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INTRODUCED BY COUNCIL MEMBER _____

CITY ATTORNEY

12662

ORDINANCE No. _____ C.M.S.

AN ORDINANCE DESIGNATING THE MUNICIPAL BOATHOUSE – PARKS & RECREATION ADMINISTRATION BUILDING (HISTORIC NAME: MUNICIPAL BOATHOUSE – HIGH PRESSURE PUMPING STATION #1) AT 1520 LAKESIDE DRIVE AS A LANDMARK PURSUANT TO SECTION 17.102.030 OF THE OAKLAND PLANNING CODE.

WHEREAS, the Landmarks Preservation Advisory Board at its meeting of February 7, 2005, recommended designation of the Municipal Boathouse – Parks & Recreation Administration Building (Historic Name: Municipal Boathouse – High Pressure Pumping Station #1) at 1520 Lakeside Drive as a Landmark pursuant to Section 17.102.030 of the Oakland Planning Code; and

WHEREAS, notice of public hearing on this matter was given to the owner of the subject property, the property was posted, and a hearing was held by the City Planning Commission on April 6, 2005; and

WHEREAS, after the hearing, the City Planning Commission voted on April 6, 2005, to recommend landmark designation of the property; and

WHEREAS, the provisions of the California Environmental Quality Act (CEQA) and the guidelines as prescribed by the **Secretary for Resources, as amended, have been satisfied**, and pursuant to Sections 15061(b)(3), 15308, and 15331 of the **California Code of Regulations**, this designation is exempt from CEQA; and

WHEREAS, the City Council has determined that the proposed Landmark has historical and architectural significance as described and presented in the Landmarks Preservation Advisory Board Resolution 2005-1, and is a unique asset to the City; and that for these reasons the Landmark is worthy of preservation; now therefore

THE COUNCIL OF THE CITY OF OAKLAND DOES ORDAIN AS FOLLOWS:

SECTION 1. The Municipal Boathouse – Parks & Recreation Administration Building (Historic Name: Municipal Boathouse – High Pressure Pumping Station #1) at 1520 Lakeside Drive is hereby designated as a Landmark pursuant to Section 17.102.030 of the Oakland Planning Code as described and presented in Landmarks Preservation Advisory Board Resolution 2005-1, attached as Exhibit A and incorporated herein by reference.

SECTION 2. Said Landmark shall be preserved in all its particular exterior features as existing on the date hereof, and as described and depicted in the photographs, case

reports, Case File LM05-067, and other material in the Department of City Planning; provided, however, it may be modified to replicate or more closely resemble its original appearance.

SECTION 3. The Development Director is hereby directed to execute and cause to be recorded in the Recorder's Office of the County of Alameda a notice of designation of said Landmark.

SECTION 4. This ordinance complies with the California Environmental Quality Act.

IN COUNCIL, OAKLAND, CALIFORNIA, JUN 07 2005, 20__

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL,
REID, QUAN, AND PRESIDENT DE LA FUENTE - 8

NOES- \emptyset

ABSENT- \emptyset

ABSTENTION- \emptyset

ATTEST:


LaTONDA SIMMONS

City Clerk and Clerk of the Council
Of the City of Oakland, California

RESOLUTION 2005-1
LANDMARKS PRESERVATION ADVISORY BOARD
CITY OF OAKLAND

WHEREAS, a proposal to designate the following property as an Oakland Landmark pursuant to Section 17.144 of the Oakland Planning Code has been considered by the Landmarks Preservation Advisory Board; and

WHEREAS, the Board has reviewed and examined the material pertaining to this property in Case File **LM05-067** and the Oakland Landmark Nomination Application form, a copy of which is attached; and

WHEREAS, the Board has determined that the property meets the landmark designation criteria found at Section 17.07.030P of the Planning Code and the Board's Guidelines for Determination of Landmark Eligibility in that the property:

- is a fine example of the Mediterranean Revival style and was one of the first buildings to establish that style around Lake Merritt;
- was constructed as part of the extensive citywide program of City Beautiful improvements carried out voter-approved bond funding during the administration of Mayor Frank K. Mott, 1905-1915;
- embodied new and improved disaster response technology following the 1906 earthquake and fire;
- with the addition of boathouse wings in 1913 became an unusual multi-use building at the lake, combining recreation and public safety uses;
- was designed and built by eminent firms of the early 20th century, the pumping station designed by John Galen Howard and John Debo Galloway and the boathouse wings added by Walter D. Reed;
- continues to be a prominent and well known architectural feature on the shore of Lake Merritt and to house the Lake Merritt Rowing Club;
- is being rehabilitated and restored with funding from Oakland Trust for Clean Water and Safe Parks, Measure DD, a 2002 bond measure for cultural and recreational facilities throughout Oakland.

And WHEREAS, an Evaluation Sheet for Landmark Eligibility has been prepared for the property in accordance with the Board's Guidelines for Determination of Landmark Eligibility; and

WHEREAS, the Evaluation Sheet shows that the property meets the Guidelines; and

WHEREAS, the Board has reviewed and accepted the Evaluation Sheet, a copy of which is attached; and

WHEREAS, the Board has determined that this property merits Landmark designation, protective regulations, and preservation for the enjoyment of future generations;

Now therefore be it

RESOLVED: That the Landmarks Preservation Advisory Board hereby initiates, under Section 17.144.030D of the Oakland Planning Code, action to establish as a Landmark the following:

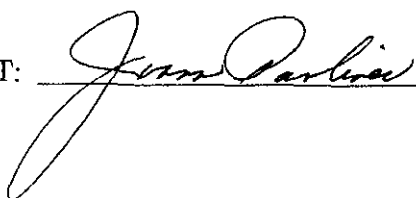
HISTORICAL NAME: Municipal Boathouse – High Pressure Pumping Station #1
COMMON NAME: Municipal Boathouse – former Parks and Recreation Building
ADDRESS: 1520 Lakeside Drive
DATE BUILT: 1909, 1913
ARCHITECT: Howard & Galloway (1909), Walter D. Reed (1913)
ORIGINAL USE: Civic
PRESENT USE: Civic, work in progress
PARCEL NUMBER: 010 0764 001 01 (part)

And be it

FURTHER RESOLVED: That this property shall be preserved generally in all its exterior features as existing on the date hereof or may be modified to restore, replicate, or more closely resemble its original or other historical appearance; and be it

FURTHER RESOLVED: That this action be forwarded to the City Planning Commission for public hearing and consideration;

Approved by the Landmarks Preservation Board,
Oakland, California: February 7, 2005

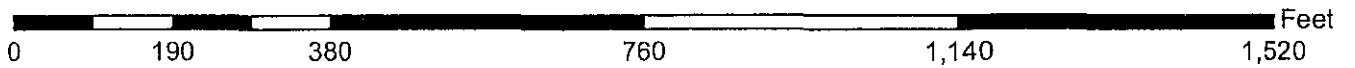
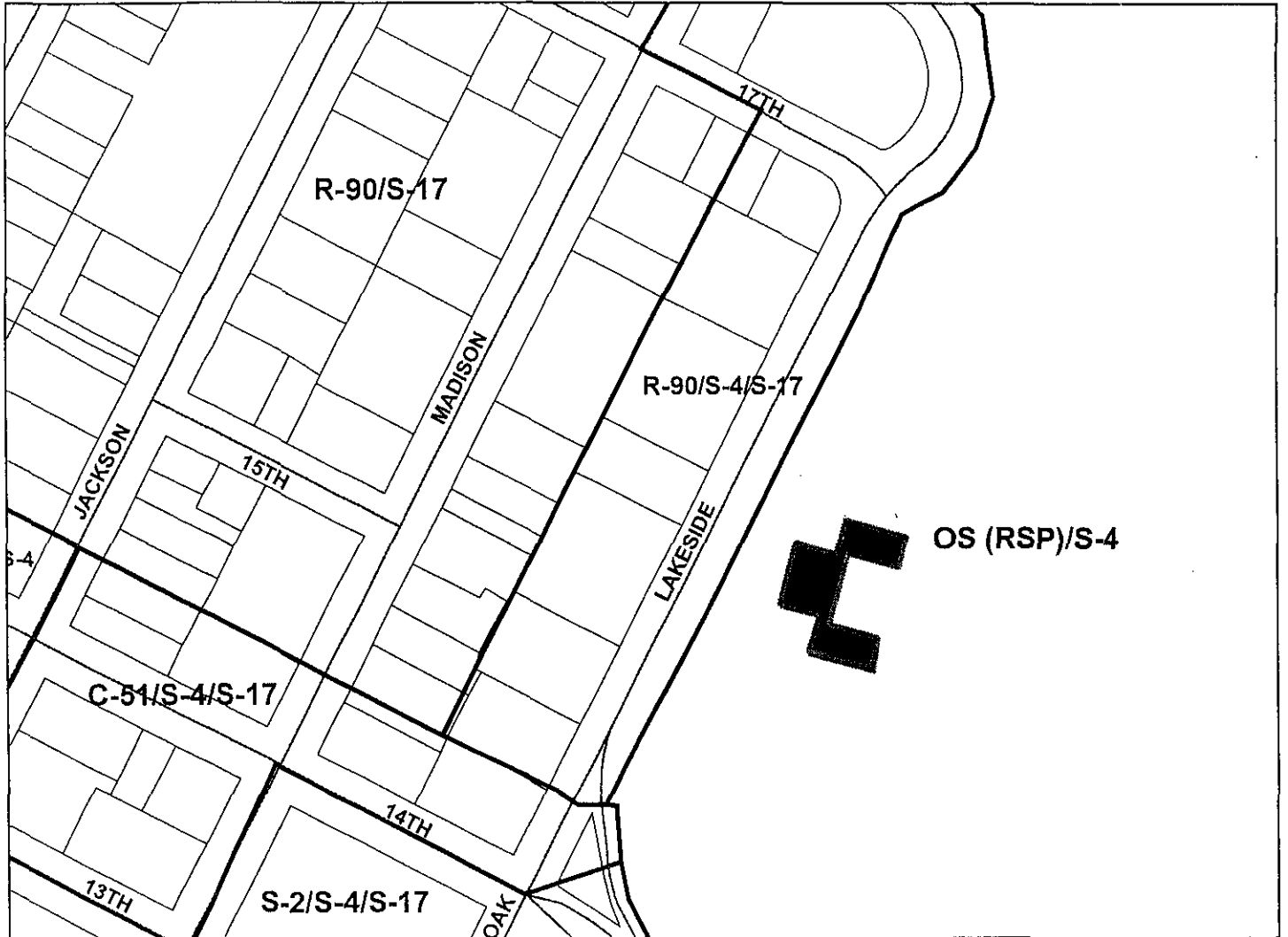
ATTEST: , Secretary

5.	Location:	1520 Lakeside Drive, Municipal Boathouse-former Parks and Recreation Administration Building
	Proposal:	Application to designate 1520 Lakeside Drive as a City of Oakland Landmark
	Owner/Applicant:	City of Oakland
	Case File Number:	LM05-067
	Planning Permits Required:	Landmark Designation
	General Plan:	Urban Open Space
	Zoning:	OS(RSP)-Open Space (Region Serving Park); S-4 Design Review combining Zone
	Environmental Determination:	Exempt per Sections 15061(3) and 15331 of the State CEQA Guidelines.
	Historic Status:	A1+; Designated Historic Property (Preservation Study List and within Lake Merritt Landmark area); Local Register of Historical Resources; National Register Status – 3B, appears eligible individually and as part of a district (Lake Merritt API).
	Service Delivery District:	Downtown Metro
	City Council District:	3
	Status:	The Landmark Preservation Advisory Board adopted a Resolution to initiate landmark designation, recommended landmark designation to the Planning Commission, and forwarded the landmark initiation to the Planning Commission for public hearing and consideration.
	Action to be Taken:	Recommend Landmark Designation and forward to City Council
	Finality of Decision:	<i>City Council</i>
	For further information:	Contact case planner Joann Pavlinec at (510) 238-6344 or by email at jpavlinec@oaklandnet.com

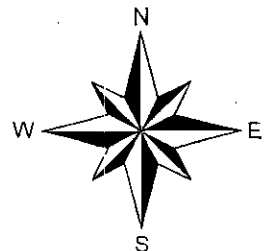
SUMMARY

The nomination of the Municipal Boathouse was submitted by the Landmarks Preservation Advisory Board. At the August 2003 Landmarks Preservation Advisory Board (LPAB, Board) meeting, the Board selected three city-owned buildings, including the Municipal Boathouse, for potential Landmark Designation. At the October 2003 LPAB meeting, the Board directed staff to move forward with the Landmark process for the Municipal Boathouse. Because the Municipal Boathouse is a city-owned building, the Board formally notified the City Manager, Mayor, City Council, and the Community and Economic Development Committee by letter and requested their comments. No comments were received on the nomination.

CITY OF OAKLAND PLANNING COMMISSION



Case File: LM05-067
Applicant: City of Oakland
Address: 1520 Lakeside Dr.
Zone: OS(RSP) / S-4



At the November 3, 2003 meeting the Board reviewed and adopted the Preliminary Evaluation for Landmark Eligibility. Changes were suggested to the Municipal Boathouse Evaluation.

Municipal Boathouse Evaluation Sheet Modifications

The Board recommended that under Familiarity, the Evaluation should be modified from 'Good' to 'Very Good' because the Boathouse is a familiar feature in the context of the City or region, rather than the neighborhood.

At the February 7, 2005 LPAB meeting, the Board reviewed and adopted a Draft Resolution and directed staff to forward the nomination to the Planning Commission for public hearing, after which the Commission may recommend designation to the City Council. Landmark designation is accomplished through adoption of an ordinance by the City Council.

BACKGROUND

Zoning

The site is zoned OS(RSP)-Open Space(Region Serving Park) and S-4-Design Review combining Zone.

The Open Space zoning designation is intended to create, preserve, and enhance land for permanent open space to meet the active and passive recreational needs of Oakland residents and to promote park uses which are compatible with surrounding land uses and the city's natural environment.

The S-4 zoning designation requires design review for any construction or alteration pursuant to the design review procedure in Chapter 17.136.

Historic Significance

The Municipal Boathouse is a Designated Historic Property located within the City of Oakland Historical Landmark #39 (Lakeside Park/Lake Merritt). It is on the Preservation Study List, a list of properties that are likely Landmark candidates. The Final rating based on the Evaluation Sheet for Landmark Eligibility is 'Aa' – the highest importance, indicating outstanding architectural example and/or extreme historical importance. It appears individually eligible for the National Register of Historic Places.

As reflected in the evaluation sheet and resolution adopted by the Landmarks Board, the Municipal Boathouse has been found eligible for landmark designation in that it:

- is a fine example of the Mediterranean Revival style and was one of the first buildings to establish that style around Lake Merritt:

- was constructed as part of the extensive citywide program of City Beautiful improvements carried out voter-approved bond funding during the administration of Mayor Frank K. Mott, 1905-1915;
- embodied new and improved disaster response technology following the 1906 earthquake and fire;
- with the addition of boathouse wings in 1913 became an unusual multi-use building at the lake, combining recreation and public safety uses;
- was designed and built by eminent firms of the early 20th century, the pumping station designed by John Galen Howard and John Debo Galloway and the boathouse wings added by Walter D. Reed;
- continues to be a prominent and well known architectural feature on the shore of Lake Merritt and to house the Lake Merritt Rowing Club;
- is being rehabilitated and restored with funding from Oakland Trust for Clear Water and Safe Parks, Measure DD, a 2002 bond measure for cultural and recreational facilities throughout Oakland.

Measure DD Ballot Measure Project

The Boathouse is currently in the process of rehabilitation as a result of the Measure DD Ballot Measure.

Generally, the proposal includes rehabilitation of the Municipal Boathouse, including the original pumping station and boathouse wings, and site wide improvements including new landscaping, paths, retaining walls, roadways and parking to replace the existing on the landward side. On the lake side, site work includes repair and replacement of existing boathouse docks and platforms. More specifically, the project rehabilitation includes:

- demolition of the restrooms added in 1940;
- seismic upgrading;
- ADA upgrading;
- rehabilitation of the building shell only and surrounding park, including:
 - grading to accommodate ADA slope requirements and the resolution of different interior floor levels and entry access, and drainage problems, including water pooling and building flooding,;
 - Lakeside Drive drop-off with stairs that lead to the central entry of the pumphouse;
 - reconfigured parking lot on the North side;
 - restoration of the pumphouse original wood windows at the north façade and in three bays of the west façade;
 - new service entry at the pumphouse north façade;
 - new main entry in the middle bay of the pumphouse west elevation;

- new wood frame windows and infill walls in existing openings at the southern most bay of the west façade and at the three westernmost bays of the south façade of the pumphouse;
- new wood frame bi-fold windows in existing openings along the east façade of the pumphouse;
- new wood frame bi-fold windows in the existing openings in the north and south wings' upper levels;
- new infill in the existing arched openings on the lower level of the wings;
- new wood frame glass entries at either side of the breezeway;
- new roll-up security gate at the breezeway;
- restoration of portions the original wood balconies on the north side of the wings;
- two new replacement concrete stairs adjacent to east façade of pumping station and to the south façade of the north wing and the north façade of the south wing;
- new sliding wood doors in existing opening on north façade of south wing.

Due to the historic significance of the boathouse, the Development Director referred the design review to the Landmarks Preservation Advisory Board for their review and advice. The project is required to meet the Secretary of Interior's Standard for Rehabilitation per the City Council approved Addendum for the Oakland Clean Water, Safe Waterfront Parks and Recreation Trust Fund Ballot Measure in June 2002 (Measure DD).

At the December 13, 2004 LPAB meeting, the proposal was reviewed for Design Review. The LPAB found that the proposed exterior rehabilitation is in conformance with the Secretary of Interior's Standards for Rehabilitation and recommended Approval of the project to the Development Director, subject to the Conditions of Approval.

Effect of Landmark Designation

The Municipal Boathouse is located in the S-4 Design Review combining Zone. In the S-4 zone no building, sign, new secondary unit, or other facility shall be constructed or established, or altered or painted a new color in such a manner as to affect exterior appearance, unless plans for such proposal shall have been approved for design review. The issuance of a demolition permit for any structure or portion thereof may be postponed by the Development Director for not to exceed sixty (60) days from the date of application for such permit (17.102.060). As a Designated Historic Property, the Center is considered a Historical Resource (Policy 3.8, Historic Preservation Element). Per Policy 3.8 complete demolition of a Historical Resource will normally be considered a significant effect that cannot be mitigated to a level less than significant and will, in most cases, require preparation of an Environmental Impact Report

Regulations for the proposed landmark status also provide for design review of exterior changes (only), up to 240 days delay of demolition, and a duty to keep in good repair. The landmark would be treated as a historic resource for purposes of CEQA review, would be eligible to use the State Historical Building Code, and exempt from design

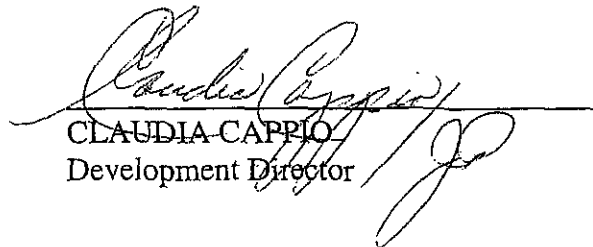
review fees (the only direct local monetary incentive currently offered to designated historic properties).

Significant exterior changes to landmark properties are referred to the Landmarks Preservation Advisory Board for recommendations (Section 17.136.040) before the design review application is acted upon by the Development Director or the Planning Commission. Minor exterior changes can be processed administratively by the Development Director, who may seek input from the LPAB, as needed. For designated landmarks (Section 17.102.030) the design review criteria require “That the proposal will not adversely affect the exterior features of the designated landmark...” and “That the proposal will not adversely affect the special character, interest, or value of the landmark and its site, as viewed both in themselves and in their setting...” unless preserving the landmark is architecturally or economically infeasible.

RECOMMENDATION

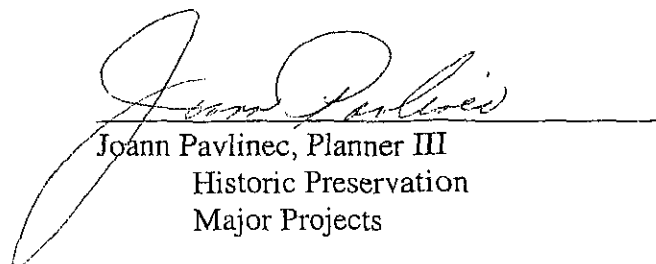
1. Affirm the environmental determination.
2. Recommend that City Council adopt an ordinance designating the Municipal Boathouse at 1520 Lakeside Drive an Oakland Landmark.

Respectfully submitted:



CLAUDIA CARRIO
Development Director

Prepared by:



Joann Pavlinec, Planner III
Historic Preservation
Major Projects

ATTACHMENTS

- A. Final Evaluation Sheet for Landmark Eligibility
- B. Final Evaluation Tally Sheet for Landmark Eligibility
- C. Oakland Landmark Application Form and attached submittals
- D. Landmarks Board Resolution 2005-1, adopted February 7, 2005
- E. S-7 and Landmark regulations (Planning Code Sections 17.84.010 and 17.102.030)

City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY

Preliminary Final

Address: 1520 Lakeside Drive, Oakland CA 94612 (in Lakeside Park)

Name: Municipal Boathouse – Parks & Recreation Administration Building

A. ARCHITECTURE

- 1. Exterior/Design: classic bungalow form – expansive roofs, battered piers E VG G FP
- 2. Interior: utilitarian, modernized E VG G FP
- 3. Construction: steel frame and reinforced concrete E VG G FP
- 4. Designer/Builder: Howard & Galloway (1909), Walter D. Reed (1913) E VG G FP
- 5. Style/Type: singular example of Arts & Crafts utility building designed to withstand fire & earthquake, Arts & Crafts recreation building E VG G FP

B. HISTORY

- 6. Person/Organization: Mayor Frank Mott (P-LC), Lake Merritt Boathouse (T-IC) E VG G FP
- 7. Event: _____ E VG G FP
- 8. Patterns: “earthquake boom” (S-IC), “City Beautiful” movement (S-LC) E VG G FP
- 9. Age: 1909 (center section), 1913-14 (wings) E VG G FP
- 10. Site: original site VG G FP

C. CONTEXT

- 11. Continuity: Lake Merritt District (API & City Landmark), contributor E VG G FP
- 12. Familiarity: distinctive design & conspicuous location; boathouse activity E VG FP

D. INTEGRITY

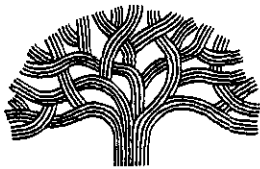
- 13. Condition: rehabbed G F P
- 14. Exterior Alterations: some openings & windows infilled (restoration planned) E G F P

Evaluated by: Chris Buckley, 1983; Betty Marvin, 8/12/2003

STATUS	
Rating: <u>A</u>	
City Landmark Eligibility: <input checked="" type="checkbox"/> Eligible	<input type="checkbox"/> Not eligible
National Register Status: <input type="checkbox"/> Listed	<input type="checkbox"/> In process
<input type="checkbox"/> Determined eligible	<input checked="" type="checkbox"/> Appears eligible
<input type="checkbox"/> Appears ineligible	
Site of Opportunity <input type="checkbox"/>	

This evaluation sheet was accepted by the landmarks Preservation Advisory Board at its meeting of November 3, 2003 (Date)

Attest: Jana Davila
Secretary



Oakland Landmarks Preservation Advisory Board

OAKLAND LANDMARK, S-7/S20 PRESERVATION COMBINING ZONE, AND HERITAGE PROPERTY APPLICATION FORM

This form is for use in requesting the City of Oakland pursuant to its Zoning Regulations to establish a landmark, landmark site, or Heritage Property or to rezone one or more properties to the S-7 or S-20 Preservation Combining Zone. See instructions in "HOW TO COMPLETE OAKLAND LANDMARK AND S-7 PRESERVATION COMBINING ZONE APPLICATION FORM."

1. IDENTIFICATION

- A. Historic name if known: Municipal Boathouse – High Pressure Pumping Station #1
- B. Common Name: Municipal Boathouse – Parks & Recreation Administration Building

2. ADDRESS/LOCATION

Street and number: 1520 Lakeside Drive, Oakland CA Zip Code: 94612

3. CLASSIFICATION

- | | | | | | | | | | | | | | | | |
|---|---|--------------------------------------|---------------------------------|-------------------------------------|--|--------------------------------------|--|--|-------------------------------------|--|-------------------------------------|-------------------------------------|---|-----------------------------------|---|
| <p>A. Category</p> <p><input type="checkbox"/> District</p> <p><input checked="" type="checkbox"/> Building(s)</p> <p><input type="checkbox"/> Structure</p> <p><input type="checkbox"/> Site</p> <p><input type="checkbox"/> Object</p> | <p>D. Present Use (P) and Historic Use (H)</p> <table border="0"> <tr> <td><input type="checkbox"/> Agriculture</td> <td><input type="checkbox"/> Museum</td> </tr> <tr> <td><input type="checkbox"/> Commercial</td> <td><input checked="" type="checkbox"/> P,H Park</td> </tr> <tr> <td><input type="checkbox"/> Educational</td> <td><input type="checkbox"/> Private Residence</td> </tr> <tr> <td><input type="checkbox"/> Entertainment</td> <td><input type="checkbox"/> Religious</td> </tr> <tr> <td><input checked="" type="checkbox"/> P,H Government</td> <td><input type="checkbox"/> Scientific</td> </tr> <tr> <td><input type="checkbox"/> Industrial</td> <td><input type="checkbox"/> Transportation</td> </tr> <tr> <td><input type="checkbox"/> Military</td> <td><input type="checkbox"/> Other (Specify):</td> </tr> </table> | <input type="checkbox"/> Agriculture | <input type="checkbox"/> Museum | <input type="checkbox"/> Commercial | <input checked="" type="checkbox"/> P,H Park | <input type="checkbox"/> Educational | <input type="checkbox"/> Private Residence | <input type="checkbox"/> Entertainment | <input type="checkbox"/> Religious | <input checked="" type="checkbox"/> P,H Government | <input type="checkbox"/> Scientific | <input type="checkbox"/> Industrial | <input type="checkbox"/> Transportation | <input type="checkbox"/> Military | <input type="checkbox"/> Other (Specify): |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Museum | | | | | | | | | | | | | | |
| <input type="checkbox"/> Commercial | <input checked="" type="checkbox"/> P,H Park | | | | | | | | | | | | | | |
| <input type="checkbox"/> Educational | <input type="checkbox"/> Private Residence | | | | | | | | | | | | | | |
| <input type="checkbox"/> Entertainment | <input type="checkbox"/> Religious | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> P,H Government | <input type="checkbox"/> Scientific | | | | | | | | | | | | | | |
| <input type="checkbox"/> Industrial | <input type="checkbox"/> Transportation | | | | | | | | | | | | | | |
| <input type="checkbox"/> Military | <input type="checkbox"/> Other (Specify): | | | | | | | | | | | | | | |
| <p>B. Status</p> <p><input type="checkbox"/> Occupied</p> <p><input type="checkbox"/> Unoccupied</p> <p><input checked="" type="checkbox"/> Work in progress</p> | <p>E. Number of Resources within Property</p> <table border="0"> <tr> <td>Contributing</td> <td>Non-contributing</td> </tr> <tr> <td><u>1</u></td> <td><input type="checkbox"/> buildings</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/> sites</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/> structures</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/> objects</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/> Total</td> </tr> </table> | Contributing | Non-contributing | <u>1</u> | <input type="checkbox"/> buildings | <input type="checkbox"/> | <input type="checkbox"/> sites | <input type="checkbox"/> | <input type="checkbox"/> structures | <input type="checkbox"/> | <input type="checkbox"/> objects | <input type="checkbox"/> | <input type="checkbox"/> Total | | |
| Contributing | Non-contributing | | | | | | | | | | | | | | |
| <u>1</u> | <input type="checkbox"/> buildings | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> sites | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> structures | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> objects | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> Total | | | | | | | | | | | | | | |
| <p>C. Accessible</p> <p><input type="checkbox"/> Yes: restricted</p> <p><input checked="" type="checkbox"/> Yes: unrestricted</p> <p><input type="checkbox"/> No</p> | | | | | | | | | | | | | | | |
| <p>F. Application for:</p> <p><input checked="" type="checkbox"/> City Landmark</p> <p><input type="checkbox"/> Heritage Property</p> | <p><input type="checkbox"/> S-7 District</p> <p><input type="checkbox"/> S-20 District</p> | | | | | | | | | | | | | | |

7. DESCRIPTION

- | | | |
|--|---|---|
| A. Condition: | B. Alterations:
(Check one) | C. Site
(Check one) |
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Unaltered | <input checked="" type="checkbox"/> Original Site |
| <input checked="" type="checkbox"/> Good | <input checked="" type="checkbox"/> Altered | <input type="checkbox"/> Moved (Date _____) |
| <input type="checkbox"/> Fair | | |

D. Style/Type: Mediterranean-Arts & Crafts civic utility building

E. Describe the present and original (if known) physical appearance:

The pumping station and boathouse wings form a U-shaped complex opening toward Lake Merritt, unified by long, low hipped Mission tile roofs, white stuccoed concrete walls, and an arcade of concrete piers. The 1909 Pumping Station was originally an engineering environment like a boiler room inside, yet designed with an L-shaped "porch" and outspread hipped roof. The wings, added in 1913-14, integrated with the central building's Mission Revival style, though for entirely different uses. The north wing's main floor, according to Sanborn maps, housed a "store" at its west end and a [manager's] "dwelling" at the east end, with the lower floor used for "oil and gasoline storage & boat repairing." By 1923 it housed the Lake Merritt Lunch Room. The whole south wing was identified as a "Boat House." Conversion to City office use in the late 1950s moved all the boathouse uses to the lower level, and resulted in extensive piecemeal changes to interiors, doors, and windows. The upper levels are presently unoccupied, in anticipation of rehabilitation work on the building shell and surrounding park.

See attached State Historic Resources Inventory form for fuller description; see also Historic Structures Report by Mark Hulbert, Preservation Architecture, 2004, in case file.

8. SIGNIFICANCE

- | | | |
|---|--|--|
| A. Period: | B. Areas of significance--check and justify below: | |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Archeology-prehistoric | <input checked="" type="checkbox"/> Landscape architecture |
| <input type="checkbox"/> Pre-1869 | <input type="checkbox"/> Archeology-historic | <input type="checkbox"/> Law |
| <input type="checkbox"/> 1869-1906 | <input type="checkbox"/> Agriculture | <input type="checkbox"/> Literature |
| <input checked="" type="checkbox"/> 1906-1945 | <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Military |
| <input type="checkbox"/> Post-1945 | <input type="checkbox"/> Art | <input type="checkbox"/> Music |
| | <input type="checkbox"/> Commerce | <input type="checkbox"/> Philosophy |
| | <input type="checkbox"/> Communications | <input checked="" type="checkbox"/> Politics/government |
| | <input checked="" type="checkbox"/> Community Planning | <input type="checkbox"/> Religion |
| | <input type="checkbox"/> Conservation | <input type="checkbox"/> Science |
| | <input type="checkbox"/> Economics | <input type="checkbox"/> Sculpture |
| | <input type="checkbox"/> Education | <input type="checkbox"/> Social/humanitarian |
| | <input type="checkbox"/> Engineering | <input type="checkbox"/> Theater |
| | <input type="checkbox"/> Exploration/settlement | <input type="checkbox"/> Transportation |
| | <input type="checkbox"/> Industry | <input type="checkbox"/> Other (specify) |
| | <input type="checkbox"/> Invention | |

11. FORM PREPARED BY

Name/Title: Betty Marvin & Joann Pavlinec, staff

Organization: Oakland Landmarks Preservation Advisory Board Date: December 16, 2004

Street and Number: 250 Frank Ogawa Plaza Suite 3315 Telephone: 510-238-3941

City/Town: Oakland State: CA Zip Code: 94612

DEPARTMENTAL USE ONLY

A. Accepted by: _____ Date: _____

B. Action by Landmarks Preservation Advisory Board

(1) _____ Recommended _____ Not recommended for landmark/S-7/S-20 designation

Date: _____ Resolution number: _____

(2) _____ Designated as Heritage Property Date: _____

C. Action by City Planning Commission

_____ Recommended _____ Not recommended for landmark/S-7 designation

Date: _____

D. Action by City Council

_____ Designated _____ Not Designated

Date: _____ Ordinance No: _____

HISTORIC RESOURCES INVENTORY

HABS _____		HAER _____		NR <u>3</u>		SHL _____		Loc _____	
UTM: A		<u>N4183940E565100</u>				B _____		C _____	
C _____		D _____		E _____		F _____		G _____	

IDENTIFICATION

- Common name: City of Oakland Park and Recreation Administration Building
- Historic name: High Pressure Pumping Station Number One, Oakland Fire Department and Municipal Boat House
- Street or rural address: 1520 Lakeside Drive (in Lakeside Park)
City Oakland Zip 94612 County Alameda
- Parcel number: 10-764-1-1
- Present Owner: City of Oakland Address: 1421 Washington Room 409
City Oakland, CA Zip 94612 Ownership is: Public Private _____
- Present Use: City Offices Original use: Pumping station and boat house

DESCRIPTION

7a. Architectural style: Arts and Crafts

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

A detached one-story reinforced concrete structure with stucco surfaces and semi-cylindrical red tile roofs, partially extending into Lake Merritt on a gently sloped site within the Lakeshore Willows section of Lakeside Park. The plan consists of a rectangular center section with expansive hip roof and two steel frame hip-roofs north and south wings extending into the Lake, connected to the southeast and northeast corners of the center section by short gabled open passageways, the north of which has been enclosed. The center section was built in 1909 as a Fire Department pumping station; the wings were added in 1913-14 as a boathouse. The building is now used for city offices and boat storage.

The elevations are divided into wide open and enclosed bays by massive piers, projecting on the center section with battered fronts. Five bays are along the west (front) and east sides of the center section and four on the north and south sides. The center sections south and east elevations were originally open verandas to a (see continuation page 3)



- Construction date: 1909 (Center Portion)
Estimated _____ Factual 1913-14 (with 14)
- Architect Howard and Galloway (1909) Walter D. Reed (1913-14)
- Builder Healy-Tibbitts Construction Co. (1909) Van Sant & Houghton (1913-14)
- Approx. property size (in feet)
Frontage 185' Depth 130'
or approx. acreage _____
- Date(s) of enclosed photograph(s)
1982

1520 Lakeside Drive;
(Pumping Station); City

HISTORIC RESOURCES INVENTORY

Street or rural address: 1520 Lakeside Drive (in Lakeside Park)

7b. Physical Description (Continued from page 1)

depth of one bay, but are now enclosed. The two wings each have five bays on the north and south sides and two bays on the east and west. The west faces of both wings were originally verandas extending from and matching that of the center section's east face, but like the latter, have also been enclosed. The basement level is exposed on all but the west ends of the wings and has semicircular blind and open arches in most of the bays. The open arches are in the easternmost bays and allow entry to boat storage areas. Cantilevered wood walkways with open "X"-paneled railings extend along the first floor line of the most of the south wing's north face and along portions of the north wing's north and south faces. The balcony on the north wing's south face has different proportions and materials and may not be the original. Similar walkways have been removed from the south and east faces of the south wing and probably from a portion of the north face of the north wing. Matching railings connected the piers of the now-enclosed verandas of all three sections.

The center section's original solid bays (as distinguished from the veranda bays) each have four banded pivoted wood windows, which the 1909 plans¹ indicate are original, above a high solid base. The west side center bay has original paired doors below the windows. The north side windows have been covered or removed and original doors in one of the bays have been changed. The center section's veranda infill consists of louvers flanking large fixed centers, all with upper and lower spandrels.

Old photographs indicate that at least some of the south wing windows were originally a narrow band of square wood casements (or pivots) above a high solid herring bone brick base in each bay, but the windows have been replaced with steel sash and enlarged downward to consist of three eight-light sections, eliminating the brick. The north wing windows appear original, although with various alterations, and consist of two large approximately square center sections flanked by columns of three small square lights. The infilled veranda bays of both wings each have a high band of four square four-light windows above stucco lower walls. The roof eaves have exposed wood rafters. A bronze plaque on the second buttress on the right of the center section's west face reads "HIGH PRESSURE PUMPING STATION NUMBER ONE, OAKLAND FIRE DEPARTMENT. ERECTED UNDER SUPERVISION OF THE BOARD OF PUBLIC WORKS, FRANK K. MOTT, JOHN E. McELROY, FREDERICK TURNER, COMMISSIONERS. 1909."

A small reinforced concrete restroom structure with stucco walls, red tile gable roof and small entry portico below a downward extension of the roof is at the inner north-west corner formed by the center section and north wing.

A concrete landing was added along the base of the center section's east face in 1941. A floating wood boat landing, which is not original extends perpendicularly for some distance into the lake from the center of the concrete landing flanked initially by two recently-added open-sided, flat-roofed metal-framed boat storage structures.

¹ On file for the center section only with the City of Oakland Inspectional Services Department under building permit 14945.

HISTORIC RESOURCES INVENTORY

Street or rural address: 1520 Lakeside Drive (in Lakeside Park)

19. Historical and/or Architectural Importance (continued from page 4)

good performance of that previously little-used material during the earthquake and fire.

The pumping station continued to operate until about 1955 when it was closed due to the need for renovation, which would have been costly, and the development of alternate more efficient substitute systems (Hunnicuttt). By this time, the private water companies had been replaced by East Bay Municipal Utility District, with major improvements to the regular water delivery system. In addition, high performance automatic pumping stations were now available which could extend high pressure capabilities and auxiliary water supplies beyond the 1909 system's service area with improved cost-efficiency. Finally, by 1950, fire insurance underwriters were no longer assigning the system any credit in their calculations of Oakland fire insurance rates. The system's closure was part of a more general program begun in the late 1940's to improve the Fire Department's efficiency.

Architect John Galen Howard, who designed the pumping station, is best known as the supervising architect of the University of California from 1901 to 1924 and designer of many of its important buildings, including the Doe Library, Wheeler Hall, and the Campanile. He was Director of the University's School of Architecture from 1913 to 1928. For at least several years, Howard was associated with engineer John D. Galloway who conducted detailed studies on the effects of the 1906 earthquake and was one of the leading post-earthquake experts on seismic and fire resistant design. The Municipal Boathouse opened in September, 1914 replacing two dilapidated privately owned boathouses on the 12th Street dam which rented out flat bottomed boats and canoes. It supplemented a municipal canoehouse built in the Adams Point section of the park in 1910. The boathouse was accompanied by the handsome boat landing that still exists on the opposite side of Lake Merritt at East 18th Street and Lakeshore Avenue. (Miller, p. 32). In his "Review of Municipal Activities in the City of Oakland, Cal 1905-15", Mayor Mott reported that the boathouse "is equipped with rowboats, sailboats, canoes and large whale boats for crew rowing. Lockers and mooring privileges have also been provided for privately owned boats. An excursion launch was secured to provide regular trips around the lake at a very small fare to the general public. During the month of October (1914), the second month of municipal operation, ...11, 119 persons were patrons (p. 17)".

Boating had been popular on Lake Merritt since the Lake was created in 1869. During the late 19th century, many boat rides, originated from private boathouses belonging to owners of the mansion that rimmed the lake (one of these private boathouses still exists behind the Camron Stanford House at 1426 Lakeside Drive). On February 13, 1912 Ordinance No. 129 N.S. was enacted placing all Lake Merritt boating activities under the control of the Board of Park Directors. This was followed on February 3, 1915 with Ordinance No. 783 N.S. requiring licensing of all privately owned boats and restricting speeds to eight miles per hour without special permission.

The boathouse became the headquarters for the Lake Merritt Model Yacht Club and the scene for sailboat regattas, which attracted large numbers of people to the lake. Power boat racing regattas began in 1927. (Miller, p. 38). A tea room was on the northwing of the second floor. The restroom structure was added in 1939-40 (building permit A82684).

HISTORIC RESOURCES INVENTORY

Street or rural address: 1520 Lakeside Drive (in Lakeside Park)

21. Sources (Continued from page 2)

"Oakland's New Fire Fighting Plant", Pacific Municipalities,
March 1909, 51-55

"Oakland's High Pressure Fire Fighting System", Pacific
Municipalities, April, 1910, 82-84.

"Oakland's High Pressure Auxillary Fire Fighting Service System",
Pacific Municipalities, 1911, 29-34.

Interview with Niel Hunnicutt, Oakland Fire Department, 4/29/83

Interview with Hans Thompson, Oakland Office of Parks and Recreation,
3/83.

Frank K. Mott, "A Review of Municipal Activities in the City of Oakland
California, 1905-15" (address delivered to the City Council, January
13, 1915).

DeWitt Jones, "Oakland Parks and Playgrounds" (WPA), 1938, 75-75

L.S. Kerfoot, "Oakland's Parks and the Lake Merritt Improvements",
Architect and Engineer, XLV, No. 2 (May, 1916), 65-70.

Cheryl Miller, "History of the Lake" (unpublished draft manuscript),
1983



Admiral Clyde King, and the legendary University of California crew coach Ky Ebright. The express purpose of the new nonprofit corporation: to provide rowing recreation and competition opportunities for the youth and the citizens of Oakland and the East Bay, and to nourish potential Olympic oarsmen and -women.

In a narrow sense, the Lake Merritt Rowing Club's purpose was fulfilled when, in 1980 and 1984, Valerie McClain was named the coxswain for the American women's Olympic crews. Valerie began her rowing career on Lake Merritt as a high school student. Other Olympians have rowed at the LMRC, including 1964 silver medalist Don Sperling, 1980 and 1984 rower Patricia Spratlin, and 1984 and 1988 coxswain Mark Zembsch.

In a broader sense, the Lake Merritt Rowing Club has vindicated its founders' hopes by providing rowing and single-sculling opportunities to thousands of its members over the past twenty-nine years. Frequently, the Lake Merritt Rowing Club has been in the forefront of the sport. In 1962, at a time when few women had the opportunity to row, the Lake Merritt Rowing Club was one of the six founding members of the National Women's Rowing Association. The Club hosted the NWRA National Championship regattas in 1964, 1967 and 1974, and women's rowing continues to be one of the strengths of the Club.

In 1979, when women were barred from major regattas, the Club founded the Bay Area Rowing Festival to provide the highest quality of competition opportunities for collegiate

women. During the years that have passed, women have become an accepted part of the rowing scene, due in part to the efforts of the Lake Merritt Rowing Club.

During the 1960s and into the 1970s the Club hosted school-age crews from most of the Oakland public high schools. These programs went into eclipse as the Oakland Athletic League withdrew its sanction, and school-age youth programs are only now beginning to flourish again. In 1979, the Club began its Summer Youth Rowing program, designed to introduce junior high school Oakland youths to rowing.

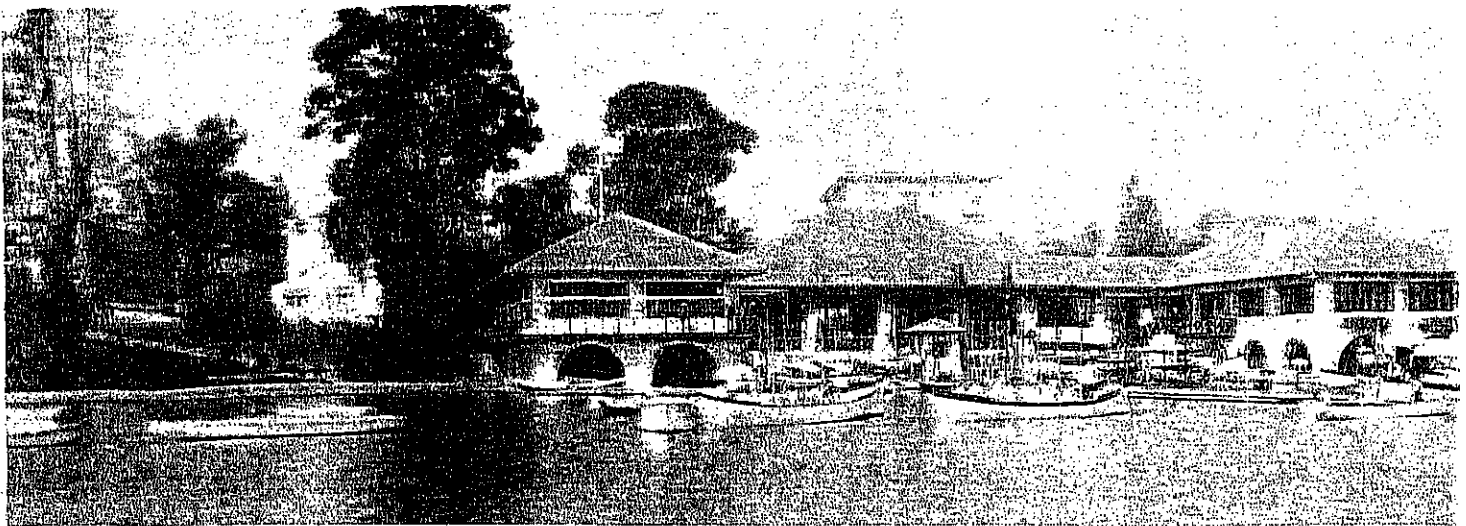
In addition to juniors, the Club's focus today is on "masters" rowing. This trend is nationwide, as more former rowers--and others who have never rowed before--discover they can get their aerobic exercise in the form of rowing.

The Club currently sponsors two major annual regattas. Each April brings hundreds of regional junior and masters crews and single-scullers to the Lake Merritt Sprints. Each autumn brings hundreds of junior, collegiate, masters and recreational crews and scullers to the three-mile Head of the Estuary Regatta at Jack London Waterfront on the Oakland Estuary. In 1989, the Club hosted the United States Rowing Association's Masters National Championship Regatta. The event featured over 800 competitors, ranging in age from 27 to 85, and in the words of American Rowing magazine, the regatta was "gold medal for Oakland."

---Robert Kidd



The
The Second
Annual
Regatta of
April 21,
1917, seen
from the
shore
(compare
page 1):
rowing
attracts
participants
and
spectators
alike.
(Oakland
History
Room)



Foundation of Northern California and prepared by a Community Assistance Team of the American Society of Landscape Architects, Northern California Chapter, recommends that the city study the feasibility of re-establishing the boathouse as a focus of recreational boating on the lake.

--Carolyn Douthat, Alan Dreyfuss

THE LAKE MERRITT ROWING CLUB: A BRIEF, UNOFFICIAL HISTORY

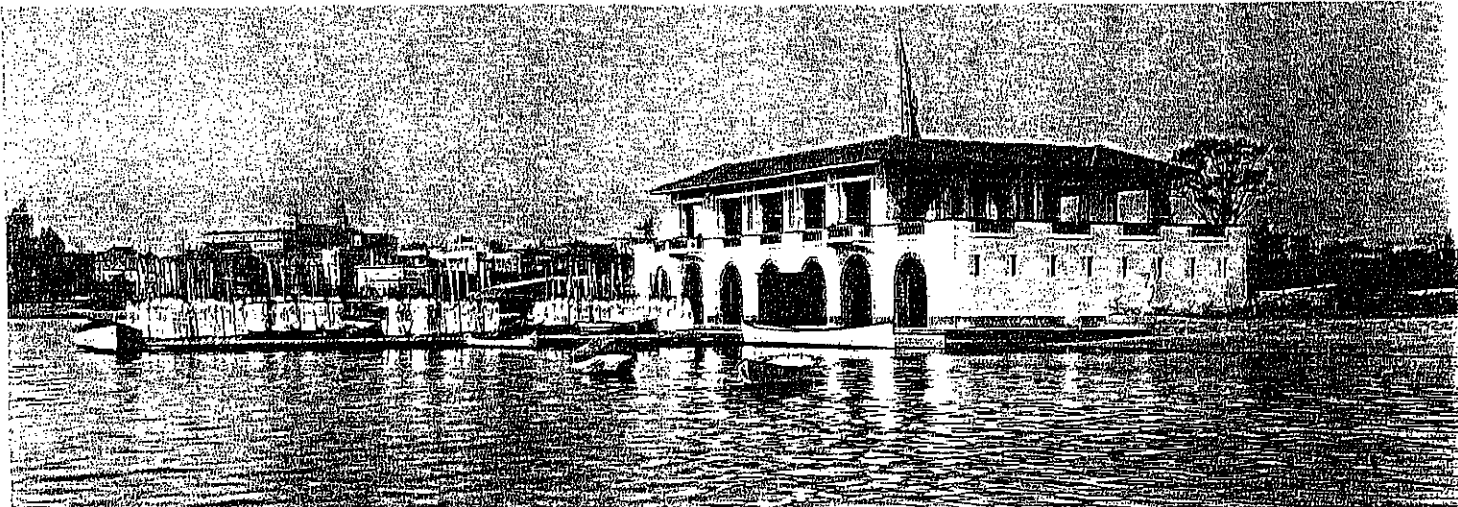
The 1960 Olympic Games in Rome were a catastrophe for the American rowing establishment. For the first time since the beginning of the modern games, the United States did not win the gold medal in the premier Olympic rowing event, the men's eight-oared crew. The West German crew won the gold medal, leaving the Americans to return home asking: how did it happen? How did they do it?

The dual-purpose boathouse and pumping station, seen from the east shortly after completion. (Oakland History Room)

The Americans began copying everything the West Germans did, from the shape of their oar blades to the new style of brief, high-intensity training. On the organizational level, the Americans noted that the West Germans began rowing as children, in hundreds of rowing clubs. Thus, unlike the Americans, who generally were ignorant of rowing until they saw a crew shell during their freshman year in college, West German had many years of experience before they reached their prime competition years.

And so, in 1961, the Lake Merritt Rowing Club was founded, one of many "grass-roots" rowing clubs founded in the wake of the Americans' defeat at Rome. The founding incorporators included World War II hero

Rowing was a popular women's sport early in this century; the Tribune reported in 1915 that over 400 Oakland High girls regularly rowed on the lake. This is the Adams Point Canoe House, now totally remodeled. (Oakland History Room)



RESOLUTION 2005-1
LANDMARKS PRESERVATION ADVISORY BOARD
CITY OF OAKLAND

WHEREAS, a proposal to designate the following property as an Oakland Landmark pursuant to Section 17.144 of the Oakland Planning Code has been considered by the Landmarks Preservation Advisory Board; and

WHEREAS, the Board has reviewed and examined the material pertaining to this property in Case File **LM05-067** and the Oakland Landmark Nomination Application form, a copy of which is attached; and

WHEREAS, the Board has determined that the property meets the landmark designation criteria found at Section 17.07.030P of the Planning Code and the Board's Guidelines for Determination of Landmark Eligibility in that the property:

- is a fine example of the Mediterranean Revival style and was one of the first buildings to establish that style around Lake Merritt;
- was constructed as part of the extensive citywide program of City Beautiful improvements carried out voter-approved bond funding during the administration of Mayor Frank K. Mott, 1905-1915;
- embodied new and improved disaster response technology following the 1906 earthquake and fire;
- with the addition of boathouse wings in 1913 became an unusual multi-use building at the lake, combining recreation and public safety uses;
- was designed and built by eminent firms of the early 20th century, the pumping station designed by John Galen Howard and John Debo Galloway and the boathouse wings added by Walter D. Reed;
- continues to be a prominent and well known architectural feature on the shore of Lake Merritt and to house the Lake Merritt Rowing Club;
- is being rehabilitated and restored with funding from Oakland Trust for Clean Water and Safe Parks, Measure DD, a 2002 bond measure for cultural and recreational facilities throughout Oakland.

And WHEREAS, an Evaluation Sheet for Landmark Eligibility has been prepared for the property in accordance with the Board's Guidelines for Determination of Landmark Eligibility; and

WHEREAS, the Evaluation Sheet shows that the property meets the Guidelines; and

WHEREAS, the Board has reviewed and accepted the Evaluation Sheet, a copy of which is attached; and

WHEREAS, the Board has determined that this property merits Landmark designation, protective regulations, and preservation for the enjoyment of future generations;

Now therefore be it

RESOLVED: That the Landmarks Preservation Advisory Board hereby initiates, under Section 17.144.030D of the Oakland Planning Code, action to establish as a Landmark the following:

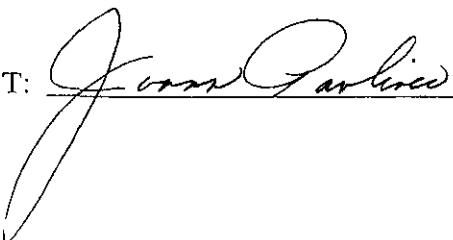
HISTORICAL NAME: Municipal Boathouse – High Pressure Pumping Station #1
COMMON NAME: Municipal Boathouse – former Parks and Recreation Building
ADDRESS: 1520 Lakeside Drive
DATE BUILT: 1909, 1913
ARCHITECT: Howard & Galloway (1909), Walter D. Reed (1913)
ORIGINAL USE: Civic
PRESENT USE: Civic, work in progress
PARCEL NUMBER: 010 0764 001 01 (part)

And be it

FURTHER RESOLVED: That this property shall be preserved generally in all its exterior features as existing on the date hereof or may be modified to restore, replicate, or more closely resemble its original or other historical appearance; and be it

FURTHER RESOLVED: That this action be forwarded to the City Planning Commission for public hearing and consideration;

Approved by the Landmarks Preservation Board,
Oakland, California: February 1, 2005

ATTEST: , Secretary

Title 17 PLANNING**Chapter 17.84 S-7 PRESERVATION COMBINING ZONE REGULATIONS**

17.84.010 Title, purpose, and applicability.

17.84.020 Zones with which the S-7 zone may be combined.

17.84.030 Design review for construction, alteration, demolition, or removal.

17.84.035 Special residential design review for Secondary Units.

17.84.040 Design review criteria for construction or alteration.

17.84.050 Design review criteria for demolition or removal.

17.84.060 Postponement of demolition or removal.

17.84.070 Duty to keep in good repair.

17.84.010 Title, purpose, and applicability.

The provisions of this chapter shall be known as the S-7 preservation combining zone regulations. The S-7 zone is intended to preserve and enhance the cultural, educational, aesthetic, environmental, and economic value of structures, other physical facilities, sites, and areas of special importance due to historical association, basic architectural merit, the embodiment of a style or special type of construction, or other special character, interest, or value, and is typically appropriate to selected older locations in the city. These regulations shall apply in the S-7 zone, and are supplementary to the provisions of Section 17.102.030 and to the other regulations applying in the zones with which the S-7 zone is combined.

(Prior planning code § 6400)

17.84.020 Zones with which the S-7 zone may be combined.

The S-7 zone may be combined with any other zone.

(Prior planning code § 6401)

17.84.030 Design review for construction, alteration, demolition, or removal.

In the S-7 zone no building, Sign, or other facility other than a new Secondary Unit shall be constructed or established, or altered or painted a new color in such a manner as to affect exterior appearance, and no structure or portion thereof shall be demolished or removed, unless such proposal shall have been approved pursuant to the design review procedure in Chapter 17.136 and the applicable provisions of Sections 17.84.040, 17.84.050, and 17.84.060. However, after notice to the Director of City Planning, demolition or removal of a structure or portion thereof shall be permitted without such approval upon a determination by the Inspectional Services Department, the Housing Conservation Division, their respective appeals boards, or the City Council that immediate demolition is necessary to protect the public health or safety, or after expiration of the periods of postponement referred to in Section 17.84.060. Whenever it is proposed that demolition or removal be followed within a reasonable period of time by new construction, review of the new construction shall take place in conjunction with review of the demolition or removal.

(Ord. 12501 § 60, 2003; prior planning code § 6402)

17.84.035 Special residential design review for Secondary Units.

No Secondary Unit shall be constructed or established unless plans for the proposal have been approved pursuant to the special residential design review procedure in Chapter 17.146.
(Ord. 12501 § 61, 2003)

17.84.040 Design review criteria for construction or alteration.

Design review approval for construction, establishment, alteration, or painting of a facility may be granted only upon determination that the proposal conforms to the general design review criteria set forth in the design review procedure in Chapter 17.136 and to both of the following additional design review criteria:

A. That the proposal will not substantially impair the visual, architectural, or historic value of the affected site or facility. Consideration shall be given to design, form, scale, color, materials, texture, lighting, detailing and ornamentation, landscaping, Signs, and any other relevant design element or effect, and, where applicable, the relation of the above to the original design of the affected facility.

B. That the proposed development will not substantially impair the visual, architectural, or historic value of the total setting or character of the surrounding area or of neighboring facilities. Consideration shall be given to integration with, and subordination to, the desired overall character of any such area or grouping of facilities. All design elements or effects specified in subsection A of this section shall be so considered. (Prior planning code § 6403)

17.84.050 Design review criteria for demolition or removal.

Design review approval, pursuant to Section 17.84.030, for demolition or removal of a structure or portion thereof may be granted only upon determination that the proposal conforms to the design review criteria set forth in subsections A and B of this section, or to one or both of the criteria set forth in subsection C of this section:

A. That the affected structure or portion thereof is not considered irreplaceable in terms of its visual, cultural, or educational value to the area or community;

B. That the proposed demolition or removal will not substantially impair the visual, architectural, or historic value of the total setting or character of the surrounding area or of neighboring facilities;

C. If the proposal does not conform to the criteria set forth in subsections A and B of this section:

1. That the structure or portion thereof is in such condition that it is not architecturally feasible to preserve or restore it, or

2. That, considering the economic feasibility of preserving or restoring the structure or portion thereof, and balancing the interest of the public in such preservation or restoration and the interest of the owner of the property in the utilization thereof, approval is required by considerations of equity. (Prior planning code § 6404)

17.84.060 Postponement of demolition or removal.

If an application for approval of demolition or removal of a structure or portion thereof, pursuant to Sections 17.84.030 and 17.84.050, is denied, the issuance of a permit for demolition or removal shall be deferred for a period of one hundred twenty (120) days, said period to commence upon the initial denial by the reviewing officer or body. However, if demolition or removal of the structure or portion thereof has also been postponed pursuant to Section 17.102.060, the initial period of postponement under this section shall be reduced by the length of the period imposed pursuant to Section 17.102.060. During the period of postponement, the Director of City Planning or the City Planning Commission, with the advice and assistance of the Landmarks Preservation Advisory Board, shall explore all means by which, with the agreement of the owner or through eminent domain, the affected structure or portion thereof may be preserved or restored. The reviewing officer or body from whose decision the denial of the application became final may, after holding a public hearing, extend said period for not more than one hundred twenty (120) additional days; provided, however, that the decision to so extend said period shall be made not earlier than ninety (90) days nor later than thirty (30) days prior to the expiration of the initial one hundred twenty (120) day period. Notice of the hearing shall be given by posting notices thereof within three hundred (300) feet of the property involved. Notice of the hearing shall also be given by mail or delivery to the applicant, to all parties who have commented on the initial application, and to other interested parties as deemed appropriate. All such notices shall be given not less than ten days prior to the date set for the hearing. Such extension shall be made only upon evidence that substantial progress has been made toward securing the preservation or restoration of the structure or portion thereof. In the event that the applicant shall have failed to exhaust all appeals under Sections 17.136.080 and 17.136.090 from the denial of the application, the decision to extend said period shall be appealable under the provisions of Sections 17.136.080 and 17.136.090 to those bodies to whom appeal had not been taken from the initial denial of the application. (Ord. 12237 § 4 (part),

2000: prior planning code § 6405)

17.84.070 Duty to keep in good repair.

Except as otherwise authorized under Sections 17.84.030 and 17.84.050, the owner, lessee, or other person in actual charge of each structure in the S-7 zone shall keep in good repair all of the exterior portions thereof, as well as all interior portions the maintenance of which is necessary to prevent deterioration and decay of any exterior portion. (Prior planning code § 6406)

OS, S-1, S-2, S-3 and S-15 zones.

17.102.430 Regulations applying to check cashier and/or check cashing activity.

17.102.010 Title, purpose, and applicability.

The provisions of this chapter and Chapters 17.104 through 17.108 shall be known as the general regulations. The purpose of these provisions is to set forth certain of the regulations which apply throughout the city or in several zones. These regulations shall apply in the zones and situations specified hereinafter.
(Prior planning code § 7000)

17.102.020 Supplemental zoning provisions.

The definitions, special use classification rules, and other provisions set forth in Chapters 17.07, 17.09 and 17.10; the provisions of Section 17.108.130; the nonconforming use regulations in Chapter 17.114; the rezoning, variance, and other provisions set forth in Chapters 17.130 through 17.152; and the provisions of the zoning maps in Chapter 17.154 shall apply throughout the city. The provisions of the performance standards in Chapter 17.120 and the planned unit development regulations in Chapter 17.122 shall apply in the zones and situations specified in said chapters. *The provisions of development control maps are in addition to, or supersede when so specified, the regulations applying in the zones covering the same areas.*
(Prior planning code § 7001)

17.102.030 Special regulations for designated landmarks.

A. Designation. In any zone, the City Council may designate as a landmark any facility, portion thereof, or group of facilities which has special character, interest, or value of any of the types referred to in 17.07.030P. The designating ordinance for each landmark shall include a description of the characteristics of the landmark which justify its designation and a clear description of the particular features that should be preserved. Each ordinance shall also include the location and boundaries of a landmark site, which shall be the lot, or other appropriate immediate setting, containing the landmark. Designation of each landmark and landmark site shall be pursuant to the rezoning and law change procedure in Chapter 17.144.

B. Design Review for Construction, Alteration, Demolition, or Removal. *Within any designated landmark site, no building, sign, or other facility shall be constructed or established, or altered or painted a new color in such a manner as to affect exterior appearance and no structure, portion thereof, or other landmark shall be demolished or removed, unless such proposal shall have been approved pursuant to the design review procedure in Chapter 17.136 and the applicable provisions of this section.* Furthermore, for a publicly owned landmark, the designating ordinance may require such approval of proposed changes in major interior architectural features. However, in any case, after notice to the Director of City Planning, demolition or removal shall be permitted without such approval upon a determination by the Inspectional Services Department, the Housing Conservation Division, their respective appeals boards, or the City Council that immediate demolition is necessary to protect the public health or safety, or after expiration of the periods of postponement referred to in subsection D of this section.

C. Design Review Criteria. Design review approval pursuant to subsection B of this section may be granted only upon determination that the proposal conforms to the general design review criteria set forth in the design review procedure in Chapter 17.136 and to the criteria set forth in subdivisions 1 and 2, or to one or both of the criteria set forth in subdivision 3:

1. That the proposal will not adversely affect the exterior features of the designated landmark nor, when subject to control as specified in the designating ordinance for a publicly owned landmark, its major interior architectural features;
2. That the proposal will not adversely affect the special character, interest, or value of the landmark and its site, as viewed both in themselves and in their setting;
3. If the proposal does not conform to the criteria set forth in subdivisions 1 and 2:
 - a. That the designated landmark or portion thereof is in such condition that it is not architecturally feasible to preserve or restore it, or
 - b. That, considering the economic feasibility of alternatives to the proposal, and balancing the interest of the public in protecting the designated landmark or portion thereof, and the interest of the owner of the landmark site in the utilization thereof, approval is required by considerations of equity.

D. Postponement of Demolition or Removal. If an application for approval of demolition or removal of a facility, pursuant to subsections B and C of this section, is denied, the issuance of a permit for demolition or removal shall be deferred for a period of one hundred twenty (120) days, said period to commence upon the initial denial by the reviewing officer or body. However, if demolition or removal of the facility has also been postponed pursuant to Section 17.102.060, the initial period of postponement under this subsection D shall be reduced by the length of the period imposed pursuant to Section 17.102.060. During the period of postponement, the Director of City Planning or the City Planning Commission, with the advice and assistance of the Landmarks Preservation Advisory Board, shall explore all means by which, with the agreement of the owner or through eminent domain, the affected facility may be preserved or restored. The reviewing officer or body from whose decision the denial of the application became final may, after holding a public hearing, extend said period for not more than one hundred twenty (120) additional days; provided, however, that the decision to so extend said period shall be made not earlier than ninety (90) days nor later than thirty (30) days prior to the expiration of the initial one hundred twenty (120) day period. Notice of the hearing shall be given by posting notices thereof within three hundred (300) feet of the property involved. Notice of the hearing shall also be given by mail or delivery to the applicant, to all parties who have commented on the initial application, and to other interested parties as deemed appropriate. All such notices shall be given not less than ten days prior to the date set for the hearing. Such extension shall be made only upon evidence that substantial progress has been made toward securing the preservation or restoration of the facility. In the event that the applicant shall have failed to exhaust all appeals under Sections 17.136.080 and 17.136.090 from the denial of the application, the decision to extend said period shall be appealable under the provisions of Sections 17.136.080 and 17.136.090 to those bodies to whom appeal had not been taken from the initial denial of the application.

E. Duty to Keep in Good Repair. Except as otherwise authorized under subsections B and C of this section, the owner, lessee, or other person in actual charge of each designated landmark shall keep in good repair all of the exterior portions thereof, all of the interior portions thereof when subject to control as specified in the designating ordinance, and all interior portions thereof the maintenance of which is necessary to prevent deterioration and decay of any exterior portion. (Ord. 12237 § 4 (part), 2000; prior planning code § 7002)

17.102.040 Effect of prior permits.

A. Building and Sign Permits and Development Agreements. Whenever any subsisting building permit or sign permit has been lawfully issued beforehand, or whenever a subsisting development agreement has been approved beforehand under Section 17.102.310 and the development agreement procedure in Chapter 17.138, neither the original adoption of the zoning regulations nor the adoption of any subsequent rezoning or other amendment thereto shall prohibit the construction, other development or change, or use authorized by said permit or agreement. The uses as they result shall be deemed nonconforming uses and subject to the nonconforming use regulations in Chapter 17.114, except to the extent that they are authorized by a subsisting conditional use permit, development agreement, variance, or other special zoning approval.

B. Alcoholic Beverage Control Licenses. On premises for which a valid state of California Alcoholic Beverage Control license had been issued, and which premises had been used in the exercise of the rights and privileges conferred by the license at a time immediately prior to the effective date of the applicable provisions of Section 17.102.210, the premises may hereafter be used in the exercise of the same rights and privileges without requiring a conditional use permit or having to meet the provisions of the aforesaid section. Such use shall be deemed a nonconforming use and subject to the nonconforming use regulations, except as otherwise provided in Sections 17.114.020 and 17.114.030. For the purposes of this subsection, the word "premises" shall mean and include only the actual space within a building devoted to the sale of alcoholic beverages on said effective date. (Prior planning code § 7003)

17.102.050 Revocation of unused prior zoning approvals after one year.

Unless a specific termination date has been prescribed in the granting thereof, all conditional use permits, variances, and other special zoning approvals granted prior to the effective date of the zoning regulations shall become void one year after said effective date unless the privileges granted by such approval have been exercised before the end of such period by the beginning of actual construction or alteration of, or other change in, the authorized facilities or actual commencement of the authorized activities. (Prior planning code § 7004)

17.102.060 Study list--Postponement of demolition.

The issuance of a demolition permit for any structure or portion thereof may be postponed by the Director of City Planning for not to exceed sixty (60) days from the date of application for such permit. The Director may do so upon determination that the structure or portion thereof is on a study list of facilities under serious study by the Landmarks Preservation Advisory Board, the City Planning Commission, or the Director, for possible landmark designation under

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NOTICE & DIGEST

AN ORDINANCE DESIGNATING THE MUNICIPAL BOATHOUSE – PARKS & RECREATION ADMINISTRATION BUILDING (HISTORIC NAME: MUNICIPAL BOATHOUSE – HIGH PRESSURE PUMPING STATION #1) AT 1520 LAKESIDE DRIVE AS A LANDMARK PURSUANT TO SECTION 17.102.030 OF THE OAKLAND PLANNING CODE.

This Ordinance designates the Municipal Boathouse as a City of Oakland Landmark,