will have the applicant answer your question. How about that?

Chairperson Naughton: There were some other commissioners that had questions.

Commissioner Mandap: Just out of curiosity, you are just briefly talking about the parking element and . . . What is the parking guidelines for Mare Island or for Vallejo – is it one-to-one, or is it . . . because I see there are six units about to be developed and I see rear elevation C. I see there are two parking garages. Is that enough for the six units or is that for . . .

Leslie Dill: No, there are six garages. As part of the redesign there have been two additional garages incorporated in the design and now you have a six-car garage within the motor court area. The purpose of the change of the streets alignment is to allow on-street parking for guest parking for the additional unit so we have adequately accommodated the parking ratio and requirement for the City Code.

Chairperson Naughton: What is the City Code?

Leslie Dill: It is two spaces per unit and for every five units, you need one guest parking space.

Commissioner Quigley: Have we got into any of the green zones for these new mansions as far as heating and cooling and water preservation for . . . I know we are trying to keep in with the historical landscaping but are we taking into account . . . well, it is already happening, the water situation, instead of adding all of this grass that takes hundreds of gallons of water going to a more modified low-water level plants. I mean, is this even being considered?

Leslie Dill: The jurisdiction of the AHLC is only historic preservation, so we put on our historic preservation blinders, and it is certainly the Historic Preservation Guidelines do not prohibit people and they are not in conflict with the idea of their landscaping and so on, so although there is a request for additional lawn, it doesn't mean that everything has to be lawn and it doesn't mean that everything has to be high water kinds of projects. I

think that it would be up to the designers to address all of the puzzle pieces and we will keep our eye on and make sure that no matter what, the puzzle pieces will meet the Historic Guidelines.

Commissioner Kennedy: Let's harken back to parking, although I don't know if that is our particular concern but it does seem that, at least in the two developments on Lot J, their guest parking would be accommodated at the alley. I raise that issue and I sort of hate losing the median in Kansas, and it seems that the median in Kansas is going away just to provide guest parking on the street.

Leslie Dill: The original proposal was part of a much larger complex and there were additional town homes that were approved to the rear of these mansion town homes that were long projects and it was my original contention that the median was not in keeping with the Design Guidelines, and I asked the Commission to have them removed, but the approved project – the Commission did like the medians and chose to leave them in the project. So, there is some disagreement between your consultant and the Commission but the Commission is the one that is the deciding body so the deciding body wanted to have the median down there and so that was the approved project, and so that is why we have to show that it is being changed at this point.

Chairperson Naughton: The applicant is here. Ashley, please feel free to comment on some of the issues that were raised or some of the clarifications that you wanted to make to your own drawings.

Ashley: As staff had mentioned, when we went ahead and kind of went through this process of going from the four to the six-plex, we were able to go ahead and address a lot of things that I think should have probably been talked about at the last meeting that works. It was approved, but I don't think a lot of the site topography had really been addressed. You know, the level of detail we did this time because as you look at the pictures and there is quite a bit of a slope, and we didn't really talk about how we were going to handle that in the prior hearing so, working together, we really collaborated on this one and put our heads together about what was most appropriate out there. I think we have come up with a pretty good product. What we did though – there was a lot of concern about the pedestrian relationship to our building so we went ahead and prepared some color perspectives that kind of give an idea of what it would be like to actually walk, you know, near the buildings here. This is pretty accurate to what you see out there with the exception that the palm trees don't have turf right up to them. I didn't catch that on here, but you can see the walk here, next to our three buildings, and we have the two walls that terrace so we don't have one wall kind of holding back that entire slope. So, we terraced that and provided landscape plantings in there and you can see here this kind of shows that space as you come down Azuar and there is the space between the buildings that kind of go up to the common walk. What we have done too is that we have taken and from when we first came in, we have actually taken the finish grating and kind of softened all of those contours between the buildings to kind of open that area up and taken these stairs and stepped them and have landings and so it kind of steps back. It is a softer approach versus a very vertical approach. I think it would be a pleasant pedestrian experience on this one. Here, you can see, and actually, on the next one you will probably see better, but these are those areas we opened up on the side to provide some better fenestration, to kind of create a more open portico. But, this is one of the renderings, and I will show you the other one here. And then this one here is more how it feels walking down the side of that sidewalk. We have pedestrian out here and actually

you can see on this one, really the fenestration on those porticos as you kind of come down. We have that open and that wasn't reflected on the drawings in your packet. We apologize for that oversight. One thing that was mentioned on the landscape is, as you can see, yes, we do have a lot of flowering shrubs and things of that nature on the terraces. Over here in kind of more of the middle paseo areas, we definitely get more tours along those paths as staff had mentioned and then in this area where we have the flowering shrubs, looking at the Design Guidelines made it be more appropriate to put a hedge kind of along that area, something more affordable with an edge and I see that more consistent in the district but we have a couple of renderings here and you can actually see. I would be happy to bring them closer to you. It is actually accurate to what you see in the district. You can actually see that adjacent building down the way and kind of the curvature of the street. I will be happy to walk these up so you can get a better view if you would like.

Chairperson Naughton: Thank you very much. They are nice renderings. Very photographic. We can direct some questions to the architect or the applicant. I do have a couple of comments. One of them, and anybody can answer. Why did we go to six units from four?

Ashley Feeney: Well, we really enjoy being out on Mare Island and being part kind of the rehabilitation then building product that respects the existing architecture and character out there, and we want to continue to be a presence out there. You know, we do have a number of buildings already constructed out there as a four-plex. We love the buildings. We love the character, and we want to stay very consistent with that and we felt that this did that. What we are having a challenge with is getting to sell the units, and by adding the additional two units, it allows it to make sense for us from a market standpoint to stay out there and continue on being part of Mare Island so six units versus four is more marketable. It is easier to sell. It is a price point. We will be able to have more units. We will probably be able to have some lower cost on those units and we will hopefully be able to sell those and build out our plans.

Chairperson Naughton: The other comment that I would make would be more of the technical issues of presenting new work versus things that have already been approved. What I would have appreciated is a simple diagram, one over the other that would have outlined very clearly what the footprint is of the four versus the footprint of the six so we could see what the encroachment would have been towards Azuar Drive. There were a couple of questions tonight about how far forward it was coming. Was it 10 or 15 or 20 feet? What was the impact of that? How much it was receding in the background. You know, going west, I think. So, those more diagrammatic issues would have been clarifying for the Commission to evaluate what was being proposed now versus what was approved before, so let that be a future note. That diagram would have been helpful. As attractive as these are, we have already approved, basically, the architecture of it. It is really to do with the massing and the scope of the building. The other issues I had were, again, it might be a more technical one instead of saying a left elevation and right, it is an orientation of south or north on those elevations. Those things would have helped to clarify the orientation of the view that we are looking at and I would ask staff again that we try to be as consistent as we can with our applicants so that we can evaluate these quickly. I think the other comment that I would make, and this would be a comment that I would ask staff to give some consideration to, particularly to developers, particularly for Lennar Mare Island if they are proposing projects that have a certain scope and scale and massing, and the massing of these mansion town homes was always a little bit sensitive

to the Commission because of their bulk that architects now are provided incredible tools whether they be three-D modeling tools that give that sense of scope or scale relative to the other context. I think that information is as useful as your renderings here to get a sense of the proportion and the impact of, really, the mass of the building because Planning isn't going to do it when you provide us elevations, not in context to the larger picture, streetscape, landscape elements. It is hard for us to imagine as anybody might, to see what the visual impact of the site is going to be. For instance, when we have proposed projects in the Historic Districts on the mainland, we often ask for story poles and other devices here that let us understand those things more visually so I would just like to encourage staff to ask our applicants to architects that are able to do this pretty quickly without a lot of detail, just the form itself. Alright, those are the comments that I have. There are a couple of other questions here from Commissioners.

Commissioner Mandap: (*apparently not talking directly into microphone*) So, as a developer, I am not sure exactly . . . *unable to decipher*.

Chairperson Naughton: I appreciate the comment. I am not sure it is the purview of the Commission to ask questions about affordability or a certain type of scope of service. We will be happy to answer the question, Is this affordable? But, we are really looking at the design and the impact of this as a construction project.

Ashley Feeney: On that information, I know we are in compliance. We will comply with whatever our Planning Commission approval was, or our Purchase and Sell Agreement with Lennar Mare Island. Whatever was provided for the City between Laing and Mare Island. I am sure that condition will be met. So, I can't speak to the number of units. Maybe staff could do that, but . . .

Chairperson Naughton: It is a little bit outside of our scope here, Jeffrey. Thanks for the question.

Commissioner Quigley: How many units are going to be affected by this change? Do you have a 50 units total and your, and how many are going to be affected from the four to the six units, and what is the impact (*garbled – not into microphone*) streets and traffic and for the visitor's parking?

Chairperson Naughton: Well, the remaining lots that we are looking at building on would have the six-plex. So, we would have the two additional units per building and as far as the ultimate number left to build out there; I wish I had that number for you now but I don't, but all of our remaining buildings, and I am looking at this plan here, over by the parade grounds – that is where most of our units are – do you know how many buildings we had left there? Fourteen buildings. So, we had fourteen buildings so we would have a total of 28 more units and as far as vehicle trips, it is within the traffic report. We are in compliance with that and it is to be a negligible impact.

Commissioner Quigley: On the visitor's parking, what did they allow for visitor's parking per unit. Two cars? Three cars?

Ashley Feeney: It is one in five, so for every five units – each one of the units has a two car garage, so two parking spaces but then for every five units you have, you have to

have one additional parking space and so we are more in compliance with that. We have the three in the alley and believe there is eight along the road, so there is ample parking for the units.

Chairperson Naughton: Changes to the drive actually allow for additional parking on the street, right? This is kind of easing maybe the concern that Commissioner Quigley has about on-street or off-street parking.

Commissioner Quigley: The reason I bring this up is that I live on Mare Island and we are finding that two parking spaces within the unit is fine for the houses but visitor's parking has more spots.

Ashley Feeney: Actually, for these buildings, there is a total of eighteen units there and there is actually eleven off-street parking spaces provided for guests so that would be a pretty good ratio and they are adjacent to the building so hopefully we don't have that same situation here. I don't foresee it happening. It looks like there should be ample parking and it is well within compliance of the City's standards. It should be plenty of parking there.

Commissioner Kennedy: Well, I am glad they got rid of that pesky median. We certainly need more parking. Unless I am misreading it, we are just discussing three buildings right now so it is a prescriptive answer – three buildings, six additional units, and if they want to come and ask again, I suppose they probably will. You know I am curious and hoping I am understanding correctly, what conditions might be or if we are asking them to bring back landscape plans that we understand better. I would have said my biggest concern is that typical Section B illustrates elevation B which has the least front mass. There is no roof over the outdoor living space and if I went ahead and raised the roof up, typical Section B wouldn't be quite as pleasing as it is now in this section. The renderings very clearly illustrate the lack of proportion or dissimilarity between the scale of these buildings and their setback and the very similar buildings – the school district building. What's right across from the school district? A Spanish colonial with an arched facade and they have a thirty or forty foot setback and there is no terracing. It is just a nice big gracious lawn. So, I am wondering. Some of this seems to be self-inflicted. Is that sidewalk built? Why is it so close to the building? Why don't they just move it over? Why is it serpentine anyway? Do we have serpentine sidewalks?

Leslie Dill: That's the historic location of this sidewalk. It is set in with (I don't know what you call it) parking strip, but it is where the historic landscape of the line of palms is there so that particular location is pretty well set.

Commissioner Kennedy: I see the line of palms but does the sidewalk have to be behind the palms instead of in front of them?

Chairperson Naughton: Could I ask, just to clarify that question, maybe you can go to a plan and we could point out where it is exactly that we are talking about. Do we have a larger plan? Okay, the sidewalk is shown there so could you . . . ? (*conversation without microphone, mumbled*).

Leslie Dill: Well, when you use the term "stay down here," the answer is "no," the historically its set inboard of the palm so it is part of the traditional historical landscape and that's one of the more strongly recommended design features and understandings of

the Historic District is that part of the gracious lawn area is between the curb and the public sidewalk and then there is additional space between the sidewalk and the buildings, so that is part of the character. It is one of the main character-defining features of the public areas in that Historic District.

Chairperson Naughton: Just point. The sidewalk is where the individuals are walking down right there. That is the line of the historic sidewalk.

Ashley Feeney: That is correct, and you can see we have four feet between the walk and between the retaining wall there so there is a four foot planting area. Actually two foot of it is planting and as part of the overall approval, you can see there is two-foot of decomposed granite per, you know, kind of a non-vertical element for people riding bicycles and things of that nature.

Chairperson Naughton: The retaining wall is proposed as what – block wall?

Ashley Feeney: It is block wall. That is what we are showing here. You know, we have looked around Mare Island and we saw cast in place concrete for retaining. We did see some block. We originally proposed keystone. It wasn't appropriate, and I am glad we changed it. I think this is a better look and more consistent with the district.

Chairperson Naughton: What did the planner say about the block wall? Do you have any opinions about that versus another material?

Leslie Dill: My opinion at this point, based on the Guidelines, is that the block walls are not in that particular area of the residential land. I forget what they call it. Not the National Historical Landmark but the Design Guidelines refer to it as the Residential Character Area. That is not one of the Residential Character Area features and so that is why it was recommended that we move away from that. My recommendation is not as specific as that but it talks about the walkways and the retaining walls becoming more unified and integrated with each other, so especially there is an area with ramps and so the retaining wall and the ramps should work together as units. So, I am sort of expecting that perhaps cast in place would be more appropriate, but the whole detailing of it is very critical. We have seen it in other places where the detailing has not been as well thought out as it should be, and this is a very highly visible place adjacent to the landscape so it is important that it be appropriate.

Chairperson Naughton: So, when you say, Leslie, revise and submit the landscape plan, you are talking about the walls themselves. And, I would agree with you on that, given the terracing nature and the fact that the buildings kind of sit up and the height of that. I think that becomes a very important feature as it relates to the streetscape and the setback and encroachment on that area.

Commissioner Kennedy: The final questions: Are the sidewalks built? And, assuming they are not, is this where the ADA discussion is coming in? It is not possible to raise the sidewalks to the level of the terrace and put the second retaining wall between the sidewalks and the palms and get the pedestrians up closer to the finished floor so that the buildings have less relative mass, and change the scale that way.

Leslie Dill: I don't perceive of that as being part of the solution. They were existing. I think they have been recently torn up, so they are not here and no longer original materials at this point, as far as I know.

Commissioner Kennedy: More than the materials, if they haven't been built, it seems it would be fairly inexpensive to just relocate the proposed lower retaining wall. Move it over 10 feet, put the sidewalk up higher, but then I assume that creates issues with ADA and then the question is, are we trying to enforce ADA and affordable housing and parking or are we just looking at Secretary of the Interior's Guidelines.

Ashley Feeney: I think the issue of moving the retaining walls around – it is a property line issue. If we move it out further into the City landscape area, it would be off the property. The walk, yes, it appears it has been demo'd. I see what may be an opportunity, and we talked about it a little bit, is if we moved it out like two feet or something of that nature; that is something that could probably be done.

Commissioner Kennedy: You know, it is difficult to tell from this graphic, but I read property lines running down the center of the street so maybe they just drew the center lines and there is no typically dashed property line shown.

Leslie Dill: It is important for us to realize that the Historic District is the existing, and they are the ones that are meant to come in and be consistent with the area. It is not the Historic District's responsibility, so to speak, to respond to the design. I would suppose that occasionally that would be the case when sidewalks are being created, and so on, but if we have got existing historic sidewalk locations, etc., if you have concerns about the terracing and so on, then the applicant needs to address the concerns as opposed to the Historic District changing to meet the application.

Commissioner Mandap: I think this is a beautiful park, and I would like to make a motion to approve . . .

Chairperson Naughton: We are not there yet. I appreciate that. We will let you make a motion after we finish up our process here. Hold that thought. With no further questions for either the applicant or staff, I would like to open this up to anybody in the audience that would like to comment on this project. If there is no one that would like to comment, I would like to take this matter back before the Commission and we can discuss it briefly. I know we have discussed it a lot, and I appreciate everybody's thoughtful comments as well the applicant's information about what the view would look like fairly realistically because obviously, the more information we have, the more we want to discuss it and criticize it perhaps. I mentioned a couple of things relative to this particular project about the applicant and the Planning Department so they are showing us a little bit more diagrammatically, its position relative to what we approved before. I think that some of those things could have been a little bit more helpful to get us to understand the relationship of the buildings to Azuar and the whole issue of the front yard. That seems to be the big driver here. You know, my own thoughts about it are that when I look at the elevations, and I assume that they are the same scale. When I look at that, the impact is not so much from the front although the buildings were raised where there was a retaining wall situation that caused this to even look more prominently. That gives me a little bit of a pause here but the fact that we had to kind of approve this before and the Commission spent a significant amount of time looking at the elevations and the massing, the important distinction here is probably the scope or the scale of the side flanking wings

and really more of the impact on the back side. I think it is true, when you come down the street and you look at these buildings at an oblique angle, you know, they are going to appear more massive. They obviously are buildings that are kind of set out proportionately to maybe handle that scale or that massing so, you know, I think they are attractively done. I do share the same thoughts as our planner, Leslie, that indicates that the front landscaping block wall, the planting material, all need to be rethought a little bit more so that they have more of the Mare Island feel rather than a sort of a residential Hiddenbrooke feel, which is what it feels like to me. It is a little bit out of context, I think, with the nature of the rest of the island. I know that with the talents that you have in your firm, I think you can come up with a graceful and successful solution that is both marketable and appealing yet consistent with the rest of the vocabulary of the island. So, those are my thoughts. I welcome other Commissioners to kind of weigh in on this.

Commissioner Quigley: *(all sound garbled – not picking up on microphone).*

Commissioner Kennedy: In response to the last thought, it seems that although, through a personal perspective, I agree, I think Leslie is absolutely correct. I think the project has to fit the historic context. I don't think we would modify that, and if that is the historic placement of the sidewalk and the horizontal as well as vertical placement of the sidewalk as part of the historic feel of the island, then I think the project should change to fit the sidewalks, not the sidewalks change to fit the project. So, anyway, I thought I would throw that thought out there. Definitely I just feel like the buildings are close to the sidewalks.

Chairperson Naughton: I think it does feel a little close. I guess maybe I would ask the applicant, had they looked at . . . I am sure there were restrictions on the development of the back side, or the west side of the property, that forced you to pull that forward rather than keep it at the same relative distance. Could you just maybe comment on that a little bit?

Ashley Feeney: There is a public utility easement at the rear of the building and we have moved that. Since we first came to staff with the proposal, we moved it back a couple of feet. We had it back as far as we can go with the building below. It does vary with the buildings. Two of the buildings are slightly further back than the other. We really don't have the opportunity to push it back any further than we already had. One thing I would like to say with this site topography here. It is a real challenge. As you come down Oklahoma, you start at zero and you kind of slope down as you meet Azuar. Really, we are trying to adapt to the site. Even if we were building the four-plex, we would have to do a retaining wall situation, and that wasn't presented at the first meeting. So, really we are here with more information so it is a retaining wall situation. We are more than happy to work with staff on the condition to develop a material, rather it is cast-in-place concrete that is more to the spirit of Mare Island and then also, a formal hedge in front of that, what other material retaining wall it would be; I think it would be very consistent with what I have seen in the Design Guidelines and more formal in nature of kind of what you see out on Mare Island.

Chairperson Naughton: Okay, if there are no further questions, what I am sensing here from the group is that consensus here that the project, as conditioned in the report, is a reasonable accommodation to what your requirements are to sell the product. Good luck on that, in this market. That is not easy to do. I am glad I am not a developer, trying to sell housing, but obviously there would be additional information about the berming up

and it is kind of creating a terrace situation, of which I think there would be a preference to kind of set it back for the reason stated, along Azuar where there is a prominence about the houses. It is hard for me to understand exactly again the context of the other relative setbacks on the street when I am looking at a snapshot, but, having said that, I would like to make a motion that we approve Certificate of Appropriateness #07-0030 as subject to the Conditions of Approval in the staff report and would like to only add that the architect shall revise the drawings to reflect the side openings in the portico. Are there any other friendly amendments to that or anything that staff planners would like me to adjust on that? If not, that is the motion.

All in favor:

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap, Jones-Tranter.

NOS: None.

ABSENT: None.

Motion passes.

- c) Certificate of Appropriateness 07-0048 for buildings 206 and 208 on 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, lay down parking areas for buildings that will be retained on the sites.

Michelle Hightower: I would like to make the correction that the Certificate of Appropriateness that is before you has the actual number of 07-0052. The number that is put in your Staff Report is a typo. So, the actual COA number for this application is 07-0052. It occurred on the first page and also in staff recommendations on page 6.

Michelle Hightower: This is a proposed demolition. The important thing for you all to understand is that these are two notable buildings. These are buildings that are sort of on the Mare Island scale. They are some of the more important buildings. Nevertheless they are in locations that interfere with the rest of the Specific Plan and the practical use of Mare Island and so the proposed demolition of these buildings is before you but there are other buildings that are in the same area that have already been approved for demolition, smaller buildings that were component buildings, and they go through a different review process and those went through that review process already and so when you look at this plan right now, you will see that building 206 and 208 are the larger ones that flank directly on either side of what will be Bagley Street, and then the middle buildings around them include bunkers and outbuildings, etc. that have already been approved for demolition. We are looking at this as kind of a cumulative concept.

Chairperson Naughton: Maybe you can help us out here. Do you have a larger plan of that? If not, you can remove it from the slide show and then just enlarge the plan. It would be useful to see this plan in a little bit bigger context. Is that possible? You know how you would just go to the area . . . We are probably in slide show right now and then if you hit that, you can zoom in on that area. That might be helpful. Thank you very much. Please continue, Leslie. This is more helpful, I think.

Leslie Dill: So, building 206 is the more meandering building towards the right, which is north, which is the convention to Mare Island, and building 208 is the longer building. What you can't see in that particular drawing very accurately, is that building 206 is

adjacent to 1310, which is the very large warehouse building that is adjacent to Alden Park, so those of us who are taking about Alden Park and where the property line is next to that and all of the space around it, etc., it is all part of the same building and usage. Then, the other historic buildings which are 386, 388 and 390 each have a number and they are all attached to each other and those are very significant buildings and have been evaluated for their usage and the demolition of building 208 is meant to take the facilitate the reuse of those buildings as part of the area revitalization. In terms of their significance, the one building is a recreational facility for enlisted men at the shipyards had classrooms in one building, and they faced each other across the street. And then obviously building 208 is the one that has had a number of additions made to it over time. So proposed demolition is obviously an impact and the process for the proposed demolition is to bring it to you. These were proposed and understood as part of the Specific Plan that they would be demolished and have been evaluated in terms of the cumulative impact, the buildings of that age, and the kinds of buildings that they are and the facilities that they provide have already been analyzed on a Mare Island level of effect. In terms of the feasibility analysis . . .

Chairperson Naughton: May I ask a question? These buildings were part of the Specific Plan Agreement that they were on . . .

Leslie Dill: Yes. They are already on the list, so to speak. There is an understanding that they would be demolished.

Chairperson Naughton: As pre-negotiated part of the Settlement Agreement?

Leslie Dill: That is correct. That is why they come to you in a certain process. They do make the Specific Plan. If they weren't on the so called "list," they would be going through a different process. It would be considerably more stringent and different kinds of hoops to jump through.

Chairperson Naughton: I see. Thank you.

Leslie Dill: In terms of the Specific Plan this allows for the fact that some Notable Buildings do conflict with other parts of the Plan, so Historic Preservation is one component and that is what we look at, but some of the kinds of things that are also an important part of the revitalization, therefore, the help of the Historic District are such things as roads going through, parking being provided, the use of existing buildings, the facilitation of tenants in buildings and owners of buildings is very important. These buildings. . . the analysis that we have given, I think that I was in agreement with a number of points, but I disagreed with some of them but still I felt that the analysis was adequate for the argument being made that the demolition of the buildings is feasible and is a recommended approval process. So, for building 206, it allows for the use of building 1310 in the more efficient way and allows for parking, loading and access. Building 206 is in a location where it lay close to 1310 and encroaches on the roadway. It doesn't allow for access for a building going around it and so on. Then the feasibility analysis where they looked at the numbers of what it would take to relocate the building and how it could possibly be reused and where it would go. Those were not found to be feasible alternatives. Building 208 allows for the use of building 386, 388, and 390 for parking, loading, and then access, in particular that one is very close also to the corner of 1310 so that being able to put a roadway through there at all is really important. If the roadway is to go through there, right-of-way has to be made for it. Again, the feasibility

analysis was presented to the staff and they concurred that it seemed to meet the Guidelines. This is the list of findings that need to be made for the approval of that sort of demolition.

Chairperson Naughton: Questions for staff regarding the staff report?

Commissioner Swanson: If the new Town Center is to be in place, what relation in this area of these buildings to be demolished, is the new Town Center?

Leslie Dill: That sounds like residual report language from a previous report. I am sorry if there is anything in there about Town Center because it has nothing to do with that.

Chairperson Naughton: I had one comment as I was looking at the drawings, that I think there may be another tool out there that we might consider using to demonstrate plan views and that is, there is the website, google maps, that allow us to look at information from a satellite view and we are able to get up close to really understand what the topography is and the rooflines and we are looking at plans like this. It is still a little bit abstract. We can read them but might staff please consider using something like that to maybe take a snapshot of? Again, I appreciate the information that is brought up to us in greater clarity and visibility, but that would also be helpful too, so just consider that in the future.

Commissioner Jones-Tranter: I just have a comment. It's "google earth" and these two buildings are among my favorite that I photographed, and I will be very sad to see them go. In addition, they are Notable, and that is always sad too.

Leslie Dill: I think I would like to take another stab at Commissioner Swanson's question. I was looking through the report as you were discussing the issue, and I don't think it does say anything about Town Center in this report. I don't find it as a typo, but there is a separate report in your packet that is a Reasonable Necessity Findings Report. That's about Town Center. That is a separate issue. That is a staff approved process for the demolition of component resources in certain areas, and that is what Mr. Tuikka announces to you at the beginning of the meeting. I don't remember which line item it is on the agenda where he announces to you that staff has made certain findings and has approved the demolition of those process. So, you get the report so that if you have any concerns, you bring them up to the staff. So that there is a whole, separate packet. This still doesn't have anything to do with Town Center.

Chairperson Naughton: If there are no further questions of staff, I would like to open it up to our audience. I do have a card here requesting to speak about this issue, from Elizabeth Pidgeon.

Elizabeth Pidgeon: I am here speaking on behalf of the Vallejo Architectural Heritage Foundation. I have a question because, for instance I know, item 4 says "all preconditions have been met," and I was wondering where in this document it clearly outlined what those preconditions were for, not just your use, but for the public's use, and also, I was wondering where the replacement project was . . . the documents for the approved replacement project that is supposed to be in place as a precondition to demolition. Now, I just got this in the last 24 hours so I haven't had a chance to really look through it or ask staff beforehand. I am sure it was mailed in time, but this is that time of year.

Michelle Hightower: I can answer those questions. First of all, the last findings says that all preconditions of that particular section of the Historic Project Guidelines have been met and that is the findings 1 through 3, and so that is the purpose of that particular finding. Meaning that we have gone through the Sensibility Analysis, we have gone through the Site Development Analysis and determined that no substantial adverse change in the eligibility of the building or the National Historic Register, has occurred. In addition to that, the Settlement Agreement that was agreed upon in April of 2006 states that buildings 206 and 208 are exempt from the site unit plan replacement projects. So, that is why it is not required for this particular project.

Elizabeth Pidgeon: Okay, it would be very helpful if, in the project description summaries, at the beginning, it was more clear about stating that exemption because, for those of us who didn't have our catalogs to go scramble through looking for them, it makes it a little difficult.

Chairperson Naughton: Thank you for coming, Elizabeth. I think that is a reasonable request for maybe that to be stated. If there is nobody else in the audience who would like to discuss this matter, I would like to take this back before the Commission. Any issues here Commissioners?

Commissioner Swanson: Are there any records of these buildings that are going to be kept on their use, pictures. Of course, Ms. Jones-Tranter says that she has photographs and what have you. If the buildings are to be demolished, their history should be recorded.

Chairperson Naughton: What is the plan generally for these Notable Buildings or contributing buildings relative to their history? Do we have something?

Leslie Dill: Michelle may have to correct me at this time in terms of the project Guidelines, but in general, there are no requirements. These buildings have already been documented through past photographs. There is some level of existing documentation plus the roots in documentation the DPR forms, and the National Register nominations.

Chairperson Naughton: There is no additional requirement for . . . ?

Leslie Dill: It is within the purview of the AHLC to ask for additional mitigation if you think somebody should get out there with 35 mm black and what film or something. You can have them take additional photographs or you can accept . . . I think you have in your packet, perhaps, photographs or large format photographs so they are highly, highly detailed, but there aren't very many of them because they are very expensive to take and process and keep. But, they are available online . . .

Chairperson Naughton: What I am talking about is just some good photographs of the building and the history of the buildings before they go. Just like my grandparents before they went. That's all. You know, a history and what they were used for so people in the future will understand where they were and what they were used for, and why they are gone.

Leslie Dill: Well, if you have a level of documentation that you would like to recommend, then I think you should bring it to the Commission so that if the photographs that are inadequate in your view, you should go ahead and say what would be adequate.

Chairperson Naughton: The only photographs I see are pretty hazy. I don't know what is on record. I haven't checked. In memorandum on the island, so to speak, for the records, for the public when they come in the future, you know, 100 years from now they are going to say: What was here? What was this? What are they talking about? This is all history.

Chairperson Naughton: That's the good point. I appreciate that.

Commissioner Jones-Tranter: In the documents we were given, it says that building 206 was the Rodman Center Annex, the recreational facility for enlisted men and 208 was general purpose. . . that they had a cafeteria and classrooms, among other things. And so, some of it is documented.

Chairperson Naughton: Would you be interested in providing the City your own photographs of the building? Do you think would be something you would be able to do and like to do? Okay, we can make that a condition of the approval. Is there any mechanism for recording that in any way? How would that happen if we required that of the contributing resources that they be photographed in the future to the extent that we do approve demolitions of these important buildings?

Leslie Dill: In other communities where it is made a mitigation item, there is usually a stipulation that they be archived in specific locations. There are usually recommendations of archives that are in the community so that the community has the best access so if your library has a local history section or if your museum or historical society keeps archives in some way, shape or form, those are the best places for these kinds of documents to be archived. Cities themselves tend not to be the right kinds of places for archival material.

Chairperson Naughton: I would agree with that.

Leslie Dill: Michelle says that they do have the HABS so they are maintaining the archival material and so perhaps if you want to keep it all together, you could ask that the City maintain an archive of the documentation of these buildings.

Commissioner Kennedy: It seems to me what is happening is this is affecting two, almost separate, projects . . . the reuse of 386, 388, 390, and 1310 on the other side of the demolition. 1310, of course, is going to come back later and that is going to encroach in the park, right? So, this is sort of out of context, and I think we are only seeing some of what is involved. I don't know that it matters, but it just seems there is not a lot of discussion about the other side of 1310 which is going to be the nifty little historic bunkers down by the wisterias in Alden Park, and this is like two projects.

Chairperson Naughton: Alright. If there are no other issues pertinent to this, I would like to make a motion of which I will accept any friendly amendments that we approve Certificate of Appropriateness 07-0052 subject to the findings and conditions contained in the report with the additional stipulation that Pearl Jones-Tranter's photographs of the

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building be provided to the both the City of Vallejo and the Historic Naval Museum. Maybe that can be coordinated so that a record be kept of these buildings.

All in favor.

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap, Jones-Tranter

NOS: None.

ABSENT: None.

It is unanimous. Motion passes.

Chairperson Naughton: I think that rounds out all the issues on the public hearings. Any other items to be brought up tonight?

14. OTHER ITEMS

Secretary Tuikka: No other items to be brought up tonight.

Chairperson Naughton: In that case, I will accept a motion to adjourn the meeting.

Commissioner Swanson: I make a motion to adjourn this meeting of Thursday evening, December 13.

All in favor.

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap, Jones-Tranter.

NOS: None.

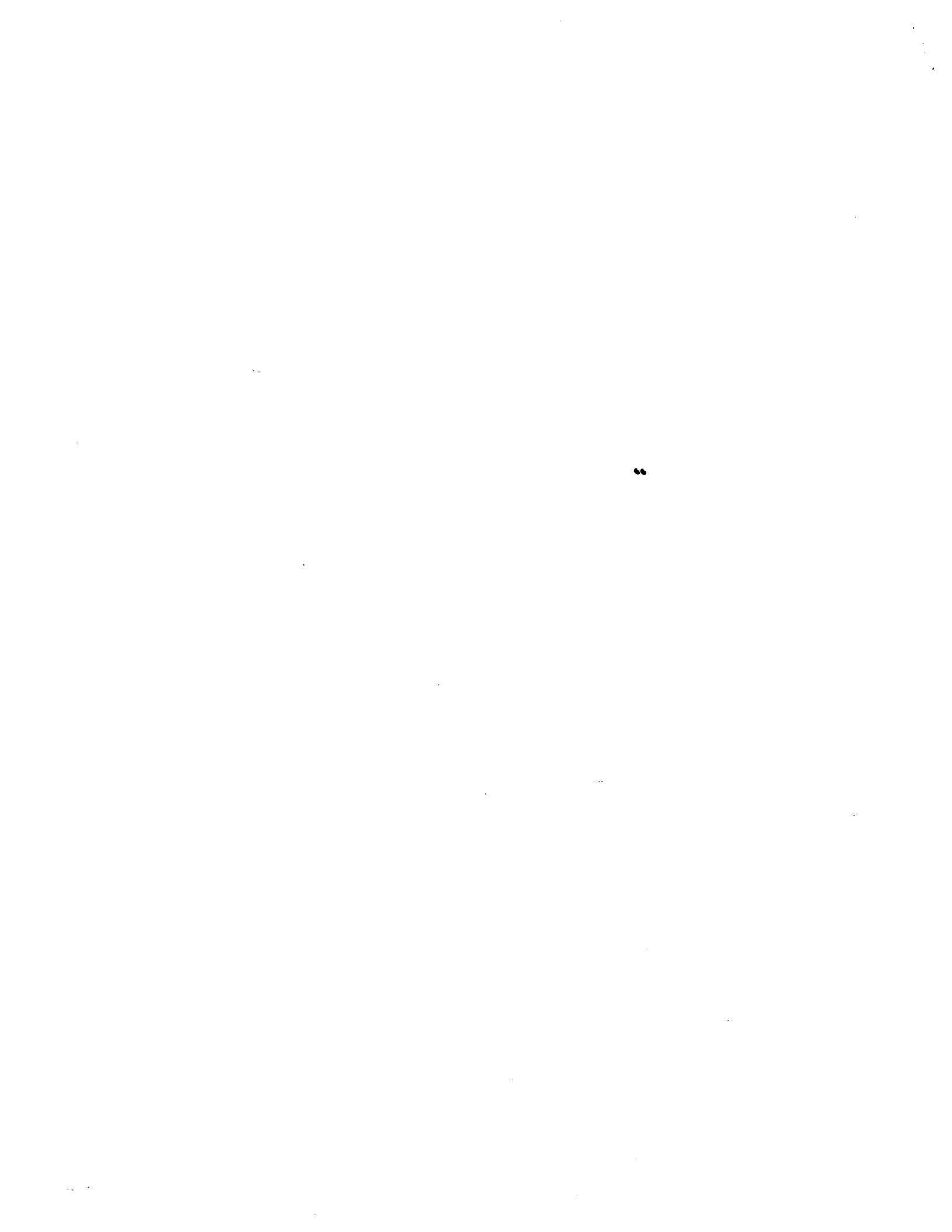
ABSENT: None.

It is unanimous. Motion passes.

15. ADJOURNMENT

The meeting was adjourned at 9:20 p.m.

Respectfully Submitted,
Bill Tuikka, Secretary



MINUTES

1. The meeting was called to order at 7:00 p.m.

2. PLEDGE OF ALLEGIANCE TO THE FLAG.

3. ROLL CALL:

Present: Naughton, Swanson, Kennedy, Quigley, Mandap, Jones-Tranter.
Absent: Excused Laraque.

4. APPROVAL OF MINUTES

Minutes of last meeting will be available at our next meeting due to emergency with staff.

5. WRITTEN COMMUNICATIONS

None.

6. SECRETARY'S REPORT

Secretary Tuikka brought up that there is a Preservation Training held in the Benicia City Hall on Thursday, January 24. Shannon Lauchner from the State Office of Historic Preservation will be speaking and giving kind of an overview of the Mills Act. Michelle Messinger, State Historian II and CEQA Coordinator will also be talking about CEQA and how it relates to historic resources. It is at 6:30 p.m.

7. REPORT OF THE PRESIDING OFFICER AND COMMISSION MEMBERS

None.

8. REPORT OF THE CITY COUNCIL LIAISON

Secretary Tuikka reported that the City Clerk has stated that a new liaison has not been appointed yet.

9. COMMITTEE REPORTS

a) Design Assistance Committee (Naughton)

Chairperson Naughton reported that this was a slow month what with the Holidays, and there were no reports from any of the committees.

b) Certified Local Government Committee (Naughton,)

None.

c) Preservation Outreach (Naughton, Quigley)

None.

d) Landmarks and Inventory Committee (Naughton, Jones, Laraque)

None.

10. MARE ISLAND UPDATE

David Garwin with Lennar Mare Island gave a brief update of activities at Mare Island. He reported that on November 15, they were given permission to demolish several buildings and remediation would begin immediately. He reported on several trees that fell in a storm and that Lennar Mare Island is cleaning up fallen and rotted trees, working with the City of Vallejo.

Chairperson Naughton inquired if any of these are eucalyptus in the Historic District. He asked that David inform them the next time of the status of these trees and asked that he give an idea of what is happening in the residential sector.

David Garwin stated that Lennar has sold out the remainder of their homes. John Laing has sold out of roughly half of their product. Their focus right now is on the commercial area where activity is still heavy.

Commissioner Quigley asked if the Chapel is under the jurisdiction of the City or Lennar as far as the trees are concerned. He asked if any of the trees around the Chapel were in danger and if any of the seven were scheduled to be removed.

David Garwin stated that he would give an update on the trees at the next meeting, perhaps by the Arborist's report.

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 but they may request that this item be placed on a future agenda. The total time allowed is fifteen minutes, with each speaker limited to three minutes. Is there anybody in the audience that would like to address the Commission on any item outside of what is on the hearings?

Elizabeth Pidgeon from Vallejo Architectural Heritage Foundation, 419 Farragut spoke, reminding the Commission that the California Preservation Foundation is coming up and they are producing a session on Mare Island on April 26, 9:00a.m. to 2:00 p.m., for their session. The bus starts in Napa. Information will be sent out. She suggested an advance review of designated historic landscapes of Mare Island by the Landmarks Commission.

Chairperson Naughton stated that he and Commissioner Swanson, Secretary Bill Tuikka, and Leslie Dill attended the California Historic Preservation Conference in Hollywood last Spring, so he encourages the Commissioners to participate with this Conference when it comes to our area.

12. CONSENT CALENDAR AND 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. There are two items on the agenda tonight.

Chairperson Naughton moved to approve the agenda as written here.

All in favor:

AYES: Naughton, Swanson, Kennedy, Quigley, Mandap, Jones-Tranter.

NOS: None.

ABSENT: Laraque.

It is unanimous. Motion carries.

13. PUBLIC HEARINGS

- a) Certificate of Appropriateness #07-0045, Alden Park, Mare Island. This is an item that was continued from our November 15, 2007 meeting. ••

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

Staff Report: Leslie Dill, Consulting Planner for Historic Resources on Mare Island. This item is a continuation from November. In November there was presentation with some modifications and improvements to Alden Park and there were concerns expressed by the Landmarks Commission as to whether they should be undertaken without a cultural resources study and, we went back to the drawing board, and the applicant had an opportunity to evaluate the concerns of the Commission and come back with their original intent which was to only propose items that were meant to be maintenance level items and so they came back with the revised proposal that has cut back the scope of work. There had been some requests and some people have perceived that it was an opportunity to make some improvements and not just to do maintenance level work in the park. It was the Commission's concerns that brought it back down to having the level of a project that is before you now. We have a PowerPoint presentation that has some of the items highlighted for you. The intent is for the application to be maintenance level, and we are still calling them improvements, but they are not intended to be alterations, and so it is up to the Commission to make sure that they are comfortable with the proposal.

This is the overview. You get a sense of the park system. You get a sense of where the park is. It is outlined in yellow. This is an interesting item. Somewhere along the way, we didn't include it in the last staff report, and I think it becomes an important part of tonight's presentation. The reddish outline, outlines the Landmark site as opposed to the Historic District. You see that the park lies partly within the Landmark site and partly outside the Landmark site. So, there is an opportunity for the Landmarks Commission to review the project knowing that the north half of the park is considered part of the Landmark site. That red line right there that is vertical is the boundary of the NHL area A, so north, which is trapezoidal, the part with the flagpole and the part with the marked sense of pathways, etc., and then the rectangular part that trails off to the south, is outside of the NHL boundaries. I am going to go through the bullets that are in the memo from today. First of all, we have a revised pathway width. So, it is revised from the last

application, not revised from what is in the park. The idea is that the pathways that are there that are asphalted concrete will be repaired in what is essentially the same width that they are now, which is proposed as five feet and they will be in the same location that they are now and so they will shave off high points and fill in low points and make the path essentially usable but in the same width and configuration that it is now. On the last application there were proposals to make the path wider in at least one place to relocate the location of it. There was some question and discussion in the last meeting about what the surface material of the proposed pathway would be as I just noted, it would continue to be asphalt, which is the current material that it is now.

In the left hand map there, you can see that the previous application, the south boundary of the park was proposed to be where the red dash line is, and the current proposed park boundary line, which is not under discussion but it is under discussion by way of the location of a fence at this point, is shown by the heavy dashed line, and then the hatch mark that she is pointed to there, is where the existing fence line is of the park. The proposed fence movement is about six feet into the park now and obviously it no longer effects the bunker as it did in the previous application. Then, there is some question about the extension of the pathways system, so there is still, within the current application, a proposal to extend the pathway. It is our sense that this could be considered an alteration, however; what it does is that it remedies an existing safety concern which is where the crosswalk is going to be. So, in the left hand map where you see that large square up there, that is where there is some concern because the path will be extended along the edge of the roadway as a proposal, however; that is outside the boundaries of the park and so you are not actually asked to review that this evening. We are showing it as a clarification so that you can understand that they will be proposing to extend the pathway to the new crosswalk. That is also the area where there was shown in the previous application that there were going to be retaining walls proposed to be made out of stacked block, and so on. These will have to come back before you as part of the grading plan and setting analysis for Building 1310 which is the large building immediately to the south of the park. So, because the current situation right now shows that area has a slope, but if they are proposing a retaining wall, it is clear that there is associated grading that has everything to do with the grader site and that needs to be all reviewed as a package, and that is separate from the park. However, there is still part of the park here. Part of the application is to extend asphalt pathway, five foot pathway, from the existing southwest corner of the path to the southwest corner of the park and there are some maps over here to the right that show that there have been many changes in that area before that have been other configurations. There are no clear historic precedents for what happens there. I didn't put it in the staff report, but to some extent, I think that the extension of this pathway, in my opinion, is sort of analogous to putting a carpet in a Historic House when the floor is perhaps endangered and you don't have the wherewithal or haven't made the plans to know how to treat the actual historic material, then you do something like, put in a path that has no permanent impact, and it takes care of the safety concerns, which is getting people to the crosswalk without having a permanent impact. So, it goes only through the glass areas of the park. It goes only through the area of the park that is not in the northern half of the park, which we have pointed out is the part within the Landmark District. It is perhaps debatable whether it could be considered maintenance level, but I think in many, many ways, at least it does not tend to justify waiting for an entire cultural resources survey to make the decision to create a complete pathway system.

We also have tree pruning and maintenance which is as you noted earlier this evening already, an ongoing concern, but there are reports and studies that are in place that make sure that in the proposal and the application that those procedures are followed. In the previous application there were portions of the side fence along Railroad that were proposed to be removed. Those are no longer proposed to be removed. The barbed wire was already removed from the top of them as again, a reversible safety issue.

I wanted to also make clear that the drawings show proposed boundary lines but the actual boundaries of the park are not being discussed in this proposal. There are too many adjacent properties and projects that need to be brought together as an entire unit and so these are just sort of suggested future boundaries and they will be discussed, particularly when the boundaries are set for 1310 and when the right-of-way is set for Railroad and then the park boundaries can be set as part of a larger package when those projects come before you. So, I am recommending that you approve the revised project with the previous findings, the usual ones that say they do not affect the Historic Districts and will not impact the resource directly, and then the four conditions of approval that I recommended in the Memo that the designated member or members of the AHLC review the field staking for the pathways prior to construction. That means primarily the section where it is being extended down in the southwest corner. The applicant shall insure that a licensed arborist is onsite to oversee the pruning of the trees, again as part of the sort of normal procedure but making sure that the AHLC weighs in on that. Item 3 – Site grading, wall elevations and selection of the retaining walls material submitted to the AHLC and Public Works review approval prior to submittal of a Grading Permit and all new construction improvements that border the park, including Walnut Avenue, 8th Street, Railroad Avenue, and within Building 13 Triangle area subject to AHLC review, not giving up any of your review purview in those cases.

Chairperson Naughton expressed thanks for a clear report and called for any questions.

Commissioner Swanson asked Ms. Dill concerning the section of Alden Park, next to Railroad Avenue about a fir or spruce tree that was damaged or would need removal. Leslie Dill stated that Lennar Mare Island was doing tree maintenance only regarding pruning. She suggested Michelle Hightower might know more about this. She stated that this would be a specific problem that would have to be addressed later.

Commissioner Kennedy wonders how long ago the extension of the sidewalk was proposed. Leslie Dill stated that it was part of the master plan of the area so that the relocation of the crosswalk would be ADA approved.

Chairperson Naughton stated that he had a card from Elizabeth Pidgeon to speak on this item.

Elizabeth Pidgeon, 419 Farragut, Vallejo, Architectural Heritage Foundation. She thanked the applicant and the City for working so well to reshape the project. One concern she noted is that the Site Plan doesn't document any of the landscape features. It doesn't site what existing trees and shrubs are there, the location, and this is vital. She stated that the locations of the retaining walls with their measurements should be there, and that it should be brought back to the Commission, not just the Secretary of the Landmark Commission. It is vague about two trees that are marked to be removed and the information should be cited as to there whereabouts, etc. She recommended that for Conditions of Approval that it be added that a Site Plan should be submitted indicating all

landscape features, including trees and shrubs, type and size. Also you can add to the scope of the work with the tree that was brought up. The reason that it has to go to Public Hearing for landscape features like this is because of potential mitigation.

Chairperson Naughton stated he wanted a response to what Ms. Pidgeon brought up, about the trees and the shrubs and asked that Leslie Dill bring us up-to-date with what is happening.

Leslie Dill stated that the trees were shown but they are not identified properly. They are outside the proposed park boundary and are in the southwest corner where the path extension is. On the legend it shows them as trees to be removed, however; they are outside the park boundaries and therefore they should be addressed in proposals that are about the setting. It would include at some level, an impact analysis on the park but it has got to be part of a project that shows all grading within the boundaries of that site itself which is going to be associated with Building 1310. So, those two trees are shown there. They need to come before you but they will be part of a package which is part of 1310.

Chairperson Naughton asked if they would come back before them as part of another project. Leslie Dill answered yes.

Leslie Dill stated that the retaining walls are also associated of that project as well. There are no retaining walls needed with this project but they are needed when they regrade the parking area for the area around 1310 to allow for the traffic and to allow for parking, etc. It is possible that they will be at the border of the park. They weren't shown on the screen because it was not clear what the rest of the parking area was going to look like at 1310, so it was not clear how high the retaining walls would be required to be. They say in their informational part of the application that they would not be over four feet high, however; it is important for all of you to be able to see that and evaluate it all as a package. She stated that it may be that additional retaining walls would be needed along the further reach of the road, across from Chapel Park. There could be retaining walls that are needed somewhere else in the area around Building 1310, and you need to see that all as a package.

Chairperson Naughton stated that what Leslie reported made it clear that the only thing that really is going to be affected in this project is the pruning of the existing trees within the park boundary.

Leslie Dill stated that just for informational purposes, we know the two trees to be eucalyptus trees.

Chairperson Naughton asked if there are any more speakers, and if not, he would like to take this back before the Commission, and discuss it briefly. The scope of work is a lot clearer. It is challenging concerning the boundaries. I would like to move that we approve Certificate of Appropriateness #07-0045 Alden Park, Mare Island, which was continued from the 15th. The only other condition of approval is that I would like to designate Commissioner Quigley to be the AHLC member that will review the field staking for the pathway prior to construction. Unless there are other friendly amendments to my motion; that is the motion.

All in favor:

AYES: Naughton, Swanson., Kennedy, Quigley, Mandap, Jones-Tranter.
NOS: None.
ABSENT: Laraque.

The motion carries.

- b) Certificate of Appropriateness #07-0050. This is an application for COA for 1015 Azuar Drive, Mare Island, Reuse Area #6.

Recommendation: Approve Certificate of Appropriateness #07-0050 based on the findings and conditions provided in the staff report.

Staff Report: Leslie Dill, Planning Consultant, Lennar Mare Island. This is an application for a detached accessory structure behind the residence on Azuar and then also some very minor changes proposed to the rear corner of the existing residence. The proposed detached accessory structure would have a two-car garage and another living space within it and then the materials are proposed to be very closely matching to the house in proportions and roof slope and things like that. Then, the construction of the deck between them, and then for the existing residence, the proposal was to change the windows out of the former rear recessed porch and replace the windows with windows that more closely help the owners to meet the interior plan requirements that they have to open up the space and make a kitchen space and then also make it wheelchair accessible. Recommendations of staff were to modify the rear porch remodeling slightly, just to retain some of the sense of that having been an enclosed porch at one time. There are some suggestions that were recommendations that were put into the report, but they don't all have to be addressed. I think it can be very subtly changed, but instead of trying to make something out of an area that was once a porch, try to make it match too much to the rest of the house, I think it would otherwise create a false sense of history and take away what is one of the few features of the house. The house is very simple, and so the back porch is one of the little simple features of the house. The garage itself seems to be reasonable within the massing and scale. Certainly the scale of the windows and the proportions of the siding and so on are in keeping with the neighborhood and specifically with the house that is there as well.

Commissioner Kennedy: Was there any discussion about the garage door?

Leslie Dill: I am sorry. I did not include an analysis of the garage door. I think of garage doors as generally being sort of utilitarian portions of proposed new structures in historic districts and although the materials just need to be reasonably compatible in scale, that is the primary thing that I look for. Do you have an issue that you want to bring before the Commission?

Commissioner Kennedy: It is extremely utilitarian and very large. I don't know that the applicant necessarily needs a ten foot door unless they are parking an RV.

Leslie Dill: As I said, it is one of the kinds of things that in some historic districts, the scale of the doors is more important. I have served in areas where it was important that nobody have two-car garage doors; they only had single-car garage doors, but I don't feel this is an important part of this particular application.

Chairperson Naughton thanked the applicant for the clear information that was put together. The proposed addition in the back really fits and it almost looks like it is identical to the existing building. Was there any sense that this building should be slightly different as not to evoke something that is historically referential to the past as opposed to something that is built in this time period?

Leslie Dill: I do have an opinion about that. I think that this one certainly skates on the edge of matching to excess, however; I certainly have a level of understanding that the modern materials, even with wood windows and even with the materials matching to the extent that they do, I suspect there will be enough adequate clues for its differentiation. I prefer the Historic District to lean a little bit towards more compatibility, and the kinds of places where I am more concerned about them are on additions so that you can really understand where an original building was. This one being an attached garage, I feel it is a less compelling argument to say that it has to be differentiated through the use of materials. I think the one thing that I did note was that the proportion and spacing of the windows was different, and I think that is an important clue because there is a lot of consistency and rhythm within the original house. These windows – a lot of them are sort of oversized even though they have lights on top. They are just enough different and they are placed more utilitarian and less rigorously as sort of a pattern around the outside. I thought that was another way that it was differentiated. I think that the applicant may or may not have suggestions about a change in materials, but I think you should address that concern with the applicant as well. They seem very interested in working with the Commission.

Chairperson Naughton calls for anyone who wishes to speak, including the applicant.

Betty Romine, (husband Wes) 1015 Azuar Drive, Mare Island: I was speaking with Leslie this morning, and she explained the process to me, and we are just here to hope that you approve it. We heard your suggestions and we are interested in following them, and we definitely want to work with you guys, so if you have any questions, please ask us. The reason for the oversized garage door is that our son is handicapped so he is in a wheelchair and we need wide access for him to get his wheelchair in and out of the car, and tall access for him as well. He doesn't live with us at the moment, but there could be a point in time in the future where he does live with us. We are trying to make it as wheelchair friendly as possible, just speaking long term. We purposely tried to have the garage harmonize with the house. I understand that is somewhat of a problem, but we really do like our project, and we put a lot of thought and effort into it. We would appreciate your consideration for it.

Chairperson Naughton: With no questions at this time for the applicant, I would like to take this back before the Commission, discuss it briefly, if there are any comments about it.

Commissioner Tranter-Jones: I was just looking at the garage interior and the solution you have done for the wheelchair access to get around the edge and then up to the deck and enter into the back of the house. It was very nice.

Commissioner Swanson: My thanks for the beautiful plans from the applicant.

Chairperson Naughton thanked the applicants for their very well considered plans.

Architectural Heritage and Landmarks Commission Minutes
January 17, 2008

Commissioner Quigley: Wishes to make a motion to accept this item 07-0050,
Certificate of Appropriateness for 1015 Azuar Drive, Mare Island, Reuse Area #6.

All in favor:

AYES: Naughton, Swanson, Kennedy, Laraque, Quigley, Mandap, Jones-Tranter.

NOS: None.

ABSENT: None.

Motion passes.

14. OTHER ITEMS

Secretary Tuikka: No other items to be brought up tonight.

Chairperson Naughton: In that case, I will make a motion to adjourn the meeting.

All in favor.

AYES: Naughton, Swanson, Kennedy, Quigley, Mandap, Jones-Tranter.

NOS: None.

ABSENT: Laraque.

It is unanimous. Motion passes.

15. ADJOURNMENT

The meeting was adjourned at 8:00 p.m.

Respectfully Submitted,
Bill Tuikka, Secretary

ARCHITECTURAL HERITAGE & LANDMARKS COMMISSION

STAFF REPORT

Date of Hearing: March 27, 2008

Agenda Item: 13a

Applications: Amendment to the 2007 Mare Island Specific Plan, (SP #98-01D); and Certificate of Appropriateness #08-0004 as governed by Chapter 16.38, Architectural Heritage and Historic Preservation, Vallejo Municipal Code.

Recommendation: Forward a recommendation to the City Council to **Adopt** an Amendment to the Mare Island Specific Plan, (SP #98-01D) subject to the findings contained in this staff report; and **Approve** Certificate of Appropriateness #08-0004 subject to the findings and conditions contained in this staff report.

1. **LOCATION:** Walnut Avenue, South from G Street to 10th Street;
Mare Island Historic District
2. **APPLICANT:** Tom Sheaff
Lennar Mare Island LLC
690 Walnut Ave, Suite 100
Vallejo, CA 94592
3. **MASTER DEVELOPER:** Lennar Mare Island, LLC
690 Walnut Avenue
Vallejo, CA 94590
4. **PROJECT DESCRIPTION SUMMARY:**

Lennar Mare Island, LLC (Lennar) proposes to amend the 2007 Mare Island Specific Plan, (Specific Plan), referenced as Specific Plan Amendment III (SPA III), to eliminate a 12-foot wide bikeway/path planned along the west side of Walnut Avenue south of G Street, replace it with a Class III Bike Route, and to construct a six-foot wide monolithic sidewalk generally along both sides of the roadway. The purpose of the amendment is to provide a consistent sidewalk pattern along Walnut Avenue and to maintain the historic character of the street.

The project area includes the southern portion of Walnut Avenue from G Street to 10th Street. (See Attachment A.) The subject area is entirely within the Mare Island Historic District and partially within the National Historic Landmark (NHL) Area A. The NHL area generally includes the north side of Alden Park and the

Captain's Row of mansions located on the west side of Walnut from Connolly to 10th Street.

SPA III also includes text changes that would allow the Planning Division to have discretion in selecting the final type of all future bikeway/paths appropriate for an area in light of the surrounding character and development along the paths.

5. ENVIRONMENTAL REVIEW

A Subsequent Environmental Impact Report (SEIR) was certified by the City Council in November 2005 for the Mare Island Specific Plan Amended and Restated (2005 Specific Plan). In accordance with Section 15164 of the California Environmental Quality Act, (CEQA), a second addendum to the previously certified SEIR has been prepared for the proposed project and concludes the following: 1) there are no substantial changes to the project that necessitate revisions to SEIR, 2) there are no substantial changes in the circumstances under which the project is undertaken that necessitate revisions to SEIR, and 3) there is no new information of substantial importance which was not known and could not have been known at the time SEIR was certified that indicates that the project will cause more significant or severe impacts than what was discussed in SEIR. Additionally, the mitigation measures established in SEIR have been adopted and will be implemented.

It is worth noting that in July 2007, the City Council adopted a first addendum to 2005 SEIR for the 2007 Specific Plan amendment, which superseded the 2005 document.

6. NOTICING AND PUBLIC COMMENTS

On March 17, 2008, a public notice was mailed to property owners on Mare Island, Mare Island federal tenants, nearby neighborhood groups, and interested parties. Notices were also mailed to bicycle interest groups in the area.

7. PROJECT DESCRIPTION

Background

In December 2005, the City Council approved Lennar's proposal to amend and restate the 1999 Mare Island Specific Plan. The Mare Island Specific Plan guides the future development of Mare Island, a former Naval Shipyard which closed operation in 1996. As previously mentioned, the City Council adopted an amendment to the 2005 Specific Plan in July 2007. The 2007 amendment addressed historic preservation issues.

Transportation Element and Street Cross-Section

The Transportation Element of the Specific Plan defines the bicycle and pedestrian facilities proposed for the Island. As illustrated in Figure 5.3 of the Specific Plan (See Attachment B and Diagram 1 below), two Class I bikeway/paths are designated along the outer edges of the Island specifically along Azuar Drive and the Waterfront Promenade (shown in blue), and a third mid-Island bikeway/path is proposed along Walnut Avenue, south of G Street. The bikeway/paths would accommodate both pedestrians and bicycles within an 8-foot wide area with a two-foot shoulder on each side.

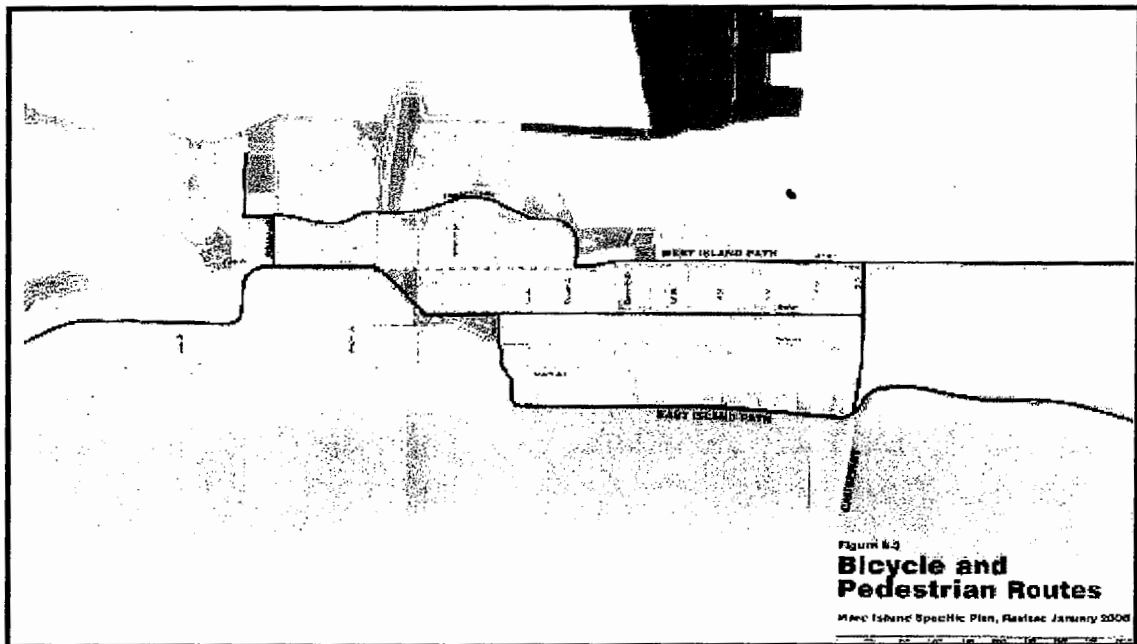


Diagram 1: Existing Figure 5.3

The Walnut Avenue Street Cross-Sections (Appendix D) of the Specific Plan specifically shows a bikeway/path along the west side of Walnut Avenue from G Street to Kansas Street. At Kansas Street, the path crosses Walnut Avenue to the east side of the street up to 8th Street. Thereafter, the path meanders through Alden Park (outer edge along the east side of Walnut Avenue) to 10th Street where it links to the path along the west side of Chapel Park, connects with Azuar Drive and ultimately the Regional Park in Reuse Area 12. As indicated in the Street Cross-sections, most of the east side of Walnut Avenue includes a five-foot wide sidewalk. (See Diagram 2 Below.)

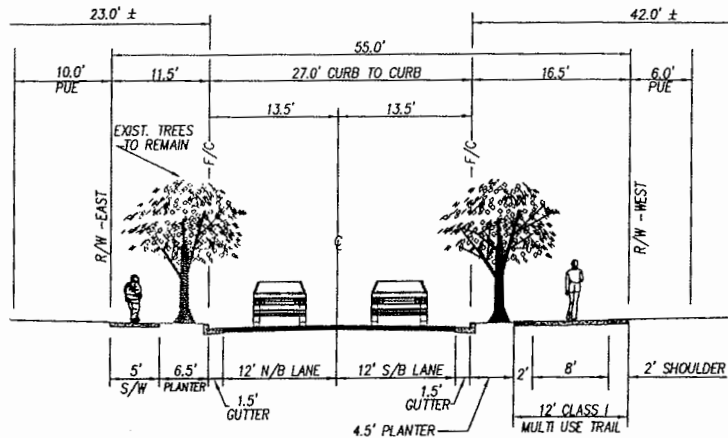


Diagram 2: Existing Street Cross-Section, Walnut Avenue, G Street to E Street

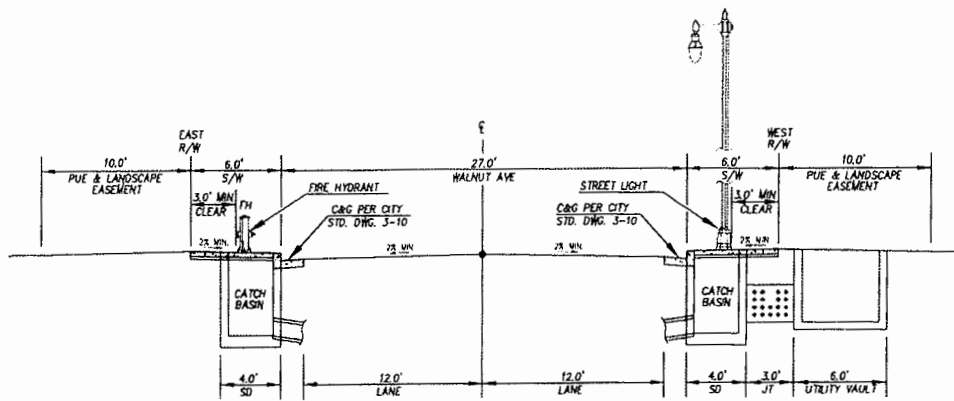
Proposal

Lennar proposes to amend the Transportation Element of the Specific Plan to eliminate the Class I bikeway/path designation along Walnut Avenue south of G Street and replace it with a Class III facility. Currently, Walnut Avenue, south of G Street, contains an inconsistent sidewalk pattern throughout the corridor, including a separated four-foot wide sidewalk in some areas, no sidewalks in other areas, and a four to seven-foot wide historic sidewalk with hexagonal shaped pavers that specifically fronts the Captains Row mansions. (See Attachment C for photographs of the area.)

A six-foot wide monolithic sidewalk, defined as a typical concrete walkway that abuts the street curb, is proposed along the west and east sides of Walnut from G Street to Connolly Street. At Connolly Street, the monolithic sidewalk would continue on the west side only, and at Kansas Street, the new sidewalk would be constructed only on the east side. In several cases, the monolithic sidewalk would also require the elimination of a 6.5' planter planned along the east side of the street. However, a 10-foot wide public utility and landscape easement would be constructed behind the sidewalk. The existing sidewalks fronting the historic mansions would be retained on the west side of Walnut from Connolly Street to 10th Street. (See Attachment E and Diagram 3 Below.)

As part of the proposed Class III route, signage indicating a shared bicycle and vehicular lane would be installed between G Street to 8th Street. At 8th Street, the Class III facility would connect with the bike/pedestrian path through Alden Park. The AHLC recently approved a COA to repair and replace an existing path ranging from three to five feet wide, with a consistent 5-foot wide path through Alden Park.

The proposal modifies Figure 5.3 (See Attachment B) and amends Section 5.7 (See Attachment D) of the Specific Plan, as well as the Walnut Avenue Street Cross-Sections.



TYPICAL SECTION
NOT TO SCALE

Diagram 3: Proposed Street Cross-Section Walnut Avenue (Typical)

In September 2007, the Planning Commission approved Tentative Map #07-0006 (Town Center) to subdivide a commercial area on Mare Island. A portion of Walnut Avenue is part of the Town Center subdivision. To complete the subdivision process that would ultimately allow the property to be transferred and redeveloped, Public Improvement Plans for Walnut Avenue must be approved by the Public Works Department. The subject SPA III and request to construct the sidewalks along Walnut Avenue will facilitate the completion of these Improvement Plans.

8. PROJECT ANALYSIS

AHLC Jurisdiction

The proposed project area is within the Mare Island Historic District. Per Section 8.2.1 of the Mare Island Historic Project Guidelines (Appendix B.1 to the Specific Plan), the request to construct a six-foot wide monolithic sidewalk and install signs for a Class III bikeway along Walnut Avenue requires review and approval from the AHLC. The proposed SPA III to remove the planned Class I bikeway/path and replace it with a Class III facility requires review and recommendations by the AHLC. SPA III also requires a recommendation from the Planning Commission, and the City Council is the final-decision making body on both the SPA III and supporting CEQA Addendum.

Significance Documentation

The following description of the resources are provided from the 1996 Mare Island National Register Nomination Form:

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)

Project Impact on Historic Resources

The project proposes to preserve Walnut Avenue within the Historic District as a two-lane roadway with a typical 6-foot sidewalk along both sides, except as noted above, and to maintain the historic sidewalks fronting the mansions. To achieve this goal, the project must reinforce historic spatial characteristics, materials, and forms, and be visually compatible with the character of the Historic District in general.

Secretary of Interior Standards

According to the Historic Project Guidelines, the proposed project must be reviewed for compliance with the Secretary of Interior’s Standards for the Treatment of Historic Properties (Standards). The treatment that would apply to the proposed sidewalks and signage within the Historic District is Rehabilitation. “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.”

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 proposed property use does not change for this project. Walnut Avenue will be preserved as a two-lane north-south roadway. The addition of consistent 6-foot sidewalks generally along both sides of the roadway will require minimal change to the materials, features, spaces and special relationships within the area.

The area contains an historic mix of land uses, including former military barracks renovated into office space, vacant warehouses and office buildings, an indoor sports/recreation center, light industrial uses, a medical clinic, historic mansions that are currently being used for offices, parking lots, open space areas including Morton Field and Alden Park, and several vacant parcels. As illustrated in Figure 3.1 of the Specific Plan, the Walnut Avenue corridor is part of Reuse Areas 2A, 2B, 3B, and 4. Most of the area, primarily from G Street to Connolly Street is part of the 2A Town Center, which is planned as a vibrant pedestrian friendly center that will attract a continued mix of uses with new commercial/industrial buildings on the vacant sites as well as reuse of the

existing buildings. The original designation of the Class I path along Walnut was intended to provide a mid-Island bike/pedestrian route; however, the remaining two paths designated along the outer edges of the Island where limited or no vehicular traffic or street crossings are planned, and where a smaller mix of land uses are proposed are more appropriate and will remain as part of the plan.

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 overall character of the Historic District is preserved in this proposed project. The project does not require the removal of any historic materials and the construction of sidewalks in the area will not alter features and spaces that characterize the surrounding properties. The retention of the existing sidewalks fronting the mansions preserves the character of the Historic District.

It is recommended that the applicant submit the proposed design of signage for the Class III bikeway to the Secretary of the AHLC for review and approval prior to the construction of the sidewalks.

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 create a false sense of historical development. The proposed changes will be differentiated from the original design of the sidewalks by the materials and construction details.

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

No changes to the property that have acquired historic significant in their own right will be affected by the proposed project.

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

The project does involve changes to any distinctive historic materials, features, finishes and examples of craftsmanship in the area. As proposed, the historic sidewalks fronting the mansions will be retained.

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 proposed concrete sidewalks would not destroy any historic materials features, or spatial relationships that characterize the property. The new 6-foot monolithic sidewalks would be differentiated from the historic sidewalks fronting the mansions.

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 of new sidewalks and signage would not impair the essential form and integrity of the surrounding historic district. While the area contains several vacant parcels and areas void of sidewalks, the consistent 6-wide monolithic sidewalks generally along both sides of the roadway would allow for a consistent development pattern for future uses.

Mare Island Historic District Design Guidelines Review

As required by the Historic Project Guidelines, the proposed project must be reviewed for compliance with the Mare Island Specific Plan Historic Design

Guidelines (Appendix B.4 to the Specific Plan) and referenced as Design Guidelines. The Design Guidelines provide policies for new construction, including sidewalks and streets within the Historic District. As illustrated in the Character Area Map provided in the Design Guidelines, the project is within three historic character areas including Residential, Industrial, and Administrative/Institutional. The proposal to remove the path from Walnut Avenue and to construct sidewalks on both sides is consistent with following Design Guidelines policies:

10.1 Improvements to the streetscape should not impede on one's ability to interpret the historic industrial character of the area.

The construction of six-foot wide monolithic sidewalks within the area would not affect the ability to interpret the historic character of the area.

10.4 Visually blend a sidewalk with the adjacent ground plane.

The construction of monolithic sidewalks would allow blending of the walk with adjacent ground plane.

10.4 (a.) Pedestrian walkways and sidewalks should be simple in character, reflecting the industrial nature of the area.

A six-foot wide monolithic sidewalk is considered simple in character and would reflect the industrial nature of the area.

10.5 (c) An attached sidewalk is appropriate.

The proposed monolithic sidewalk is considered an attached sidewalk and is consistent with this policy.

11.1 The overall character of the streetscape should respect historic development and use patterns.

The proposed construction of six-foot wide monolithic sidewalks would accommodate pedestrian access throughout the historic and future mix of land uses in the area.

11.1 (b.) Streetscape improvements should be simple and modest in character and meet basic function requirements for improvements typically found within the public right-of-way.

The project proposes a simple, modest sidewalk that is typically found within the public right-of-way of a commercial/industrial area.

11.2 (a) Maintain the alignment of Railroad and Walnut Avenues.

The project proposes to maintain the general alignment of Walnut Avenue. In some areas where the right-of-way allows, on-street parking will be provided where it currently does not exist.

11.5 Sidewalks should reflect those seen historically in the Administrative Institutional Character Areas.

Historically, parts of the Administrative/Institutional Character Areas provided three to six-foot wide sidewalks. The proposal to construct a consistent six-foot wide monolithic sidewalk throughout the area is consistent with this policy.

CONCLUSION

The inclusion of a Class I bikeway/pedestrian path through the Historic District has long been a source of discussion due to its potential impact along the Walnut Avenue corridor. Staff believes the proposal to replace the Class I path with a Class III bikeway, and the construction of monolithic sidewalks along this historic corridor is more in keeping with the existing character of the area and maintains the integrity of the Historic District. Staff further believes that the proposal will allow for a consistent development pattern along the Walnut Avenue corridor as well as the establishment of pedestrian friendly environment for the Town Center.

9. STAFF RECOMMENDATION:

Staff recommends that the AHLC forward a recommendation to the City Council to approve Specific Plan Amendment III (SP #98-01D) subject to the findings below:

1. The proposed amendment to the 2007 Mare Island Specific Plan is consistent with General Plan goals to: (1) provide facilities that encourage greater use of bicycles for recreation, commuting and shopping; and (2) to have safe and pleasant access for pedestrians throughout the community. The reclassification of the bikeway along Walnut Avenue maintains bicycle and pedestrian connections throughout the Island; the proposed signage for the Class I bikeway provides for a safe environment for bicyclist alerting vehicles of the shared lane condition; and the proposed sidewalks will provide exclusive use for pedestrians allowing for safe pedestrian access throughout the area.
2. The proposed amendment to the 2007 Mare Island Specific Plan is consistent with Zoning Ordinance. The adopted Historic Project Guidelines, as required by the Zoning Ordinance requires projects to be consistent with the Mare Island Historic Project Guidelines. As provided in Section 8 of this report, the project is consistent with the applicable policies of the Design Guidelines.

Further, staff recommends that the AHLC **Approve COA #08-0004** subject to findings and conditions below:

Findings

1. The proposed project, as conditioned, shall not adversely affect the relationship and congruity between the subject property and the surroundings area per Section 8 of this report.
2. The proposed project, as conditioned, would not adversely affect the special character of the Historic District per Section 8 of this report.
3. The proposed project, as conditioned, is consistent with the Secretary of Interior Standards.

Conditions of Approval

1. The applicant shall submit the Class III Bikeway signage design and location for review and approval by the Secretary of the AHLC prior to the construction of the sidewalks.

Project Requirements

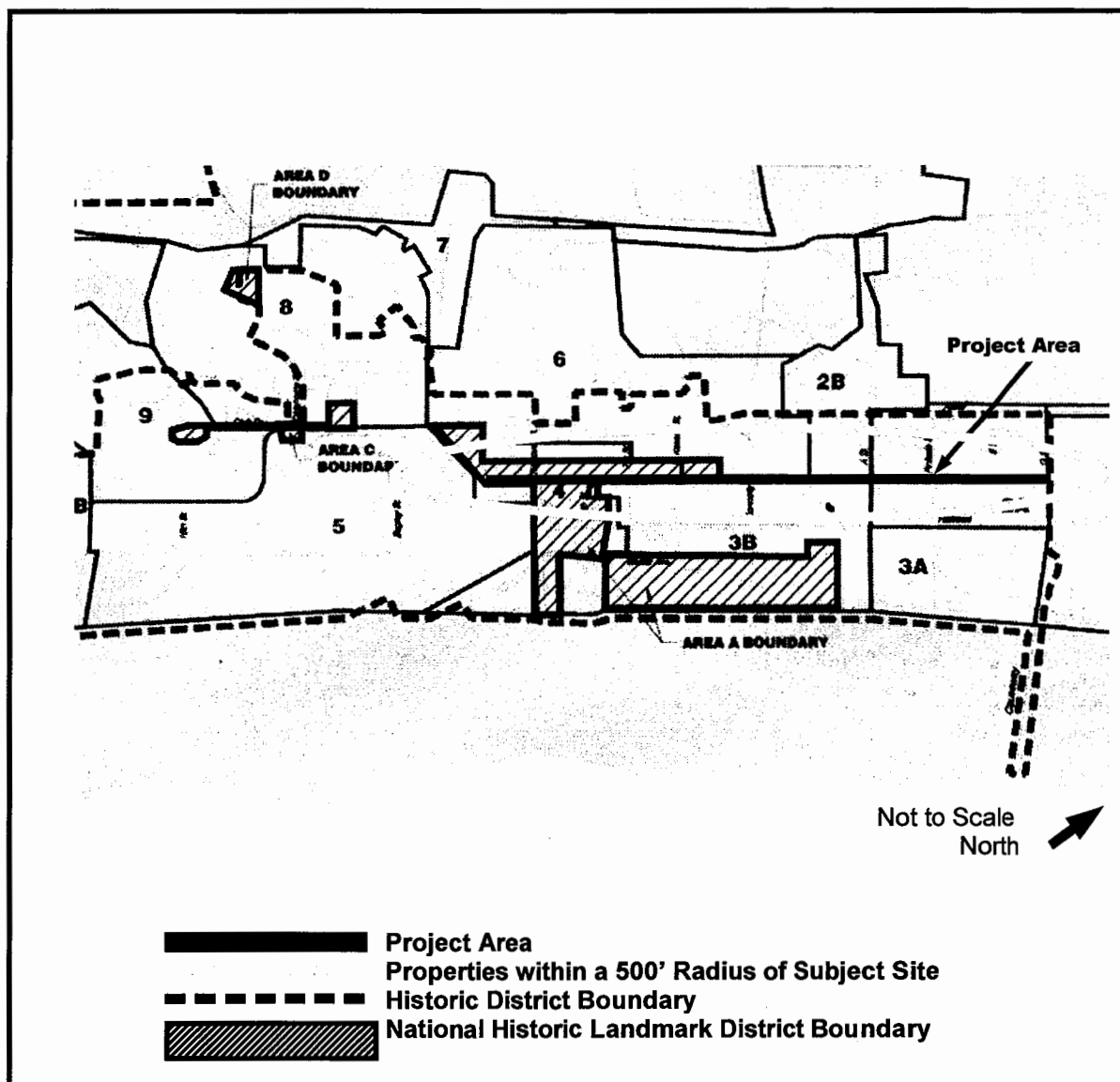
1. The practices for protecting archeological resources detailed in the Mare Island Archeological Treatment Plan shall be applied.
2. The applicant shall submit 3 sets of construction plans to the Department of Public Works for review and approval. Such plans shall be consistent with the Plans submitted for the subject permit.
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.

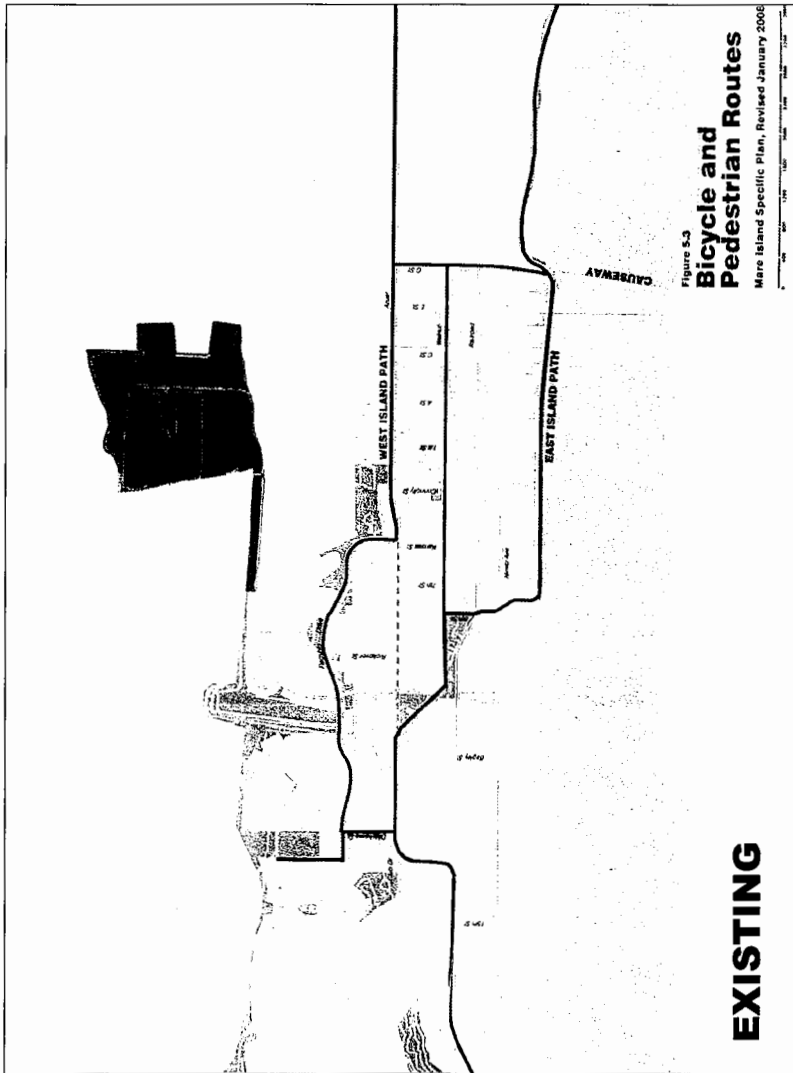
ATTACHMENTS:

- A. Project Location/500' Radius Conflict of Interest Map
- B. Existing and Proposed Specific Plan Figure 5.3
- C. Photographs of the Project Area
- D. Section 5.7 Text Amendment to the Mare Island Specific Plan
- E. Walnut Avenue 6' Monolithic Sidewalk Drawings Prepared by Chaudhary & Associates Inc.
- F. Addendum to the 2005 Subsequent Environmental Impact Report for the Mare Island Specific Plan

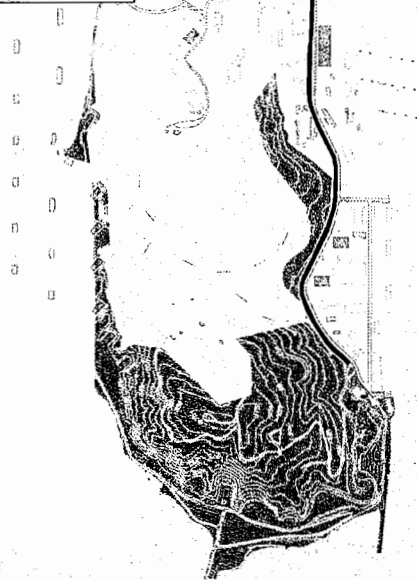
Prepared by:  _____
Michelle Hightower, Senior Planner



CERTIFICATE OF APPROPRIATENESS #08-0004
SPA III
PROJECT LOCATION/500' RADIUS CONFLICT
OF INTEREST MAP



EXISTING

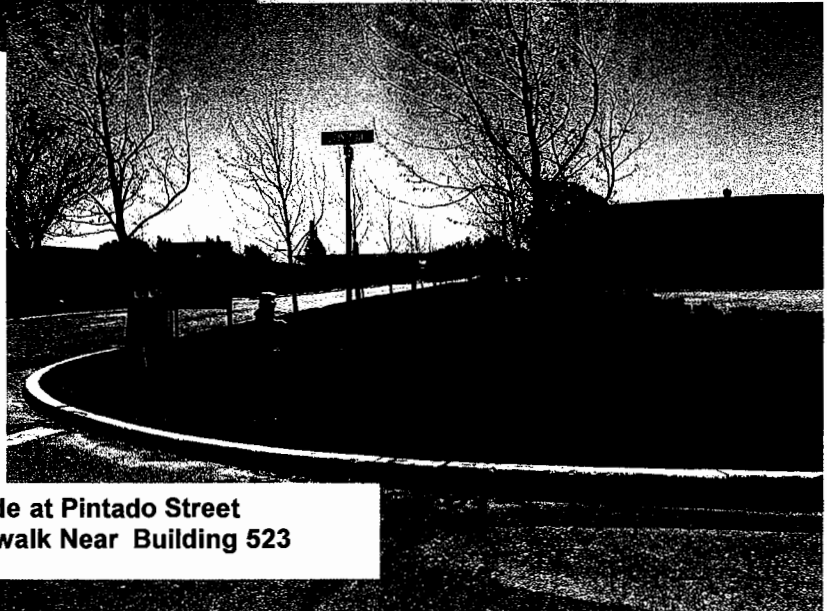


PROPOSED

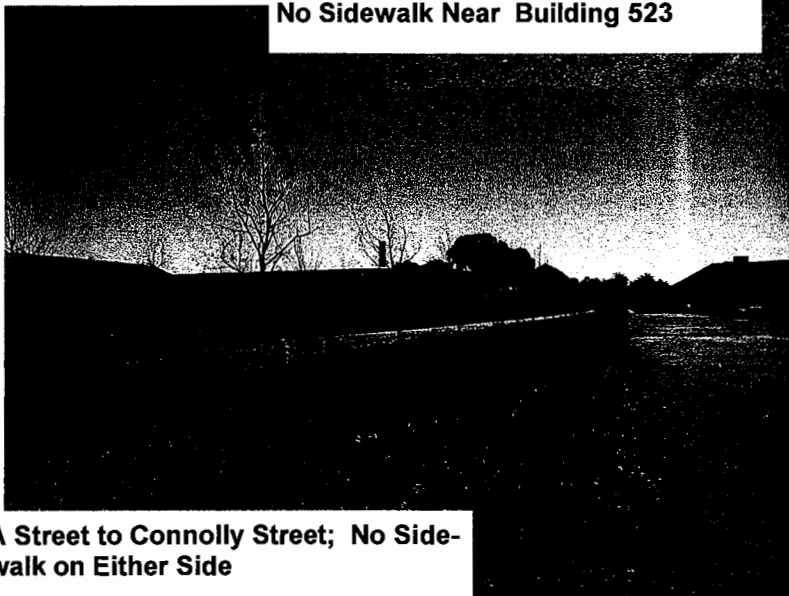
SELECTED PHOTOGRAPHS OF WALNUT AVENUE



**East Side at Pintado Street
Six-foot Monolithic Sidewalk
Near 690 Walnut Avenue**



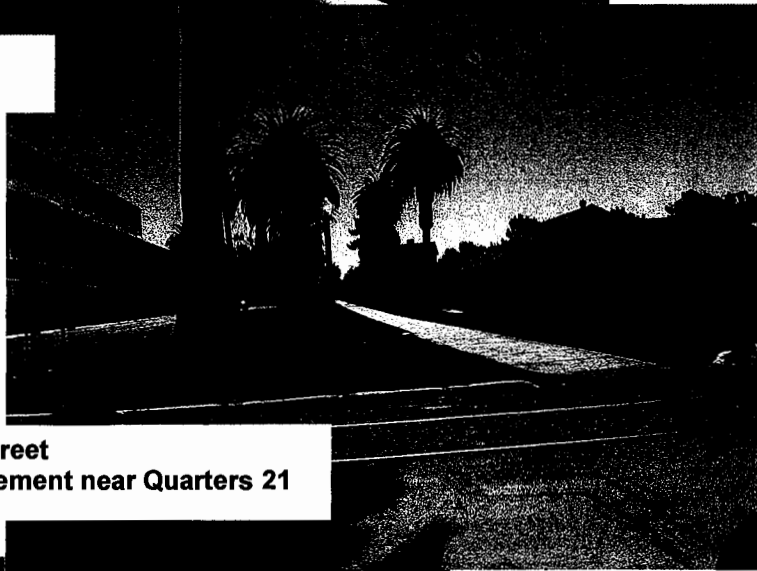
**West Side at Pintado Street
No Sidewalk Near Building 523**



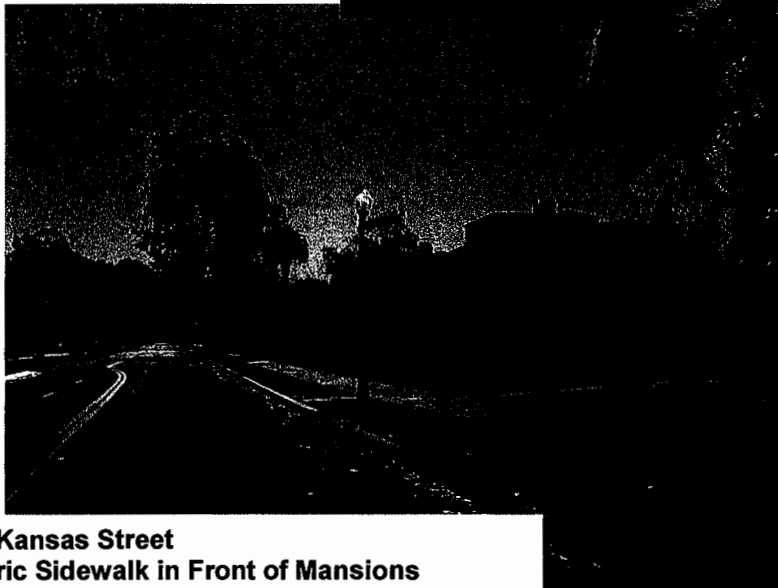
**A Street to Connolly Street; No Side-
walk on Either Side**



**East Side—Sidewalk Near
Building 253**



**West Side at Connolly Street
Historic Sidewalk Replacement near Quarters 21**



**Near Kansas Street
Historic Sidewalk in Front of Mansions**

MARE ISLAND SPECIFIC PLAN AMENDMENT III

The following text amendments are proposed to Section 5.7 of the Mare Island Specific Plan:

5.7 BICYCLE AND PEDESTRIAN

The existing bicycle and pedestrian network of off-street pathways, sidewalks, and on-street bike lanes should be interconnected in order to enhance the overall attractiveness of these modes of access. The compact nature of development within the Reuse Areas, together with the historic reliance on these modes during the military's use of Mare Island, creates the potential for a large number of residents to walk or bike from their homes to their workplace. The bicycle and pedestrian network should provide a high degree of convenient connections between the residential, recreational, employment, and educational uses on Mare Island and should minimize the number of intra-island automobile trips (*see Figure 5-3: Bicycle and Pedestrian Routes*). See also **Appendix D (Street Cross-Sections)** for a depiction of the locations and widths of sidewalks and bicycle pathways.

The designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner compatible with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. Whenever possible, the bike paths and walks provided on Mare Island should connect to existing or proposed facilities being provided by others.

There are three types of designated bikeways or routes planned for Mare Island:

- Class I Bikeway/Multi-Use Path: Off-street
- Class II Bikeway: On Street, Dedicated Lane
- Class III Bikeway: On-Street, Shared Use Sign Designation

The Planning Division will have flexibility and discretion in selecting which of these types, or which combination of these types, and which configuration is appropriate in light of the surrounding character and development along the paths preliminarily indicated in Figure 5-3, as long as the exercise of this flexibility remains consistent with the Mare Island Specific Plan and applicable laws and ordinances. The configuration and typing of the Bicycle and Pedestrian Routes shown in Figure 5.3 and also in Appendix D (Street Cross Sections) will be instructive, but not determinative.

(A) Class I Bikeway/Multi-Use Path: Off-Street

An off-street, multi-use Class I bikeway/path is proposed around the east and west edges of the developed portion of Mare Island and along a small segment of Walnut Avenue. Due to the developed nature of the Island, these facilities would not in all cases include all elements of a typical Class I/multi-use path, such as a continuous route with limited interruptions, grade-separations, wide intersection approaches, and signage.

The West Island shared bikeway/path generally follows the alignment of Azuar Drive and Flagship Drive, with an extension along Nereus at the Marine Parade Grounds for a connection with a future pathway to the open wetlands area on the west side of the Island. An East Island shared bikeway/path is proposed as part of the Waterfront Promenade that would connect along 8th Street ~~with the Walnut Avenue through Alden Park bikeway/path~~ and follow the alignment of Walnut Avenue, Azuar Drive and Club Drive southward to end at the proposed Regional Park (Reuse Area 12).

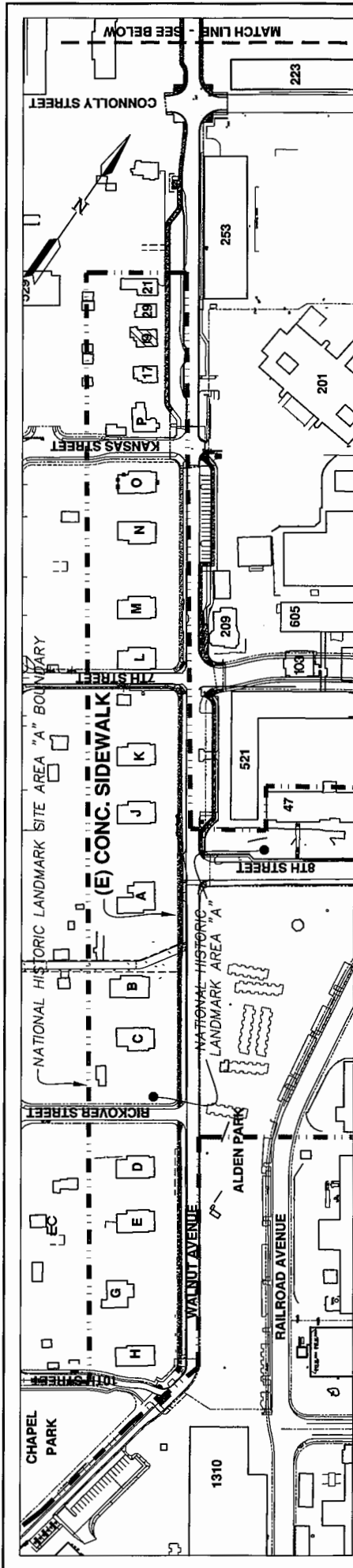
The West Island shared bikeway/path would also extend north of the Waterfront Promenade through the easterly portion of Reuse Area 1A to connect with the pier and the San Pablo Bay National Wildlife Refuge. There would also be a connector bikeway/path along the northerly edge of Reuse Area 1A to the West Island bikeway/path along the portion of Azuar Drive north of G Street. A multi-use path along the south side of G Street also would connect the East and West Island bikeway/paths at the Causeway, which could provide a direct connection with the City of Vallejo waterfront.

(B) Class II Bikeway: On-Street, Dedicated Lane

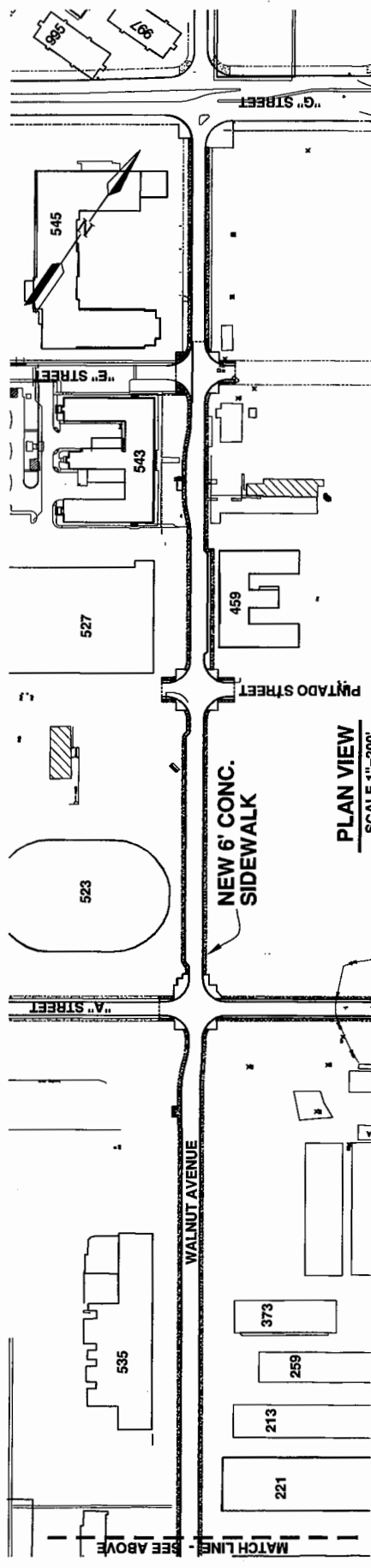
Class II bikeways require pavement markings identifying a separate, on-street lane for bicycles. A Class II bikeway is proposed along Flagship Drive from Azuar Drive to approximately Nereus Street. As discussed above, a multi-use path along the west side of Flagship Drive also would be part of an overall bikeway/path network and would serve the residential neighborhoods in this portion of the Island.

(C) Class III Bikeway: On-Street, Shared Use, Sign Designation

Class III bikeways, or bike routes, provide for shared use between bicycles and motor vehicles. Class III bike routes are designated through the installation of bike route signs (G93) and do not require pavement markings of any kind. Sidewalks should not be used as Class III bikeways. A Class III bikeway is proposed as part of the Azuar Drive roadway between the Kansas (formerly 5th) Street intersection and the roundabout, and along Walnut Avenue from G Street to 8th Street.



PLAN VIEW
SCALE 1"=200'



PLAN VIEW
SCALE 1"=200'

LEGEND

- PROPOSED 6' MONOLITHIC WALK
- (E) CONCRETE WALKWAY TO REMAIN
- NATIONAL HISTORIC LANDMARK SITE AREA "A" BOUNDARY

NOTES

1. 6' MONOLITHIC WALK IS MEASURED FROM FACE OF CURB TO BACK OF WALK.
2. WALNUT AVENUE IS ENTIRELY WITHIN THE MARE ISLAND HISTORIC DISTRICT.

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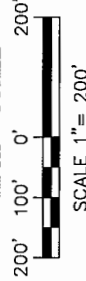
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LENNAR MARE ISLAND

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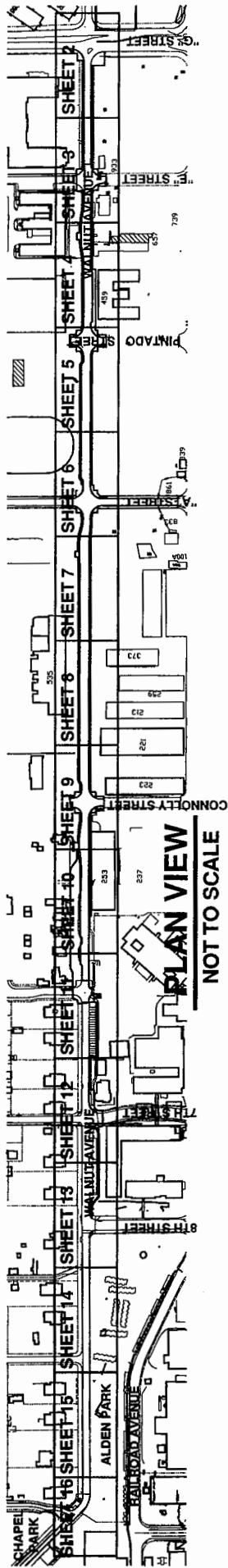
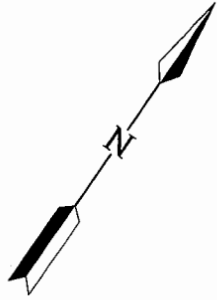


**WALNUT AVENUE
6' MONOLITHIC SIDEWALK**

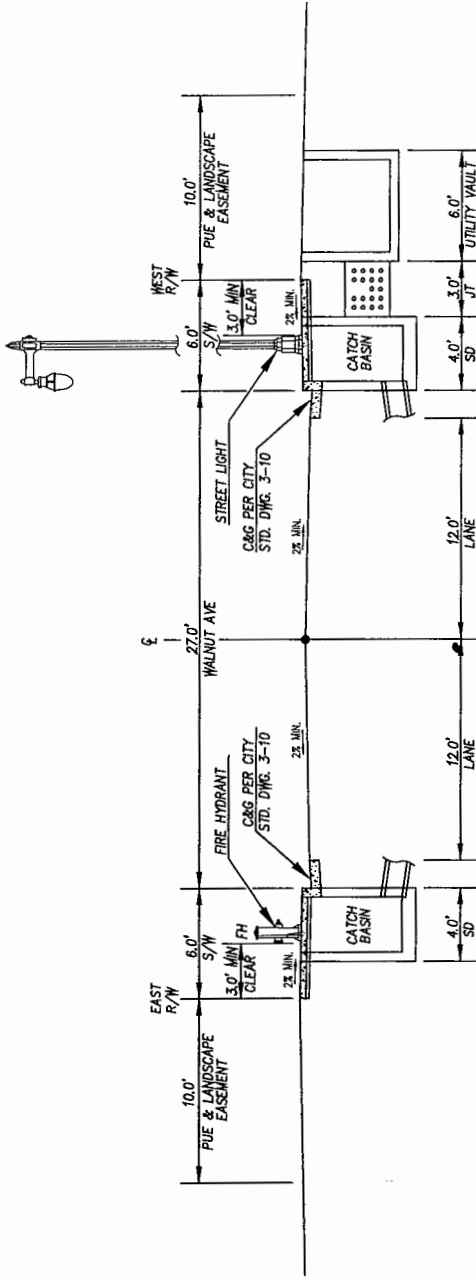
INDEX SHEET

MARCH 13, 2008 SHEET 10

10006077 VP-WALNUT VLT-2 (01-PP-W-ALT-17x11



PLAN VIEW
NOT TO SCALE



TYPICAL SECTION
NOT TO SCALE

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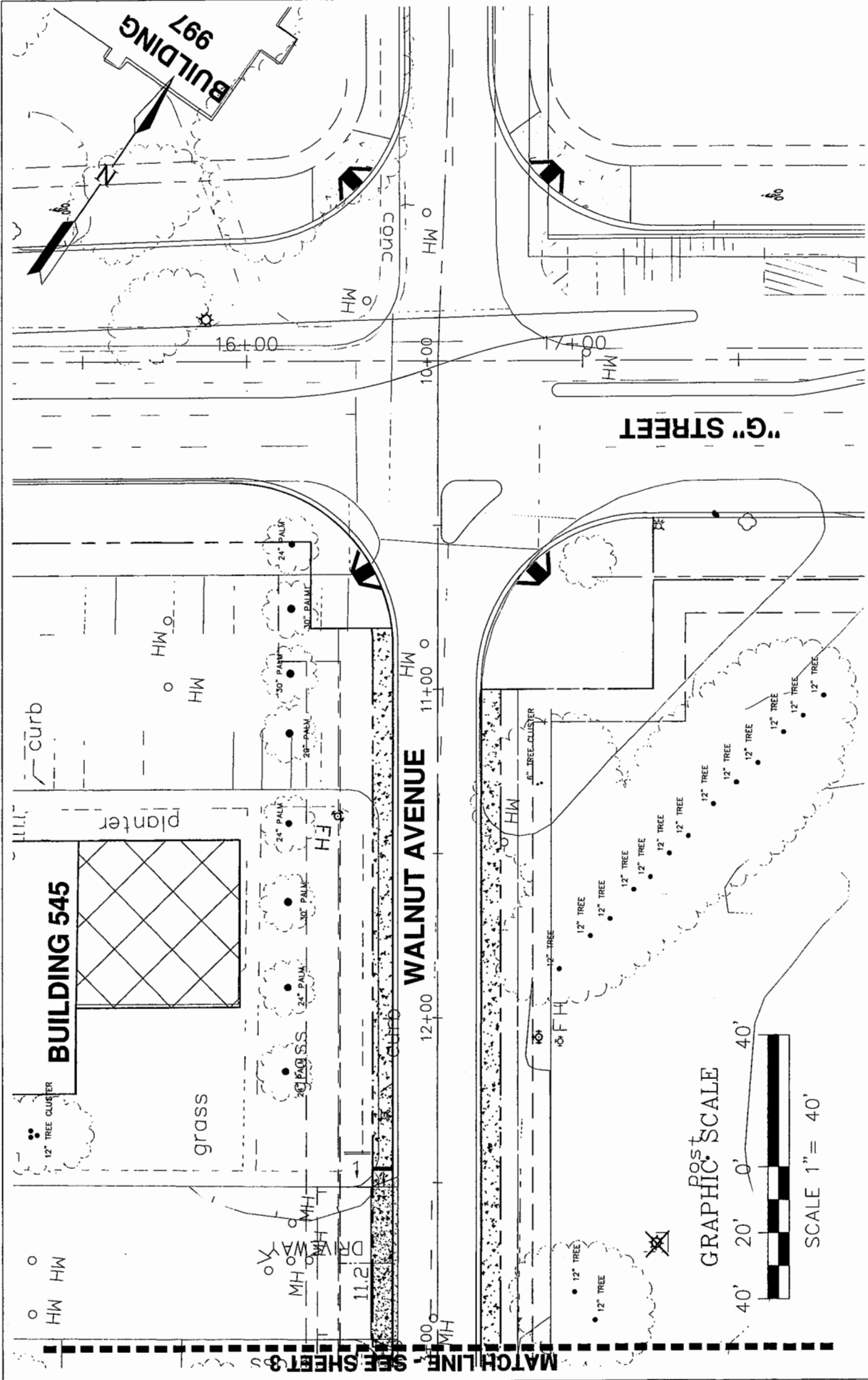
LENNAR MARE ISLAND

**WALNUT AVENUE
6' MONOLITHIC SIDEWALK
INDEX SHEET**

DECEMBER 12, 2007

SHEET 1 OF 16

\\0008077\IP-WALNUT\AL-T-2\01-PP-W-AL.T.DWG



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**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 9+00 TO 13+00

DECEMBER 12, 2007

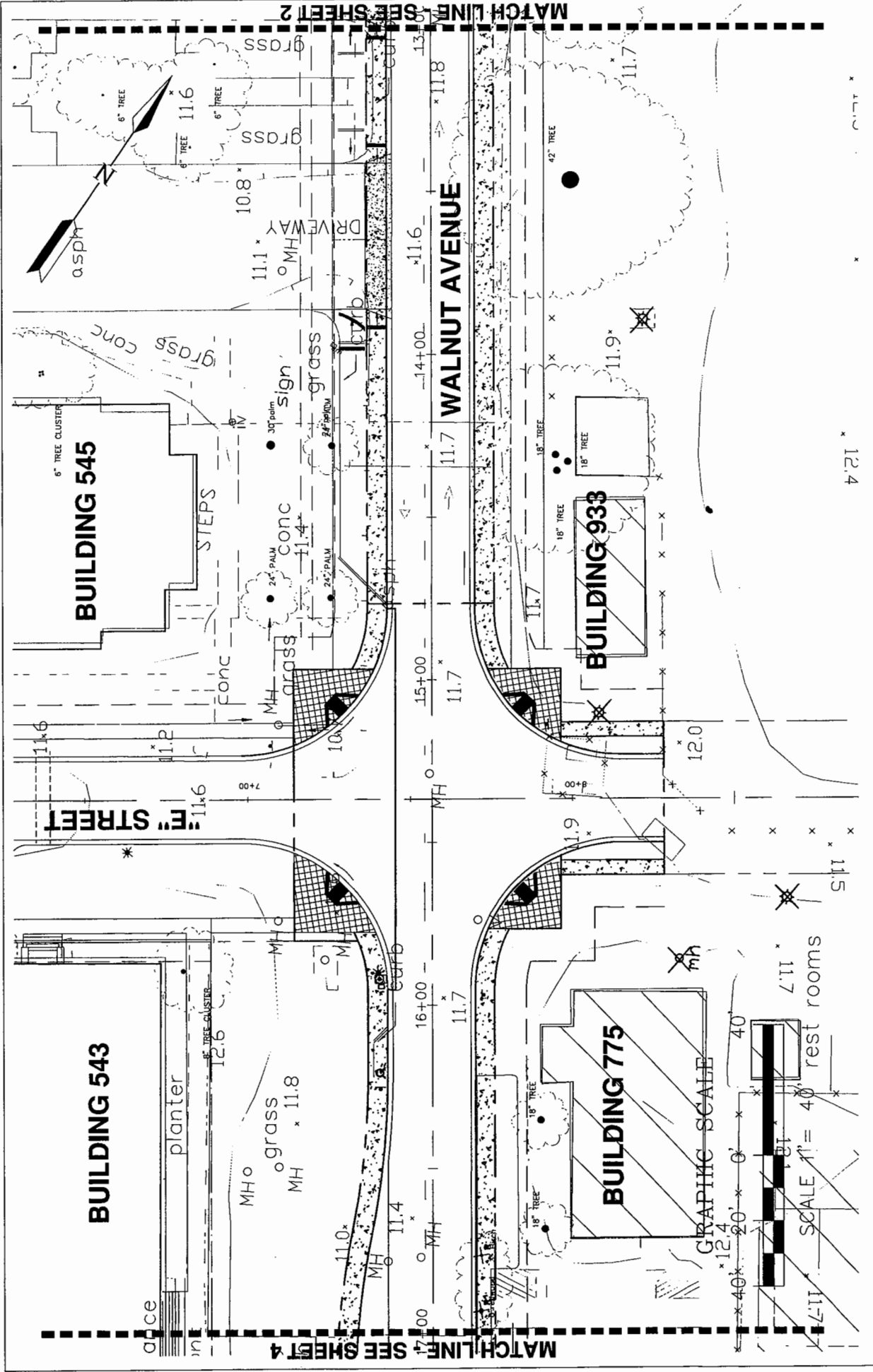
SHEET 2 OF 16

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GRAPHIC SCALE



SCALE 1" = 40'



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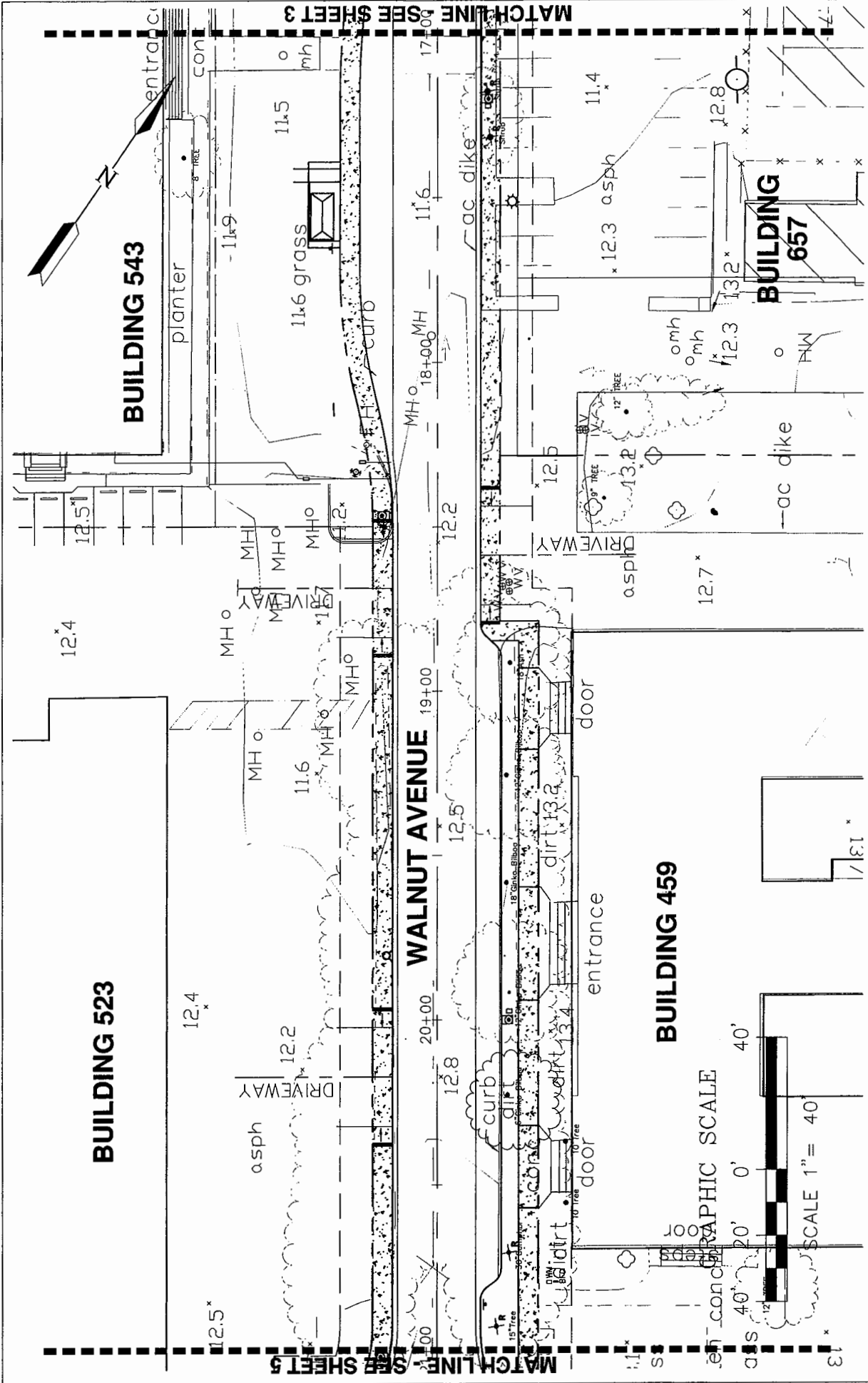
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 13+00 TO 17+00

DECEMBER 12, 2007

SHEET 3 OF 16

10008077\IP-WALNUT\ALT-2\01-PP-W-ALT.DWG



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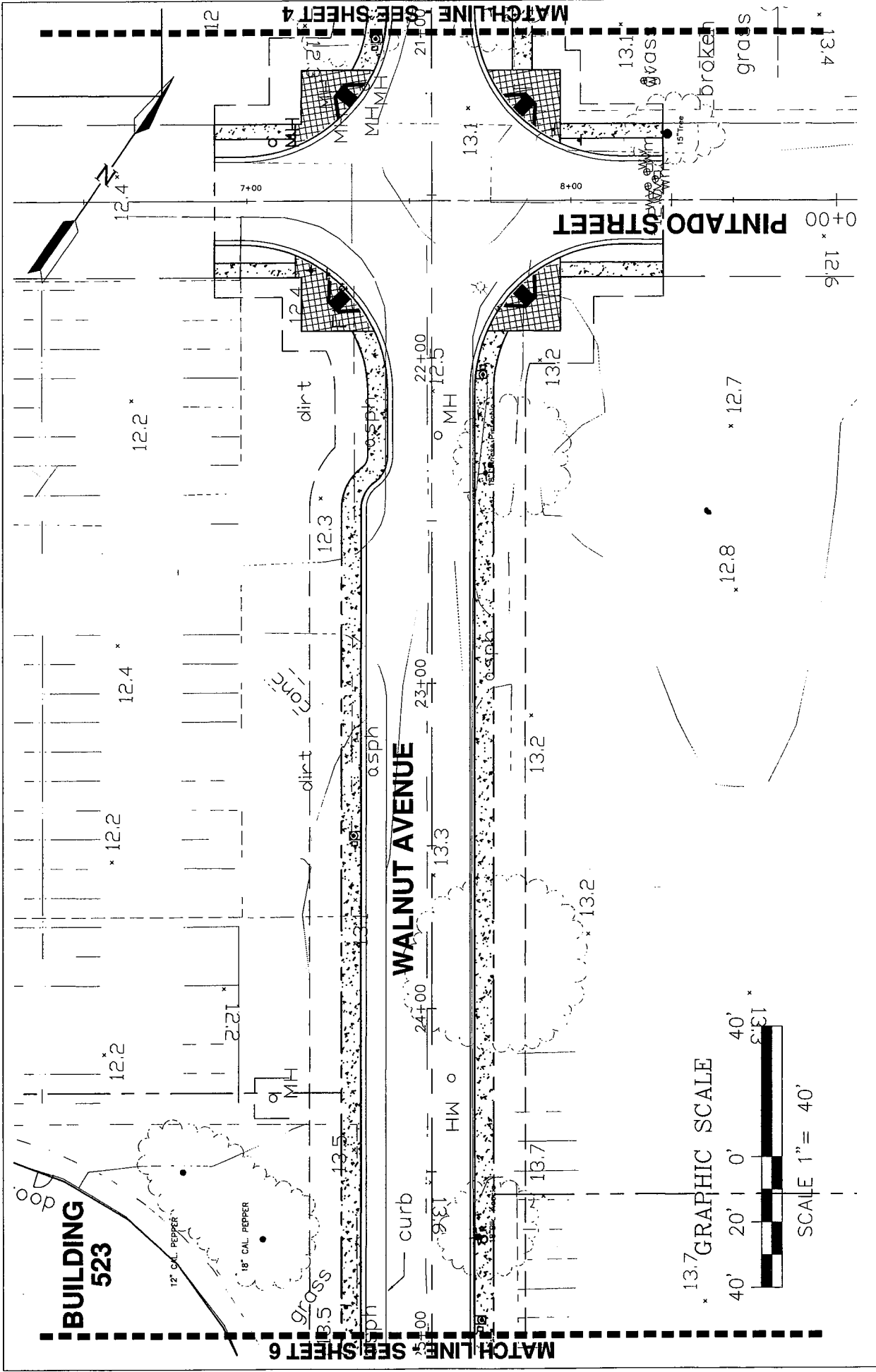
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 17+00 TO 21+00

DECEMBER 12, 2007

SHEET 4 OF 16

\\0008077\IP-WALNUT\ALT-2\01-PP-W-AL.T.DWG



**WALNUT AVENUE
6' MONOLITHIC SIDEWALK**

STA: 21+00 TO 25+00

DECEMBER 12, 2007

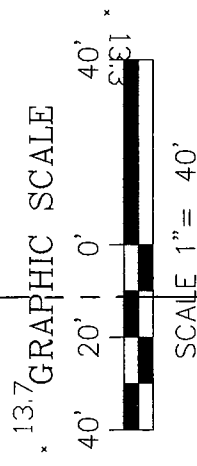
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\\0008077\IP-WALNUT\ALT-2\01-PP-W-ALT.DWG

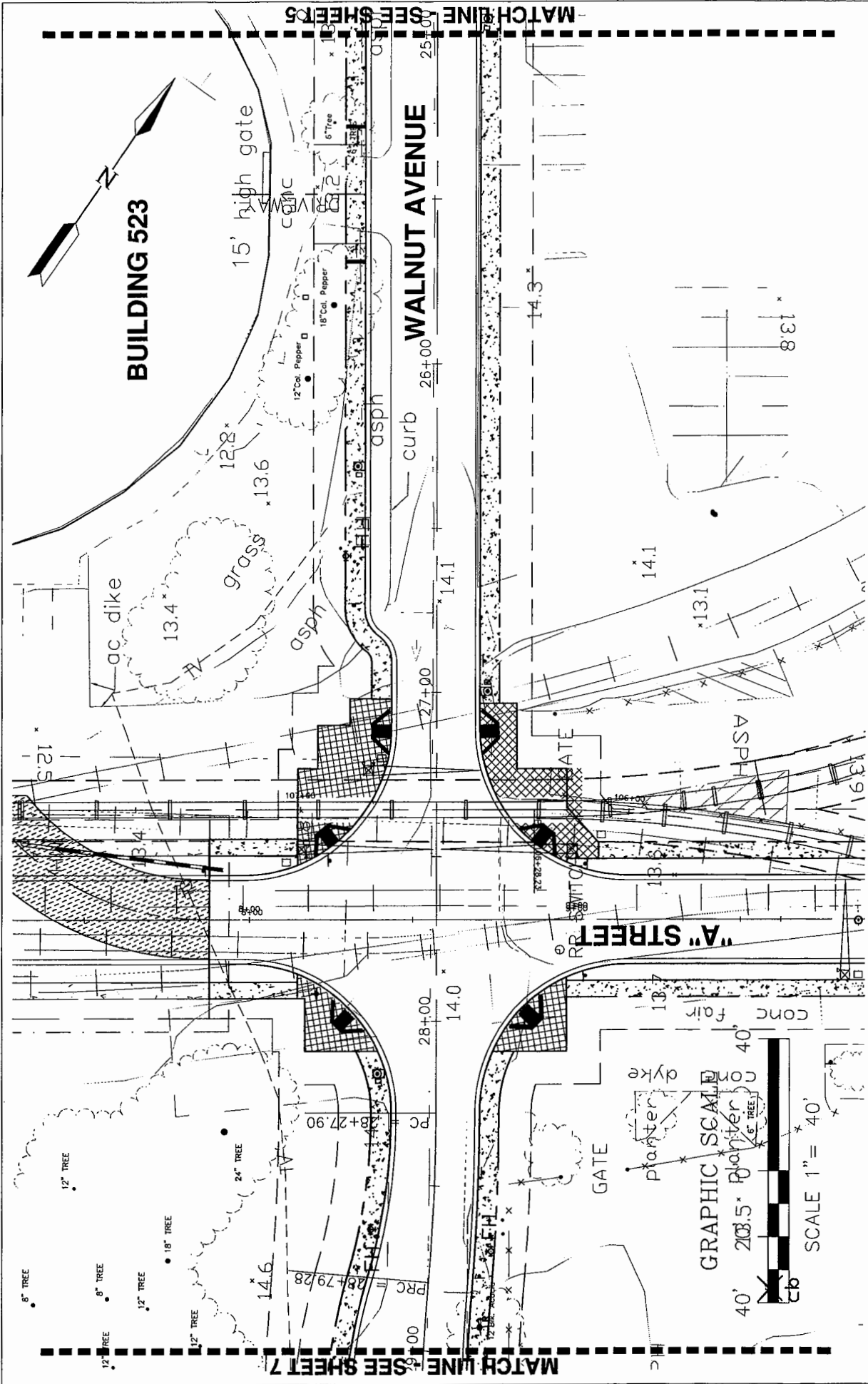
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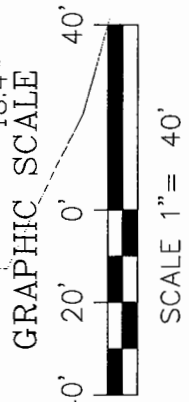
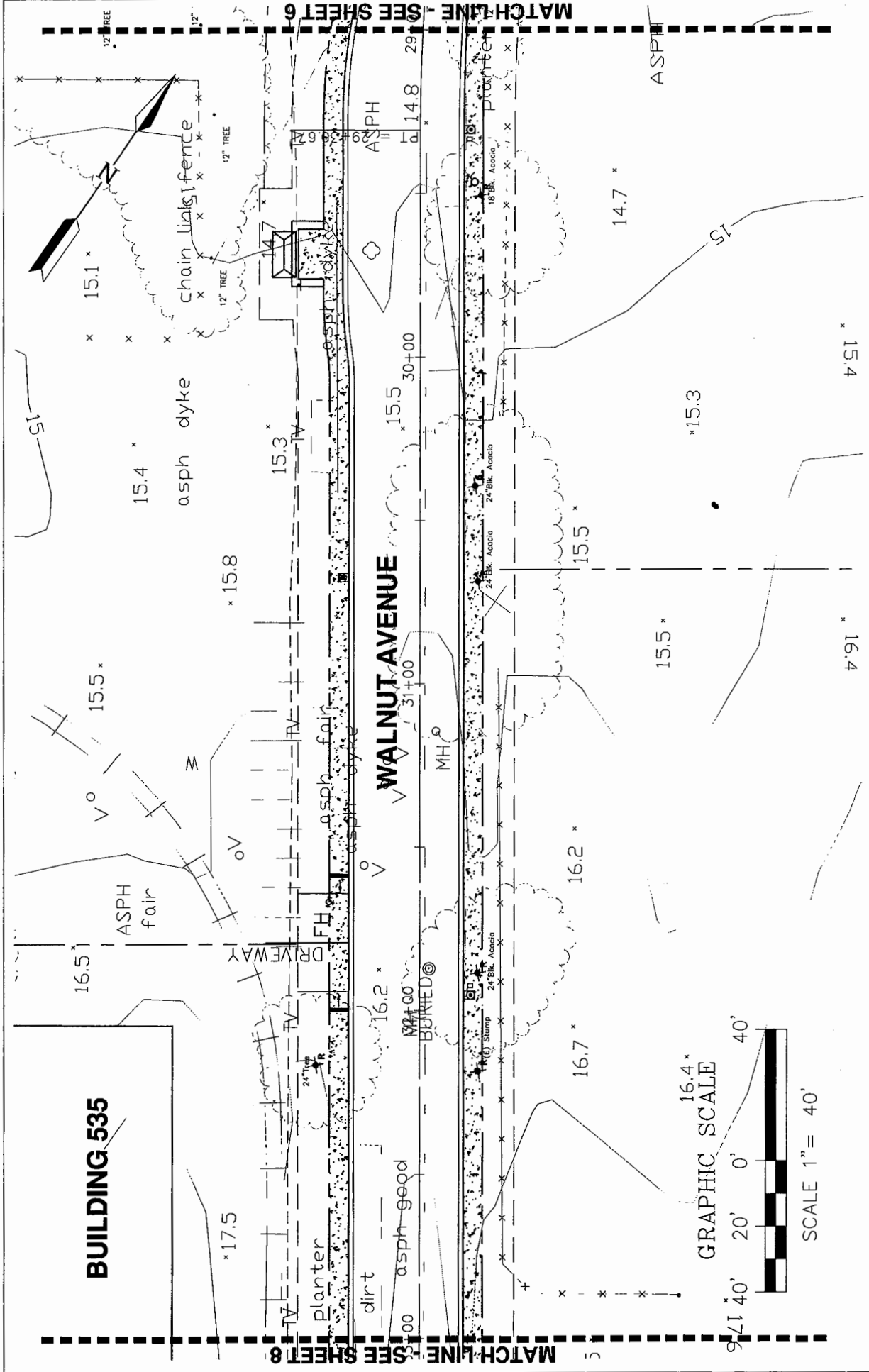
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 25+00 TO 29+00

DECEMBER 12, 2007

SHEET 6 OF 16

\\0008077\IP-WALNUT\AL T-2\01-PP-W-AL.T.DWG



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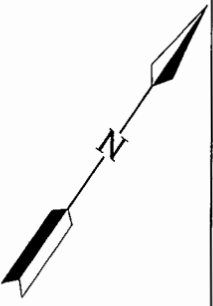
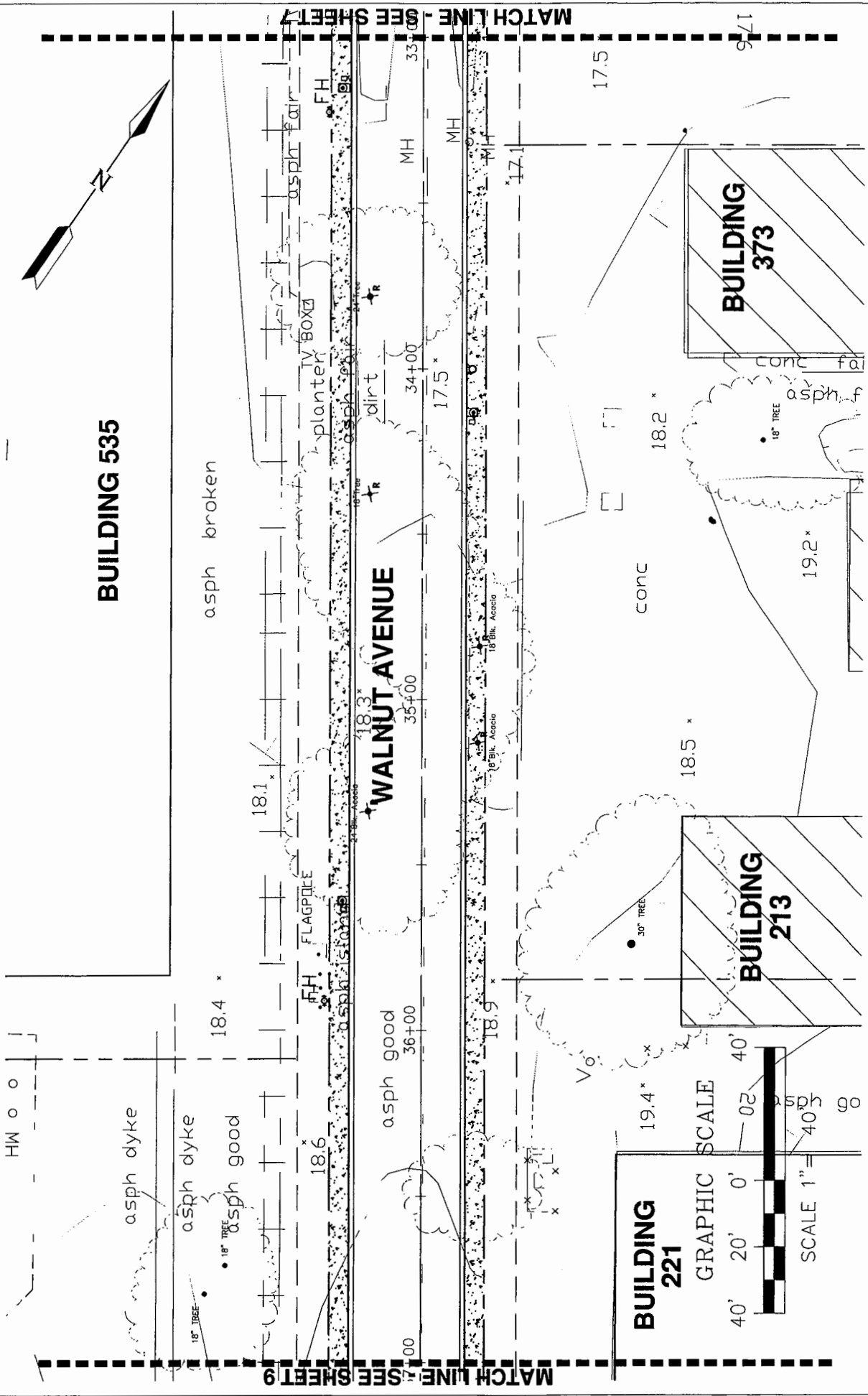
LENNAR MARE ISLAND

WALNUT AVENUE
6' MONOLITHIC SIDEWALK

DECEMBER 12, 2007

SHEET 7 OF 16

0008077 \\P-WALNUT\ALT-2\01-PP-W-ALT.DWG



BUILDING 535

asph broken

18.4 *

asph dyke

asph dyke

asph good

18.6

F.H. FLAGPOLE

asph good

36+00

WALNUT AVENUE

35+00

34+00

17.5 *

dirt

34+00

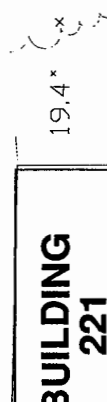
17.1

MH

MH

17.5

17.5



GRAPHIC SCALE

40'

20'

0'

SCALE 1" = 40'

BUILDING 221

19.4 *

40'

40'

40'

18.5 *

30" TREE

30" TREE

18.2 *

conc

18.2 *

18" TREE

19.2 *

17.1

17.5

9/1

MH

MH

33+00

17.5

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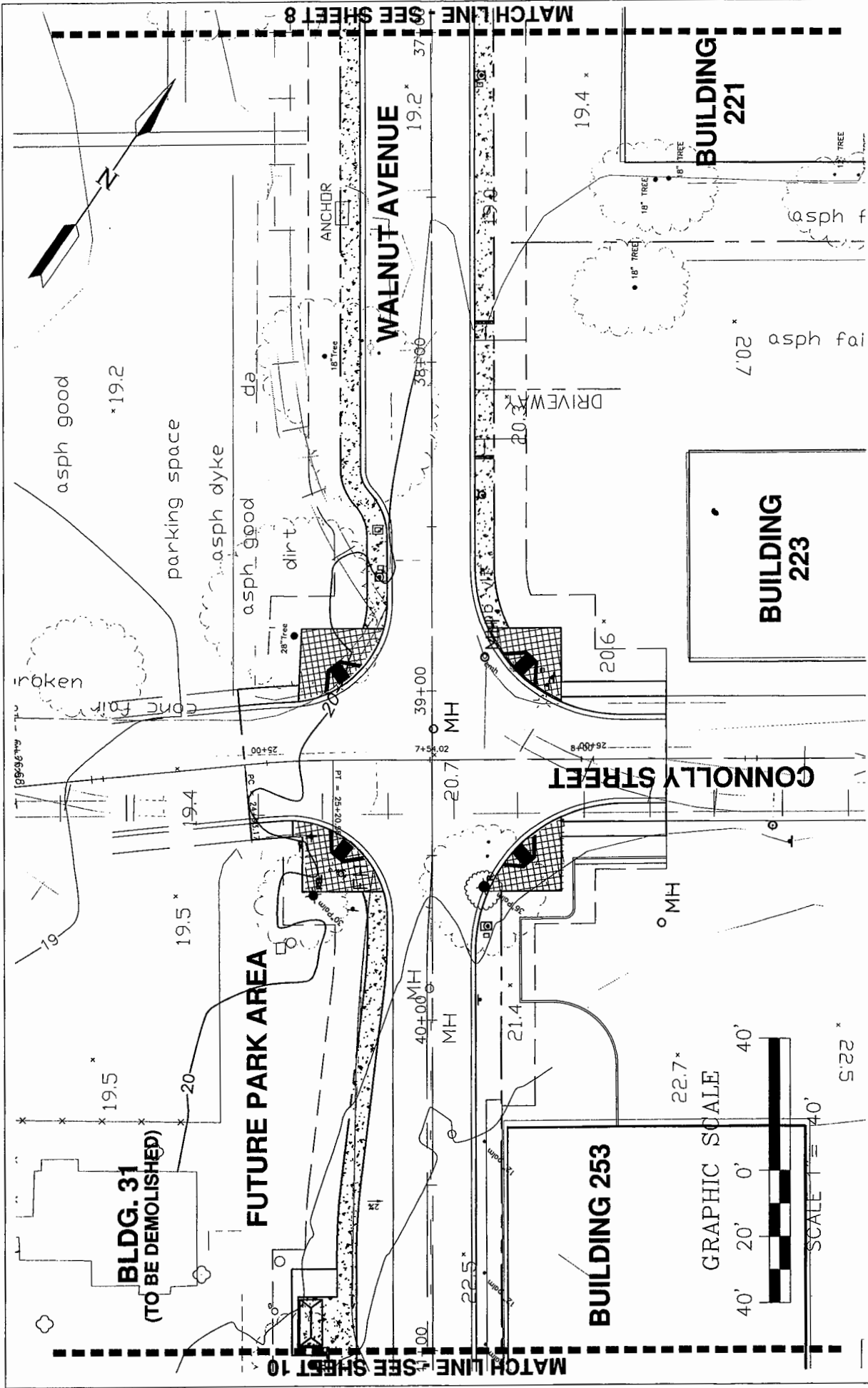
**WALNUT AVENUE
6' MONOLITHIC SIDEWALK**

STA: 33+00 TO 37+00

DECEMBER 12, 2007

SHEET 8 OF 16

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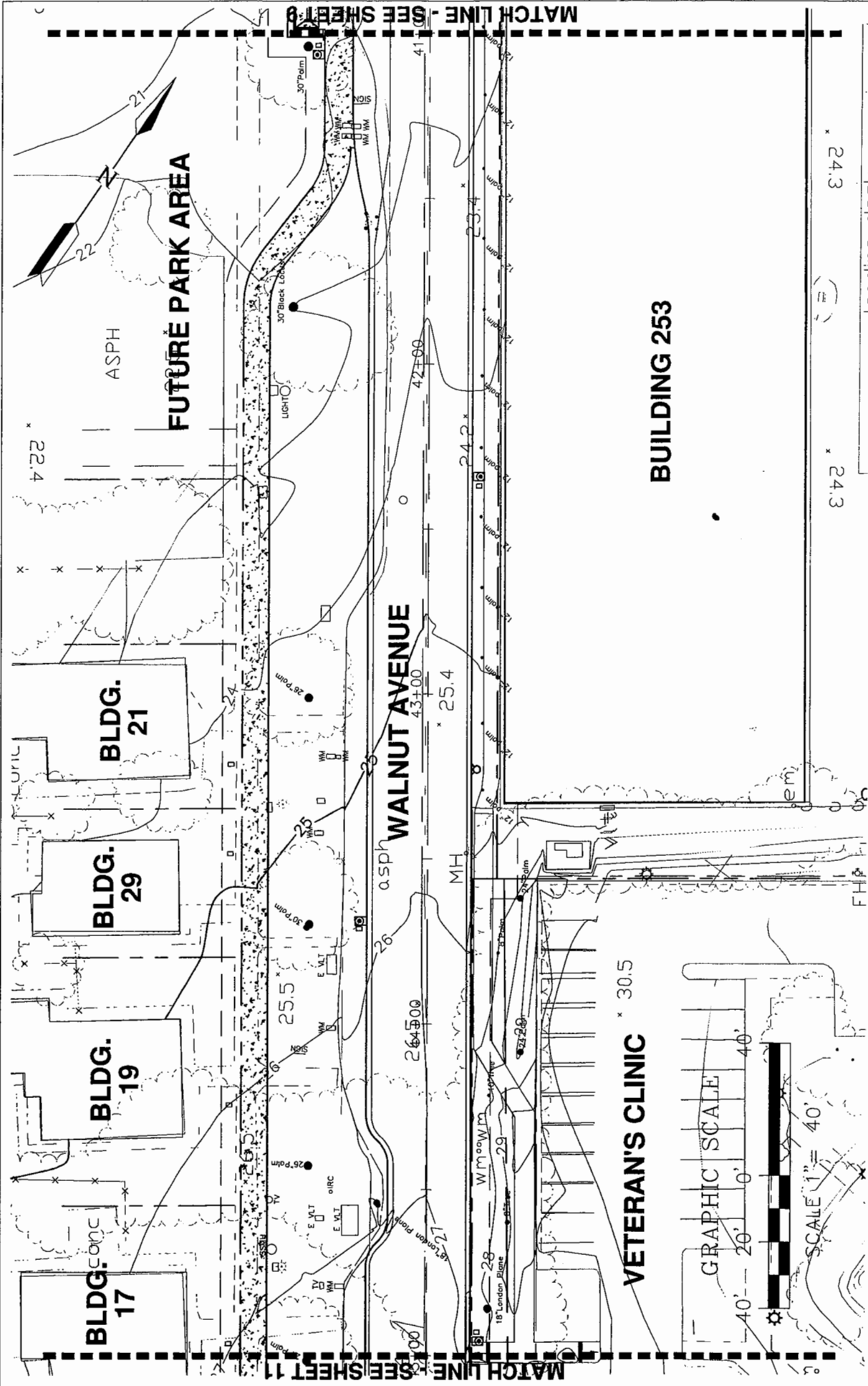
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 37+00 TO 41+00

DECEMBER 12, 2007

SHEET 9 OF 16

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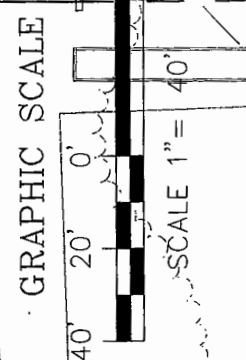
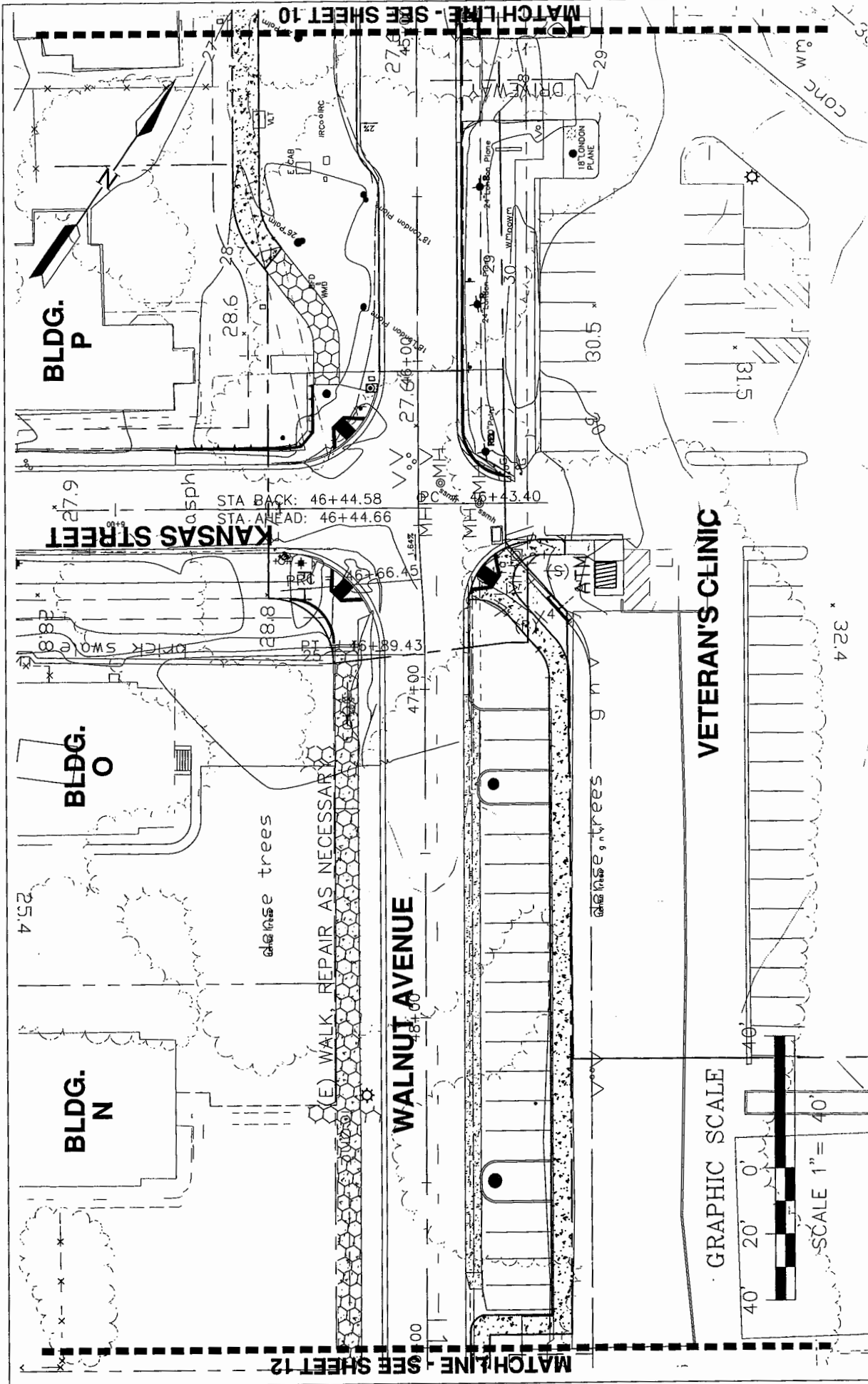
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 41+00 TO 45+00

DECEMBER 12, 2007

SHEET 10 OF 16

\\0008077\IP-WALNUT\ALT-2\01-PP-W-ALT.DWG



**WALNUT AVENUE
6' MONOLITHIC SIDEWALK**

STA: 45+00 TO 49+00

DECEMBER 12, 2007

SHEET 11 OF 16

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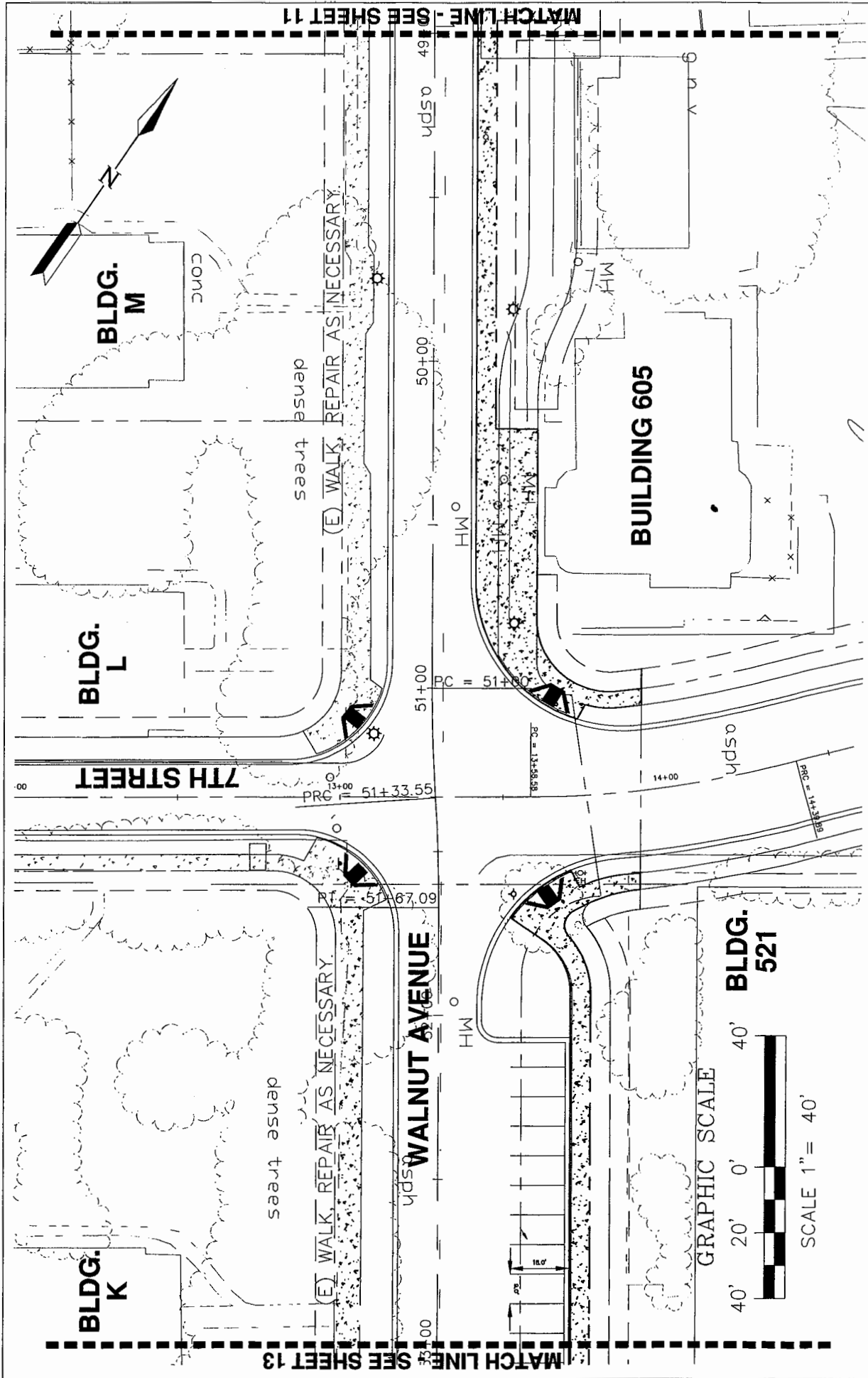
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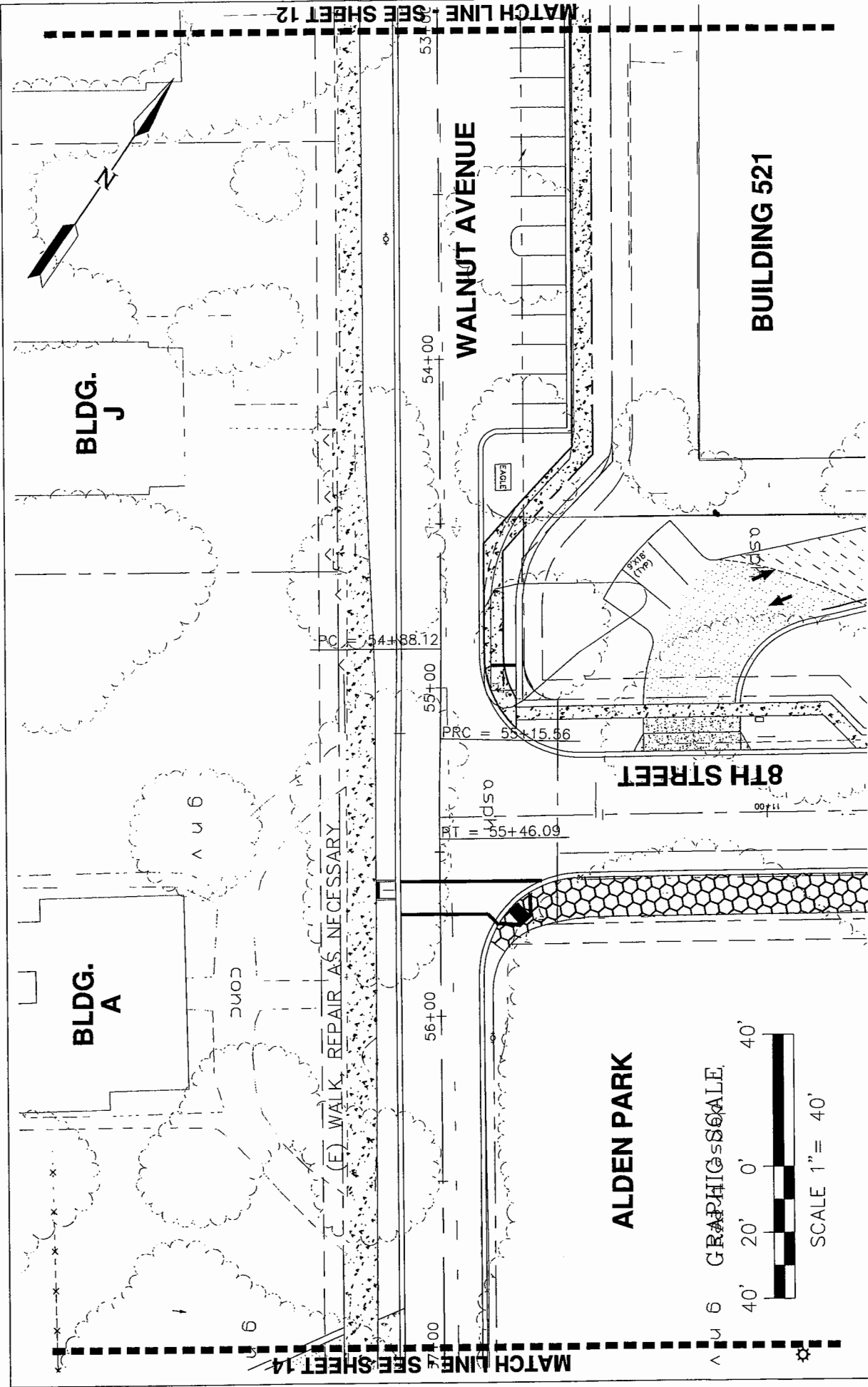
**WALNUT AVENUE
6' MONOLITHIC SIDEWALK**

STA: 49+00 TO 53+00

DECEMBER 12, 2007

SHEET 12 OF 16

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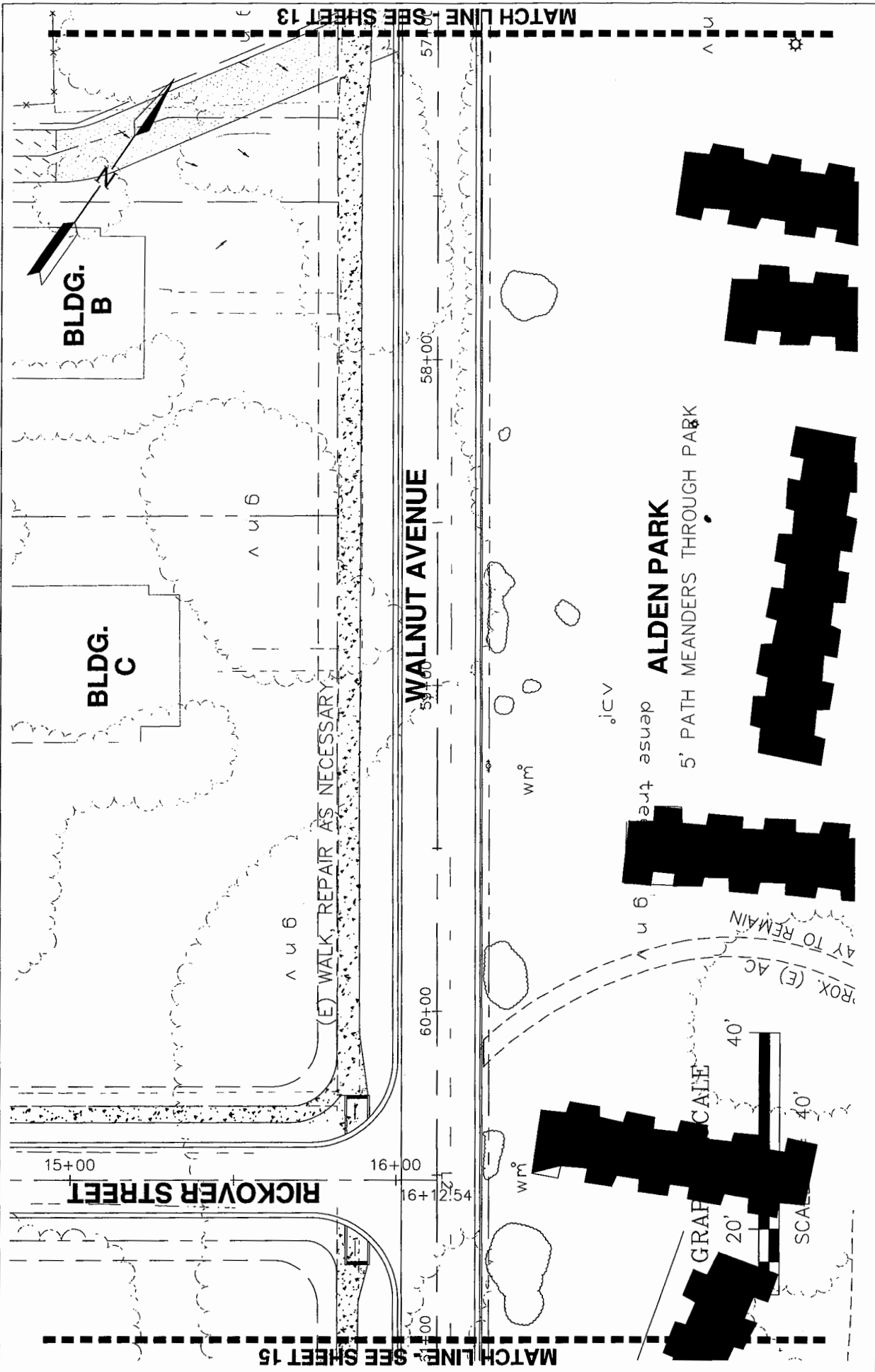
WALNUT AVENUE
6' MONOLITHIC SIDEWALK
 STA: 53+00 TO 57+00
 DECEMBER 12, 2007
 SHEET 13 OF 16
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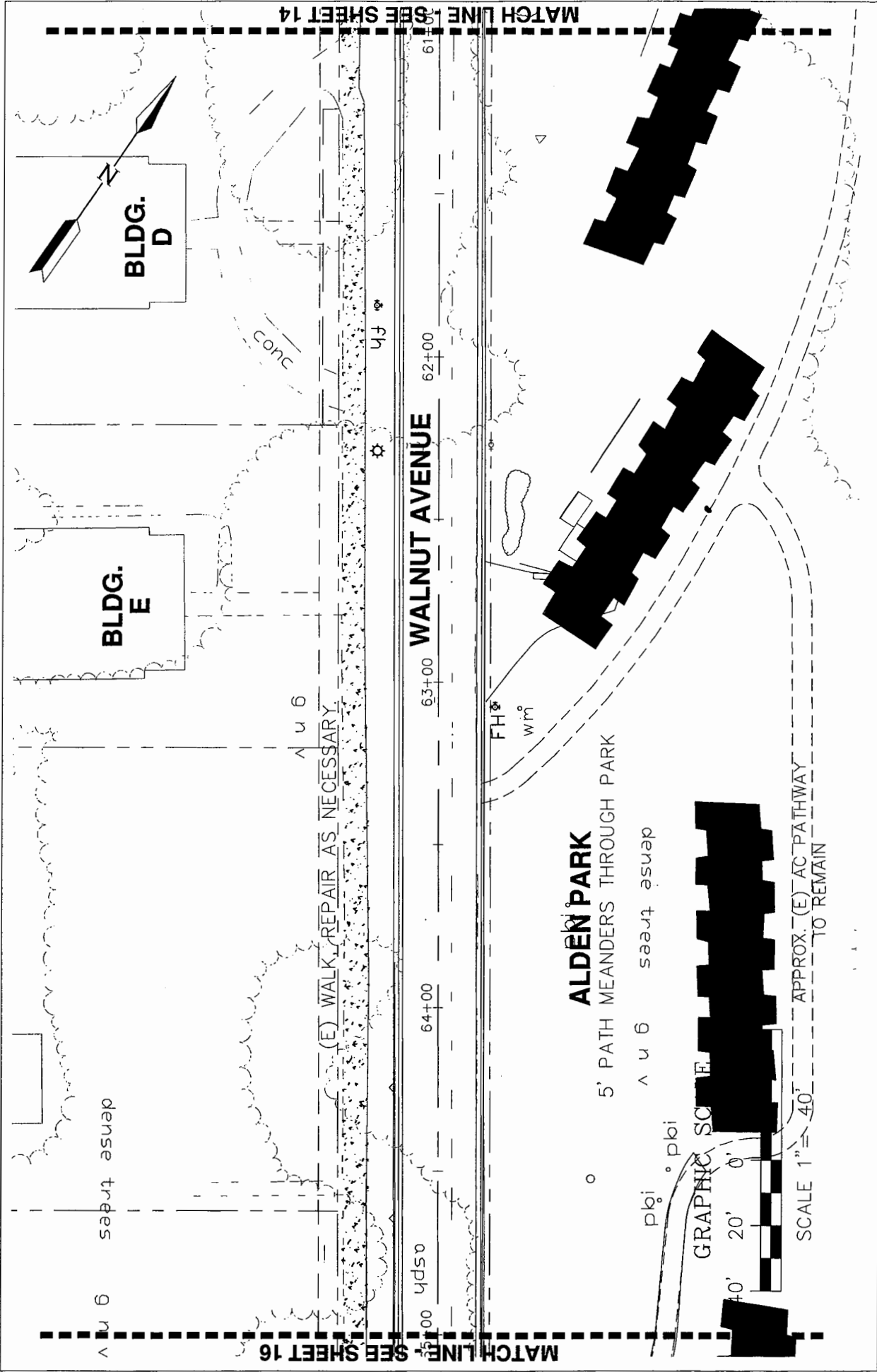
**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

DECEMBER 12, 2007

STA: 57+00 TO 61+00

SHEET 14 OF 16

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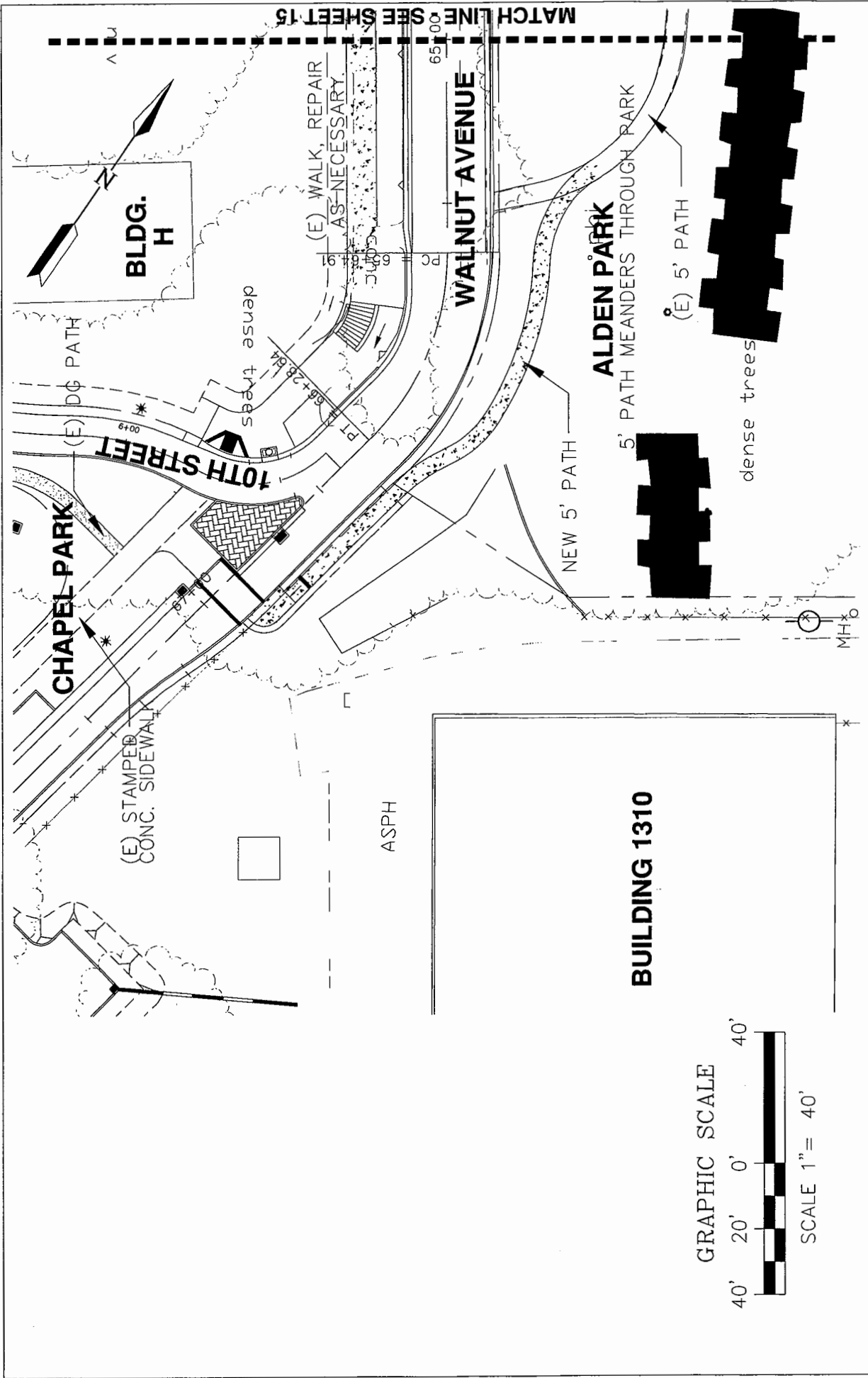
**WALNUT AVENUE
6' MONOLITHIC SIDEWALK**

STA: 61+00 TO 65+00

DECEMBER 12, 2007

SHEET 15 OF 16

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**WALNUT AVENUE
 6' MONOLITHIC SIDEWALK**

STA: 65+00 TO 67+00

DECEMBER 12, 2007

SHEET 16 OF 16

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D R A F T

**ADDENDUM II
TO THE 2005 FINAL SUBSEQUENT
ENVIRONMENTAL IMPACT REPORT
FOR THE MARE ISLAND SPECIFIC PLAN
AMENDED AND RESTATED**

**ADOPTED BY
THE VALLEJO CITY COUNCIL
MAY 2008**

A. INTRODUCTION

This document is an Addendum to the Subsequent Environmental Impact Report (SEIR), State Clearinghouse #2003092057 for the 2005 Mare Island Specific Plan Amended and Restated (2005 Specific Plan). The SEIR was certified by the Vallejo City Council in November 2005. The purpose of this Addendum is to disclose and discuss any potential environmental impacts associated with a proposed amendment to the Specific Plan, referenced in this document as SPA III.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164, an Addendum to a previously-certified EIR may be prepared by the Lead Agency when a proposed action will not lead to a new significant effect or a significant effect being substantially more severe than shown in the previous EIR. CEQA requires that the decision making body consider the Addendum with the Final EIR prior to making a decision on the project.

The fundamental conclusion of this Addendum, as further described in Section C of this document, is that the SPA III will not result in new significant impacts beyond those already identified in the SEIR for the original project (2005 Specific Plan) and will not result in substantially more severe impacts than those disclosed in the SEIR. Thus, a subsequent or supplemental EIR need not be prepared.

B. PROJECT DESCRIPTION

Project Location and Setting

Mare Island occupies approximately 5,250 acres within the City of Vallejo. The Island is bounded by the San Pablo Bay to the west, Carquinez Strait to the southwest, Mare Island Strait to the northeast, with the mainland further east, and a series of sloughs and marshlands and Highway 37 to the north. Mare Island generally encompasses 1,400 acres of dry uplands and 3,800 acres of wetlands, submerged lands and inactive dredged material disposal ponds.

Mare Island Naval Shipyard closed operation as a naval facility in 1996. The Shipyard was listed as a National Historic Landmark (NHL) in 1975 and in the National Register in 1997. The entire project area is within the Mare Island Historic District and portions are within the NHL District A.

The proposed amendment involves changes to Walnut Avenue, one of the primary roadways on the Island. Walnut Avenue contains two travel lanes and generally runs north-south. The street has sidewalks that range from three to seven feet in width along most of the west side and portions of the east side. The surrounding area is developed with a diverse mix of uses including former military barracks that have been renovated as office space, large vacant industrial warehouse buildings, a sports center, open space (Morton Field and Alden Park), existing historic mansions that are currently being used as office space, and several vacant sites.

Project Background and Previous Environmental Review

In 1993 prior to closure of the Shipyard, the City of Vallejo conducted a community-based planning process for the potential reuse of Mare Island as a civilian area of the City. This effort resulted in the development of the Final Mare Island Reuse Plan (Reuse Plan), which identified 13 Reuse Areas for Mare Island, as well as wetlands and dredge ponds areas on the west side of the Island. The Reuse Plan described the desired character of each Reuse Area and the potential redevelopment opportunities. The City Council accepted the Final Mare Island Reuse Plan in July 1994 and certified an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Disposal and Reuse of Mare Island Naval Shipyard in 1998.

In 1999 the City Council adopted the Mare Island Specific Plan (1999 Specific Plan) as the implementation document for the Reuse Plan after approving an Addendum to the 1998 EIS/EIR. The 1999 Specific Plan included additional detail regarding land use policies, allowable land uses and development standards. Amendments to the City of Vallejo Municipal Code (V.M.C.) Zoning Ordinance and General Plan were also made to

address policies related to the treatment of the historic resources, and to ensure consistency with the 1999 Specific Plan.

The City selected Lennar Mare Island (Lennar) as the Master Developer of approximately 650 acres of uplands on Mare Island, and in 2001 entered into a Development Agreement (DA) with Lennar to provide a binding mechanism to ensure the timely, efficient, and orderly development of the area. In December 2005, the City Council approved Lennar's proposal to amend and restate the 1999 Mare Island Specific Plan and adopted the 2005 Mare Island Specific Plan Amended and Restated (2005 Specific Plan). The 2005 Specific Plan covers the entire Island and generally consists of a development program similar to that in the 1999 Specific Plan as well as the 1994 Mare Island Final Reuse Plan. The primary changes from the 1999 Specific Plan included an additional 2.7 million square feet of development potential; more detailed development policies; elimination of a third access point from the mainland to the Island, via the Southern Crossing; and inclusion of the Historic Project Guidelines. The adopted 2005 Specific Plan replaced and superseded the 1999 Specific Plan.

Pursuant to the requirements of the California Environmental Quality Act (CEQA), the City Council certified a Final Subsequent Environmental Impact Report (SEIR) for the 2005 Specific Plan on November 29, 2005. The SEIR identified and analyzed the significant impacts associated with the incremental change in intensity and distribution of land uses on Mare Island from the 1999 Specific Plan, as described in the 2005 Specific Plan. The SEIR concluded that the incremental change would result in unavoidable adverse impacts in cultural resources, transportation, air quality, and noise categories. Three project alternatives were also analyzed that included a No Project Alternative, Historic Preservation Alternative, and the Reuse Area 1A Increased Development Alternative.

The SEIR identified mitigation measures to lessen the severity of potential adverse environmental impacts, some of which would not reduce the impacts to a level of insignificance. While most of the mitigation measures were incorporated as part of the approved project, several were rejected by the City Council as infeasible. The Council concluded that although the 2005 Specific Plan would result in adverse environmental impacts that cannot be avoided even with the incorporation of all feasible mitigation measures into the project, the anticipated economic, social, technological or other benefits of the project outweighed the unavoidable adverse effects, and such effects were considered acceptable. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15093, the City Council adopted a Statement of Overriding Considerations for the 2005 Specific Plan and SEIR. A Mitigation Monitoring Program was also adopted. The SEIR is available at the City of Vallejo Planning Division and is incorporated herein by reference.

In July 2007, the City Council adopted a second amendment to the Specific Plan (SPA II) and the Vallejo Municipal Code (V.M.C.) as proposed by Lennar that addressed policies generally related to historic resources on Mare Island. An Addendum was prepared and

adopted by City Council for the SPA II project. The July 2007 Specific Plan supersedes both the 1999 and 2005 Specific Plan documents.

Proposed SPA III

Lennar proposes to amend the Specific Plan to eliminate a planned 12-foot wide Class I Bikeway/Multi-Use Path Off-Street (bikeway/path) along the west side of Walnut Avenue from G Street to 10th Street, and replace it with a Class III Bikeway, On-Street Shared, Signage designation. A six-foot wide monolithic sidewalk (typical concrete walkway next to the curb), generally along both sides of the roadway would also be constructed. The purpose of the amendment is to provide consistent sidewalks along Walnut Avenue from G Street to 8th Street, planned as part of the Town Center, and to maintain the historic integrity of the area, which previously did not contain a multi-use path. The proposed amendment would affect the south side of the Island only (South of G Street) and would require modifications to Section 5.7 and Figure 5.3 of the Specific Plan document, as well as applicable sheets in Appendix D Street Cross-sections.

The Specific Plan currently designates three Class I bikeway/paths for the Island. The Class I designation is planned to accommodate both bicycles and pedestrians on an off-street facility contained within an 8-foot area with a two-foot shoulder on each side. Two of the bikeway/paths are planned along the outer east and west edges of the Island, specifically along the Waterfront Promenade and Azuar Drive that ultimately link to the Regional Park at the southern end. The third mid-Island bikeway/path is designated along Walnut Avenue. The proposed amendment would maintain the two bikeway/paths along the outer edges, eliminate the center path, and provide a Class III bikeway along Walnut Avenue as a mid-Island bikeway.

SPA III also includes text changes to Section 5.7 that would allow the Planning Division to have flexibility and discretion in selecting the final type of all future bikeway/paths appropriate for an area in light of the surrounding character and development along the paths. Such determination could be made as long as the exercise of flexibility remains consistent with the Specific Plan and applicable laws and ordinances.

C. SCOPE OF THE ADDENDUM

This Addendum to the 2005 SEIR examines the potential environmental impacts associated with the proposed SPA III. The Addendum has been prepared pursuant to the requirements of CEQA and in accordance with the CEQA Guidelines, and is intended to inform the public and the City Council of potential environmental impacts that may occur with the adoption of the proposed SPA III.

CEQA Guidelines Section 15164 provides authority for use of an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately analyzed in an existing certified EIR. That section states, in pertinent part:

- a. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- b. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- c. The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- d. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As noted above, the lead agency's decision to use an addendum must be supported by substantial evidence that none of the following conditions that would trigger the preparation of a Subsequent EIR, as provided in Section 15162, are present. That section limits the requirement for preparation of a Subsequent EIR to the following situations, presented below in pertinent part:

- a. Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects;

- b. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete ... shows [that]: The project will have ...significant effects not discussed in the previous EIR...[or] Significant effects previously examined will be substantially more severe than shown in the previous EIR.

SPA III would not trigger preparation of a Subsequent EIR, under conditions set forth in CEQA Guidelines Section 15162 for the following reasons:

- a. The proposed SPA III does not represent a substantial change from the 2005 Specific Plan. The replacement of an off-street bikeway/path along Walnut with a shared bikeway modifies the type of bicycle/pedestrian facility provided in the current plan; however, the two more appropriately located bikeway/paths would remain as part of the Plan and are generally one to three blocks from Walnut Avenue. The proposal does not involve any change in the development plan that would affect the environmental impacts analyzed as part of the Subsequent EIR.
- b. SPA III contains no substantial changes that would require major revisions to the 2005 SEIR due to the involvement of significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The SEIR references the provision of a "pedestrian-bicycle corridor along Walnut Avenue" as part of the proposed plan and identified a "Less Than Significant" impact for the project, citing that the "bicycle and pedestrian network should provide a high degree of convenient connections between the residential, recreational, employment and education uses on Mare Island and should minimize the number of intra-island automobile trips." The bicycle/pedestrian facilities designated in the Specific Plan provides for three bikeway/paths within a five-block area. The retention of two of the paths as well as the provision of an on-street bikeway along Walnut Avenue would maintain the high degree of connections between uses on the Island and would not have a significant environmental effect nor substantially increase the significant effects previously identified in the SEIR.

The SEIR also identifies a project related impact resulting from modification of streets, sidewalks, landscaping and infrastructure within the Historic District, potentially affecting the Historic District's integrity of setting. The SEIR indicates that this impact would have a "Less Than Significant Impact" with the implementation of the Mare Island Historic Design Guidelines (Design Guidelines). The Design Guidelines provides policies for projects and generally recommends that new construction should be minimized within the Historic District. The proposal to eliminate a 12-foot wide bikeway/path and construct a 6-foot monolithic path within the Historic District would require less modification of the sidewalks and adjacent landscaping, and would therefore minimize the project impact and is consistent with the Design Guidelines.

- c. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous SEIR was certified as complete, and the proposed SPA III would not have significant effects not discussed in the previous SEIR. SPA III proposes to modify the type of bicycle/pedestrian facility provided on the Island along Walnut Avenue. This change would not result in new or substantially increased environmental effects previously identified in the SEIR.

Environmental Analysis

The following is a complete list and analysis of the significant and mitigable impacts and the significant unavoidable impacts identified in the SEIR. In this case, the proposed project is in reference to the 2005 Mare Island Specific Plan. (A complete description, analyses and associated mitigation measures are contained in the SEIR.) Importantly, in analyzing the impacts of the proposed SPA III to the project as originally approved, the City is not assessing whether the impacts are significant compared with existing physical conditions. Rather, the City is assessing the significant impacts compared with the level of significance disclosed in the certified SEIR. Based on the analysis, no new significant impacts will result from the proposed SPA III.

A. Cultural Resources

Impact A.1: The proposed demolition of Contributing Resources would diminish the integrity of the Mare Island Historic District.

The proposed SPA III would not affect the demolition of Contributing Resources that could diminish the integrity of the Mare Island Historic District. Elimination of a new 12-foot wide bikeway/path planned in an area where this type of facility did not historically exist would maintain the integrity of the Historic District.

Impact A.2: The proposed demolition of Notable Resources would impact each of these Contributing Resources at the level of the individual resource.

The proposed SPA III would not affect the demolition of Notable Resources.

Impact A.3: The proposed project would contribute to the cumulative impacts on Mare Island historical resources.

The proposed SPA III would lessen the cumulative impacts on Mare Island historical resources. The proposal to not construct a 12-foot wide bikeway/path would reduce the cumulative impact of the project on historic resources.

B. Traffic

Impact B.6: The full buildout of the proposed project would increase demand for public transit service to an area that is not currently served by transit.

The proposed SPA III project would not affect the total amount of development on Mare Island as defined in the 2005 Specific Plan, nor buildout of the project and would therefore not result in any new or increased impacts related to the use of public transit. The bicycle system as proposed would be modified but would continue to provide a high level of connectivity throughout the Island which may reduce intra-island vehicle trips and the demand for public transit.

Impact B.10: Traffic generated by full buildout of the proposed project would cause levels of service to degrade to unacceptable levels on one roadway segment in the long-term 2020 Future Baseline Plus Project scenario.

The proposed SPA III project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic. As previously stated, the bicycle system as proposed would be modified but would continue to provide a high level of connectivity throughout the Island which may reduce intra-island vehicle trips.

Impact B.11: Traffic generated by full buildout of the proposed project with the 2020 Baseline would cause several impacts to study intersections and roadway segments that are significant and unavoidable.

The proposed SPA III project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic. The bicycle system as proposed would be modified but would continue to provide a high level of connectivity throughout the Island which may reduce intra-island vehicle trips and reduce the traffic generated by full build-out.

C. Air Quality

Impact C.2: Operation including occupation and use of the development would cause long-term traffic-related emissions of ozone precursors and particulate matter.

The proposed SPA III project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic-related air-quality issues.

D. Noise

Impact D.5: Traffic would cause noise increases at locations near sensitive land uses.

The proposed SPA III project would not affect the buildout of the project and would therefore not result in any new or increased impacts related to traffic or noise. The bicycle system as proposed would be modified but would continue to provide a high level of connectivity throughout the Island which may reduce intra-island vehicle trips and noise increases at locations near sensitive land uses.

D. CONCLUSION

The proposed SPA III lessens the environmental impacts to the Mare Island Historic District by eliminating the construction of an off-street multi-use bikeway/path along Walnut Avenue and retaining the historic character of the street. Based on the environmental analysis supported by substantial evidence provided in this Addendum, the City concludes that the proposed SPA III does not require major changes to the 2005 Specific Plan and the proposed changes do not rise to the level of change that require a Subsequent EIR. The City concludes, as set forth in this Addendum, that no new significant or substantially more severe environmental effects would result from the proposed SPA III. The City also determines that none of the criteria in CEQA Guidelines Section 15162 are present and therefore no subsequent EIR or additional CEQA compliance is required for the adoption of SPA III.