

MINUTES

**LANDMARKS PRESERVATION
ADVISORY BOARD
OAKLAND, CA 94612**

**LANDMARKS PRESERVATION
ADVISORY BOARD MEMBERS:**

**Christopher Andrews, Chair
Peter Birkholz
Stafford Buckley
Eleanor Casson
Frank Flores
Nenna Joiner**

**September 12, 2016

Regular Meeting 6 PM
City Hall, Sgt. Mark Dunakin
Hearing Room 1
1 Frank H. Ogawa Plaza
Oakland, California 94612**

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A. ROLL CALL

**Board Members present: Andrews, Birkholz, Buckley, Casson, Joiner
Board Members absent: Flores (excused absence)
Staff present: Betty Marvin, La Tisha Russell**

B. OPEN FORUM – Naomi Schiff, Oakland Heritage Alliance (OHA) – announced a special tour OHA is having at Mare Island, Saturday, 9/17 @ 10am. She added that OHA supports St. Joseph’s National Register application stating that it’s one of Oakland’s ‘biggest successes’.

C. APPROVAL OF MINUTES – approval of minutes of August 8, 2016 – moved by Birkholz, seconded by Buckley, carried unanimously.

D. INFORMATIONAL PRESENTATIONS - none

E. NEW BUSINESS - Action Items

1. Uptown Station (H.C. Capwell store, later Sears, 1935-55 Broadway/ 20th/ Telegraph, 1928, Ashley & Evers, architects). Request for Board and public comments.

Informational presentation by SHoP Architects, applicant, for proposed remodel of the historic Capwell’s Building at 1955 Broadway, and modification to the previously-approved façade design. The presentation will provide a brief overview of the design intent and program, and will elaborate on the newly proposed façade design and its relationship to the original, historic facade. Contact: Scott Smithers, scott@lane-partners.com.

Rachel Flynn, Director of Planning & Building – introduced the project, saying she wanted to give a little background on the previous design that was presented a year ago and how they’ve come to what the original design is today with the new ‘tweaks’ added.

Andrew Haydel, Development Manager, Lane Partners – more than a year ago, this project came before the LPAB and was approved. At the time they didn’t know who the tenant would be. Last year, Uber purchased the building, added some new members to the design team, and decided they wanted to make the historical building closer to the original construction of 1928-29.

Christopher Sharples, Principal, SHoP Architects – showed the previously approved scheme. When SHoP came on board, they looked back on some of the historic precedents of the building. It was quite telling to actually see the quality and character of how the building was made up and how we could capture some of that in the current design.

He gave some background of what the overall project will be and saw a great opportunity in connecting Broadway with Telegraph Avenue. The block at 19th & Broadway being a transit hub with BART and several AC Transit lines, he showed images with a BART entrance directly on the ground floor of the building (with food courts, commercial retail and the Uber office to the north) and an open entry way leading to the upper floors. They looked in greater detail at some of the components that made up the historic context; the power of the storefront vitrines, a clear demarcation of the multiple entrances off the street and the clerestory band made of these openings that are directly above the vitrines. Also very important was the demarcation of the lower band and the masonry rising above that.

They did an analysis on the historical datums in the relationship on the different parts of the building and how they could bring some of those qualities to the new contemporary design. The proposal will preserve the historical entry locations and will use the strong presence of terra cotta. The elevations create a more human scale at the street level and incorporating the historic openings at the clerestory level. In closing he stated that they are really trying to make this building of our time but at the same time taking cues and proportions from the historic architecture that once existed on this site.

Ms. Flynn – says she's hoping to get the LPAB's blessing to allow the architects to move forward on the design revisions and allow staff to work with them on the details of the clerestory openings as well as the final colors. (Once completed, this item will come back to the LPAB).

BOARD COMMENTS/QUESTIONS

Board member Joiner – on the approved exterior rendering, you have outside activity, will that still be in play? **Mr. Sharples** – there's a strong goal to create a commercial presence. We're looking at retail along Broadway and possibly a food mall, the idea is to open up and activate the sidewalk. **Board member Birkholz** – asked if they are using glazed terra cotta. **Mr. Sharples** – yes we are.

Board member Casson – asked the reason for revisiting the design. **Mr. Sharples** – we wanted to bring some of the character, qualities and proportions of the historic building into a contemporary reading. **Casson** – was that at Uber's request? **Mr. Sharples** – as the architect we presented that idea and Uber was very interested. **Ms. Flynn** – in the original design there was no tenant; Uber decided that they would actually purchase the building. The developers, Lane Partners, will continue to construct the renovations, but Uber will own the building. **Casson** – when we looked at it initially, Lane Partners was the owner. **Ms. Flynn** – yes, Lane Partners were looking for a tenant and then Uber came into the picture, decided to purchase the building and asked Lane to continue to be the developers.

Board Chair Andrews – asked if the cornice is being restored or rebuilt. **Mr. Sharples** – we plan to maintain the historic qualities of the cornice. **Casson** – what will the process be in continuing to work with staff? **Ms. Flynn** – they will probably return in 2 to 4 weeks, at which point we will assess if we think the revised design is what we had in mind, approve it at a staff level and bring it back to LPAB. **Andrews** – it's certainly an improvement over what we saw and had already approved. It's moving in a great direction, it's really exciting. I do agree some of the proportions of the clerestory windows on the ground floor need some attention; also the terra cotta and tile need more detail. In Oakland we have some incredible examples of tile and terra cotta in the downtown area. I would hope that something in a finer scale could be brought in that would still be modern, contemporary and yet add another level of

scale and detail. I like the idea of the public atrium that connects diagonally through from Broadway and provides a gallery that's accessible to the public at all times or when the building is open, to create a vitality of life for that area, particularly that transit hub.

PUBLIC COMMENTS/QUESTIONS

Naomi Schiff, Oakland Heritage Alliance (OHA) – says OHA appreciates the direction that this is going in and very much appreciates the efforts of everyone involved. Particularly happy to see the restoration of the two equal sized entries on each of the three street facing facades, which were key elements of the original design, and the respectful treatment of the chamfered corners.

Betty Marvin asked Board Chair Chris Andrews and Planning Director Rachel Flynn if they would be open to Chris's participation in discussions with the applicant. **Andrews** – more than happy to participate. **Mr. Sharples** – welcomes the opportunity.

2. Location:	Oakland International Airport (North Field) 9061 Earhart (Building L-230) and adjacent Hangar 2
Proposal:	Conduct a scoping session for the Port of Oakland's Environmental Impact Report (EIR) to receive comments about what information and analysis should be included in the EIR relating to Cultural Resources: The proposed project includes: a) Renovation of L-230 (circa 1940) b) Demolition of Hangar 2 (circa 1927) and re-construction
Applicant:	KaiserAir, Inc.
Contact Person:	Howard Fields, Vice President Business Development, 510-553-8456
Owner:	Port of Oakland
Contact Person:	Diane Heinze, Port Environmental Supervisor, 510-627-1759
Environmental Determination:	Port of Oakland staff have determined that an EIR will be prepared for this project. A Notice of Preparation (NOP) to prepare the EIR was published on August 8, 2016; the written comment period ends on September 19, 2016.
Historic Status:	The North Field, Oakland Airport, Earhart Road exclusive of the structures and facilities thereon is an Oakland City Landmark (Ordinance No. 9872 C.M.S. dated February 1980). North Field is identified by the Oakland City Planning Department's Cultural Heritage Survey as an Area of Primary Importance (8601-9501 Earhart Road), which is described in a California Department of Parks and Recreation Primary Record (DPR523A) dated September 1996. Thus, Buildings L-230 and Hangar 2 are CEQA Historic Resources.
Action to be Taken:	Receive public and Landmarks Board comments about what information and analysis should be included in the EIR relating to Cultural Resources.

Diane Heinze, Environmental Assessment Supervisor, Port of Oakland – gave a PowerPoint presentation on the proposed project, the renovation of building L-230 (circa 1940) and the demolition and reconstruction of Hangar 2 (circa 1927) both located on the North Field at the Oakland Airport. She is representing the Port of Oakland as the lead agency for CEQA. The Port and Kaiser Air are conducting a scoping session for a draft EIR, to receive comments about what information should be included relating to cultural resources. North Field is identified as an Area of Primary Importance (API), and is a historic resource. Both hangars have been vacant for many months now and the Airport is required by the Federal Aviation Administration (FAA) to market its vacant properties. As part of the

agreement, the Oakland Airport receives grants that are used towards the Airport Improvement plan. The Port of Oakland put out a solicitation a few years ago and Kaiser Air was the successful bidder.

She retrieved sources of information from the Port of Oakland archives and engineering plans, the Oakland Airport Logbooks (1929-1966), Board of Port Commissioners minutes, resolutions and ordinances (available on the Port's website thru 1927), many photographs and newsletters, and Woodruff Minor's *Pacific Gateway*, an illustrated history of the Port of Oakland. Hangar 2 was completed in 1927 and was occupied by pioneer airlines, a flight school, aircraft maintenance, and the U.S. Army during WWII. In a historic event at Hangar 2, on Jan. 12, 1935, the first transpacific solo flight from Hawaii to Oakland was launched by Amelia Earhart. The L-230 building was constructed in 1941 by the D.W. Nicholson Corporation (who is still in business and located in Hayward, CA) and then later remodeled extensively in 1996.

Howard Fields, VP, Bus. Develop & Project Manager, Kaiser Air – in terms of historic significance, we're probably returning Hangar 2 back to its look when it was originally built. It's pretty much a 'Home Depot' façade now, vertical standing seam with a dual gate and glazed windows. The original roof didn't have bubble skylights. We're proposing to take the building and pull it back from the street, extend the roof to the height that we need and then on the Airport side, we're going to keep the roof high because we need to pull Boeing 737's in for maintenance.

The building will look much more authentic when we complete the project. The Ameri-Flight building, L-230 is a bit of a deco building, we're preserving it the way it is with the exception of making the port-cochere larger so it provides rain and sun protection for the people using the facility. We're making Earhart Rd. one lane wider and allowing a drop-off. This is probably the first improvement to Earhart Rd. ever, because North Field, with the exception of the re-do of Hangar 9 and the remodel of a terminal built in the 50's, hasn't been touched. Historically this was *the* Bay Area airport, North Field was the passenger terminal for the San Francisco Bay prior to WWII. At the time of WWII, to allow the military to operate out of Oakland, they opened up the San Francisco airport to take the passenger terminal load.

BOARD COMMENTS/QUESTIONS

Casson – asked why Amelia Earhart flew into Oakland. **Mr. Fields** – she had no choice, actually the best runways in the Bay Area are now wetlands, thanks to Senator Barbara Boxer. **Birkholz** – what does Kaiser Air do? **Mr. Fields** – Henry Kaiser, one of the greatest industrialists ever, had an aviation division that started with DC4's. The chief pilot of that division, Ron Guerrero, and a couple of his colleagues purchased Kaiser Air from Kaiser Industries in the 1960's. **Birkholz** – Kaiser Air is a freight operation? **Mr. Fields** – no, we don't do freight, we're in the charter aircraft business so we actually own and operate airlines. We have a regular service to Hawaii, we carry sports teams, the Sharks and the Cal teams; we don't carry the Raiders, they're too big, so they use Hawaiian Airlines, but they will be using this terminal. On the left side of the Ameri-Flight building L-230, will be the airline terminal and on the right side is our other business, Fixed Based Operator (FBO) where we provide support for private jets. The City of Oakland will have 'Ron Guerrero Day' - he is 81 years old, quite a participant in the community and has been very generous with his success. Kaiser Air employs mostly people from Oakland and does about 50% of the total business at North Field.

Andrews – didn't realize there were so many historical resources at the Airport. The maps in the illustrations should have some orientation beyond an aerial photo, it's hard to tell where these buildings are located; especially in the EIR, it has to be much clearer. He agrees with the unfortunate appearance of the current façade of Hangar 2. Some index of the other side of the symmetrical gable would reinforce the original profile of the building.

Mr. Fields – the public doesn't see that side of the building, we have to make it functional to pull in the 737's. **Andrews** – overall, this is a great project and I'm looking forward to visiting the Airport and learning more about all these historic resources. **Mr. Fields** – the building was never deemed historic, the neighborhood is historic, the buildings weren't made into landmarks. **Betty** – the Landmark designation excluded the building but the Planning Department's citywide Cultural Heritage Survey considers North Field an Area of Primary Importance (API) including the buildings because it's so miraculous that it's all still there. It's not *designated* but it's *identified* as an Area of Primary Importance or National Register level of significance, which puts it on our Local Register.

Betty – asked when will we see the actual material design drawings, because that's not in the purview of the EIR. Is the plan going to be in detail in the EIR for comments? **Mr. Fields** – it's not so complex, we'll have a rendering that makes sense that were going to build off of. **Betty** – I'm thinking specifically of materials. **Mr. Fields** – it's going to be corrugated metal and wood as the original building. **Betty** – commented on the suggestion made by Andrews, how to sketch the other half of the gable with a line (she also made this suggestion at the on-site scoping session w/Mr. Fields) and you'd have to relocate your logo. But seeing those gables down the road is a very strong image. **Mr. Fields** – it's not that it's going to be at a different pitch, it would be bigger. Hangar 2 right now is about 60 ft. deep a Boeing 737 is a hundred and something feet. It's a 36 to 40,000 sq. ft. building instead of a 17,000 ft. building.

PUBLIC COMMENTS/QUESTIONS

Naomi Schiff, OHA – glad to hear it's not a whole scale demolition. OHA regards Hangar 2 and the other buildings as historic. Although the buildings may have been excluded from the original landmark designation, we recognize them as important resources. Please study alternatives in the EIR which would retain the historic building envelope and features of the structure. If alterations to the historic hangar are contemplated, please consider that substantial mitigations must be required. We're not sure what mitigations are required if any, depending on the scale of the change, so we'd like to understand that better.

All of the buildings have aged since the last studies and are now beyond the 50-year span commonly considered for historic structures. We urge full research and documentation of the cultural as well as architectural impact. OHA considers the aeronautical history of the North Field to be a key resource in the City Of Oakland. The Port has a responsibility to treat it that way and I 'm glad they are taking it seriously. I would add that this a good time to consider making these structures part of the designated landmark; if nothing else, that might make possible tax credits available in the future for other renovations. Also suggested a meeting with a historic architect to get the material and window proportions right.

Andrews – mentioned the San Francisco Airport has a marvelous art program in place; why don't we see historic exhibits that are more accessible to folks coming in and out of the Oakland Airport? **Ms. Heinze** – there is an exhibit between gates 26 to 32, on both the North and South Fields. San Francisco is 10 times bigger than Oakland, with a lot more flights and a lot more money. **Mr. Fields** – of all the major airports, Oakland Airport has managed to grow the least. If it weren't for Southwest, it would disappear. United has left, Jet Blue has one flight and Alaska Airlines has pulled out. But at North Field we compete very well against San Jose, San Francisco, Livermore and Hayward. **Andrews** – in closing says that it was great to learn about this.

3.	Location:	Oak Knoll Mixed Use Community Plan Project The project is located on the former Oak Knoll Naval Medical Center Property at 8750 Mountain Boulevard and is bounded by Keller Avenue and Mountain Boulevard. APNs: 043A-4675-003-21, 043A-4712-001 (portion), 043A-4675-003-19, 043A-4675-003-16, 043A4678-003-17 (roadway easement), 043A-4675-003-30 (roadway easement) 048 -6865-002-01, and 043A-4675-74-01.
	Proposal:	The Project proposes a mixed-use residential community of approximately a) 935 residential units of varying types, b) 82,000 sq. ft. of neighborhood commercial use, c) relocation of Club Knoll and rehabilitation with approximately 4,000 sq. ft. of community space and 10,000 sq. ft. of commercial space; and approximately 83 acres of open space and recreation areas, including an improved creek corridor. The Sea West Federal Credit Union and Seneca Center located in the middle of the Project site are not considered part of the Project.
	Applicant:	Oak Knoll Venture Acquisitions, LCC (previously SunCal Oak Knoll, LLC), Sam Veltri
	Phone Number:	(949)705-8786
	Owner:	Oak Knoll Venture Acquisitions, LCC and the City of Oakland
	Case File Number:	ER15-004
	Planning Permits Required:	Rezoning, Preliminary Planned Unit Development, Final Development Plan, Tentative Tract Map, and other possible discretionary permits and/or approvals
	General Plan:	Hillside Residential, Community Commercial, Institutional, Urban Open Space and Resource Conservation Area
	Zoning:	RH-3, Hillside Residential Zone -3 and RH-4 Hillside Residential Zone -4
	Environmental Determination:	The Draft Environmental Impact Report (EIR) was published for a 45-day review period from August 29, 2016 to October 12, 2016 <i>Background: In 1998, the Oakland City Council certified the Environmental Impact Statement /Environmental Impact Report (EIS/EIR) for the Disposal and Reuse of the Naval Medical Center Oakland and Final Reuse Plan including the Maximum Capacity Alternative. A 2006 Initial Study and 2007 Draft SEIR was prepared and circulated for the "former Oak Knoll Project." No Final SEIR was certified. Because Oak Knoll Mixed Use Community Plan Project may result in new or substantially more severe impacts than the "former Oak Knoll Project" analyzed in 2007, the City is preparing a revised SEIR.</i>
	Historic Status:	The Oakland Cultural Heritage Survey rates Club Knoll as a Potential Designated Historic Property (PDHP) on the Local Register with a rating of B+3. The Landmarks Preservation Advisory Board (LPAB) found it eligible for Landmark status with an A rating in June of 1995 and placed it on the Preservation Study List. Club Knoll is therefore considered a CEQA historic resource.
	Service Delivery District:	4
	City Council District:	7
	Actions to be Taken:	No decision. The purpose of this meeting is to receive public and Landmarks Preservation Advisory Board cultural resource-related comments on the Draft EIR.
	For Further Information:	Contact case planner Scott Gregory , Contract Planner at (510) 535-6671 or by e-mail at sgregory@lamphier-gregory.com

Scott Gregory, contract planner, Lamphier-Gregory – gave a detailed staff presentation on the proposed project, Club Knoll. A Notice of Preparation was published back in March 2015 and the NOP scoping session indicated what should be analyzed in the EIR. At that time, the internal economic feasibility analysis concluded that it would be challenging to privately finance the rehabilitation and proposed to demolish the historic Club Knoll. There were a lot of comments on that issue. Based in part on comments from the LPAB scoping session and staff's continued encouragement, the project applicants appeared before the LPAB in May 2016 to indicate they had reconsidered their 2015 proposal to demolish Club Knoll. Thus a Supplemental EIR (SEIR) has been drafted.

The master plan proposal for Oak Knoll would include the development of 935 residential units, 72,000 sq. ft. of primarily neighborhood-serving commercial uses, and approximately 14,000 sq. ft. of a combination of commercial and civic uses within the relocated Club Knoll building. The remainder of the site will consist of parks, open space and streets serving these internal land uses.

The draft SEIR was prepared to evaluate all potential environmental impacts of the proposed project, address each of the environmental topics identified in City of Oakland's CEQA thresholds of significance at a substantial level of detail. The draft EIR is intended to inform City of Oakland decision makers, responsible agencies and the general public of potential environments consequences associated with the project and identify mitigation measures that would reduce or eliminate those impacts.

The draft SEIR concludes that the proposed relocation of Club Knoll could result in a substantial adverse change in the significance of this historic resource. The SEIR consultant determined that implementation of additional mitigation measures would ensure that the proposed relocation would comply with the Secretary of the Interior's Standards and guidelines for rehabilitating historic buildings.

The alternatives section of the draft SEIR presents a comparative analysis as follows: *Alternative A* would reduce the total number of residential units from 935 to 611 and would cluster all residential development roads and infrastructure in the flatter areas of the site. *Alternative B* would reduce the total number of residential units to 551 and would consist of only small lot single family homes. *Alternative C* would cover the same footprint but would reduce the total number of residential units to 349 which would be larger lot single family homes.

Gregory requested that the LPAB take public testimony and provide comments to staff on the cultural resources-related analysis in the draft SEIR. All comments received on the draft SEIR will be considered by the City prior to finalizing the SEIR and making a decision on the project.

BOARD QUESTIONS

Birkholz asked for clarification of the siting of the moved building (fig. 3-14-b) and for analysis of whether the relocated structure would be just a new building with some original parts tacked on.

PUBLIC COMMENTS/QUESTIONS

Peter Madsen, homeowner on Keller, member of the Oak Knoll Coalition – concerned about the discrepancy of the designation/rating status of the Oak Knoll. Regarding relocating the existing 14,000 sq. ft. building, it has no feasible use and is too large and not compatible with the neighborhood. Demolition would mean less commercial and traffic; space and money should go to parks and creeks.

Naomi Schiff, Oakland Heritage Alliance – strongly supports efforts to reuse this historically and architecturally valuable building, whether on its present site or relocated, however we find that the cultural resources section and related mitigations of the SEIR are insufficient and inadequate. An additional alternative must be studied, retaining the Oak Knoll Club on its present historic site, and the SEIR as a whole does not provide a rationale for moving it. The wings, courtyard and related features should be retained. How are the mitigations to be enforced?

Much appreciates Suncal's recent efforts to protect the building however we reject all SEIR comments that depend on its dilapidated condition. The building deteriorated due to inadequate security and structural protection measures and the City should not reward owners for demolition due to neglect. Also add a provision that landscaping should reflect historic conditions and require official designation of the clubhouse at an appropriate level of landmark. She thanked the LPAB, the Planning Commission, staff, consultants, developers and the neighboring residents for their concerns, participation and efforts to retain this historic building.

BOARD COMMENTS/QUESTIONS

Andrews – asked Betty to clarify the designation. **Betty** – the formal Landmarks Board *designation* is that it is on the Preservation Study List, put on many years ago when the Naval Base was first leaving. A and B are ratings; the LPAB and the Planning Department rating systems are slightly different but in any case A and B are the highest ratings, for properties that appear eligible for the National Register. All these statuses make it part of the Local Register and thus a Historic Resource under CEQA.

Andrews – this is the second time we've heard a member of the public state that the folks in the neighborhood want this building gone from their sight forever, and asked Mr. Gregory to give some perspective on the public outreach. **Gregory** – Suncal, the applicant, has done a number of public outreach efforts with the community from the 1990's thru 2006 and now again with this new proposal. There's a long history of people engaged in this process, spanning 20 to 30 years. Currently, Suncal has had several meetings explaining the proposed project, large community meetings and smaller group meetings. Staff has not yet done a citywide public outreach meeting but we've been presenting our efforts at public venues and will continue to do so.

Andrews – the building has been vacant for over 20 years and neighbors have been concerned about "extralegal uses"; in the new plan, it won't sit on the edge of the project, it will be in the center of medium to low density residential use and surrounded by folks who will be paying attention to what's going on there. **Gregory** – it won't be next door to anybody except the new residents. We've tried to explain in the Environmental Impact Report (EIR) both the land use implications of the move as well as the aesthetic implications. The site will be developed more in the context of the surrounding neighborhood and community and the big building will be re-located in the center, this was planning staff's perspective. Aside from adhering to all general plan policies, ordinances and requirements seemed to us a big win for the project.

Casson – asked if the EIR explores the public concerns about the economic viability of the larger clubhouse. **Gregory** – no it doesn't, the EIR's perspective is to consider environmental implications rather than economic implications. We've considered the proposal feasible because the applicant has put it forward. **Casson** – from my understanding the public comments were about once the homes have been built, is it economically viable to maintain the clubhouse in the long term. **Gregory** – I think it's up to the future purchasers but it's something we'd like to better address.

Birkholz –reiterated Ms. Schiff’s request that an alternative should be studied that keeps the existing building in place *and* doesn’t reduce the density which is a key component of the project. There could be two versions, one that shows an entrance off of Mountain Blvd. which could minimize traffic within the development and the other one at Oak Knoll Blvd. He also noted the letter from Joe Brown (an Oak Knoll resident) that suggested using part of the facility as a library or some other public use, he feels. Relocation proposal needs to come back to Board with more details, including “reality of how much can be relocated.”

4. CLG Review and Comment on Nomination of St. Joseph’s Home for the Aged, 2647 International Blvd. (City Landmark, LM84-317), to the National Register of Historic Places.

Owner application for listing, as required for federal preservation tax credit program (completed project; reviewed and approved by LPAB ~2005-08). Comments requested on National Register eligibility prior to State Historical Resources Commission’s October hearing.

Betty – we have a comprehensive context and nomination for St. Joseph’s Home, otherwise known as Little Sisters of the Poor, which was the subject of a tax credit project in the mid-2000s. It’s a bit out of the ordinary in describing the building after completion of the project; other than that, it’s a pretty straightforward and strong and informative National Register nomination. If we concur, we can write to the State Office with or without questions or comments and tell them so. **Andrews** – is there an action to be taken? **Betty** – to look at it, discuss it and decide if we want to support the National Register nomination in a letter to SHPO. **Birkholz** – made a motion to support the nomination of the property and submit a letter to SHPO drafted by the Board Secretary. **Joiner** – seconded, motion passed unanimously.

F. OLD BUSINESS - Board member Buckley – saw an article in the *East Bay Times* about Mountain View Cemetery’s plans to remove a number of oak trees and questioned why it wasn’t discussed when the applicant was here. Can the Board ask the applicant to come back and explain? **Joiner** – the article says if a permit is granted, each tree must be replaced with a sapling from a list of tree species including oaks and redwoods, so as they’re removing, if they have to, they will replace based on the tree’s health. **Buckley** –a sapling and a 200 year old tree, to me that’s not equivalency. **Andrews** – the challenge for the cemetery is that they’re doing extensive re-grading in parts of the cemetery. Their report was looking at trees that they were not able to retain due to the re-grading. He encouraged Buckley to speak with the case planner and the landscape architect for Mountain View.

G. BOARD REPORTS – none

H. SUB-COMMITTEE REPORTS –

Water Pavilion revision –joint subcommittee with Planning Commission – Casson, Joiner, Andrews:

Andrews - Mountain View presented their revised proposal. The main concern was the roof; they reduced the bulk of it, streamlined the profile and did a re-configuration for the air conditioning. Also the doors, they redefined some of the elements and presented some stone samples. Everyone at the meeting felt the design was going in a positive direction. **Joiner** – everything was about cost and code, the windows are a concern, what type and where they would get them, also the safety of the doors and the reflecting pool.

176 6th Street – Flores, Andrews - would be meeting with applicant Jack Backus this week.

I. **ANNOUNCEMENTS** – **Board member Casson** – announced her resignation from the LPAB due to her new baby daughter (Joni, who was introduced). She said it's been a pleasure working with everyone and serving on the Board for the past 2 years. All Board members concurred that it was a pleasure working with her.

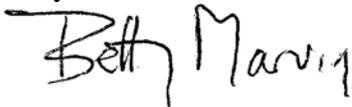
J. **SECRETARY REPORTS** – none

K. **UPCOMING -**

L. **ADJOURNMENT - 7:55pm**

Minutes prepared by La Tisha Russell and Betty Marvin

Respectfully submitted,

A handwritten signature in black ink that reads "Betty Marvin". The signature is written in a cursive, flowing style.

Betty Marvin, Historic Preservation Planner