

THE ALAMEDA ARCHITECTURAL PRESERVATION SOCIETY



www.alameda-preservation.org

October 2008

Window Restoration

Presented by Buzz Leer and Jeff Bent of Wooden Window

Sunday, October 12, at 7:00 pm

First Presbyterian Church (Corner of Santa Clara Avenue & Chestnut Street)

Parking available behind the church, enter from Santa Clara • Doors open at 6:30 pm • \$5 for non-members

Window Restoration

by Buzz Leer and Jeff Bent
of Wooden Window

Since 1980, Wooden Window has been restoring and manufacturing custom wooden windows for residences and commercial buildings throughout California. During this time, Wooden Window has developed a vast knowledge of window crafting while restoring windows in buildings designed by notable architects such as Julia Morgan, Bernard Maybeck, John Hudson Thomas and Willis Polk.

On Sunday, October 12, Buzz Leer and Jeff Bent of Wooden Window will present to AAPS some of their experiences working on historical renovation projects small and large. For example, projects involving single windows will be discussed; and so will be the Historic Old Administration Building at Fresno City College, a project in which Wooden Window is restoring or replacing more than 100 doors and 600 windows.

Wooden Window's Restoration vs. Replacement Considerations

With over 100,000 beautiful windows installed in homes and public buildings around the Bay Area, Wooden Window



Wooden Window President Bill Essert inspects one of the historic windows that will be restored as part of the Historic Old Administration Building at Fresno City College.

thrives on the fact that windows are essential to the architectural integrity of any home or building. Through the life of a building, a variety of replacement options are available. For wooden windows, restoration is typically the optimal choice over replacement. Restoration provides a building with at least four benefits:

- The restoration of wooden windows is necessary to maintain the status of the building as a historic structure.

- Wooden windows look and feel better than those made of alternative materials.
- Often, without significant difficulty and/or cost, windows can be repaired and interior trim can be reused.
- By matching custom window details – such as materials, sizes, profiles, hardware and operation, replacement can be indistinguishable from “original” windows.

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Window Restoration

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In its 20,000 sq. ft. facility located in Oakland, California, Wooden Window deploys the latest in manufacturing technology – including a robot nicknamed Betsy – coupled with a team of experienced craftsmen to restore, rehabilitate and replace windows one at a time, or on a massive scale.

Restoration and Rehabilitation

Wooden Window follows the premise that window restoration begins with a close examination/evaluation of the window(s). When examining a window, the functionality and the condition of each sash, jamb and other component are considered. Sometimes, simple adjustments to a window will restore its appearance and functionality. Other times, rehabilitation of a window may be necessary. Depending upon the window's condition, a rehabilitation effort might involve a number procedures, including: finish stripping, finish sanding, epoxy filler, rot removal, reglazing, prime or two-part epoxy clear coat, and/or replacement of rails, stiles and muntins.

Bring your inquiries, ideas, and/or window restoration dreams to the presentation by two of Wooden Window's experts:

Buzz Leer, Designer / Project Manager – You may know him from television, where he was the host of House Detective for five seasons. Buzz started his professional life as a contractor and is continuously involved with home renovation projects—his own and for his customers.

Jeff Bent, Account Manager for Commercial Projects – Jeff brings two decades of restoration industry experience, so he knows his way around an architectural drawing and Wooden Window's workshop floor. In San Francisco, he was the project lead on a number of substantial renovation projects in San Francisco, including: 51 New Montgomery, Stuart Hall and the Supreme Court Building. Elsewhere in California, Jeff led the renovation of the tower and dome of the Placer County Court House as well as the Historic Old Administration Building at Fresno City College.



At risk hangars and the Seaplane Lagoon at Alameda Point

SunCal's Alameda Point Redevelopment Plan Proposes to Amend Measure A

By Elizabeth Krase

SunCal, the master developer selected by the City last year to develop the former Alameda Naval Air Station, has further evolved their plans since last December's community meeting. SunCal has retained Peter Calthorpe, the urban planner known for his "New Urbanism" designs, to plan the development.

On August 7, 2008, a community meeting was held at the USS Hornet so that SunCal could present the latest development alternatives and gather public input. **Thanks to all the AAPS members who responded to the postcard alert and came to speak in favor of historic preservation of the former Naval Air Station's historic buildings.** Preservation advocates had a strong presence. Thirteen of the 20 tables expressed a preference for preservation of more historic buildings at the former base.

At last December's meeting two alternatives were presented, one of which was Measure A compliant. However, at the August 7 meeting, SunCal presented two new alternatives, neither Measure A compliant. Based on a new study that indicates that a sea level rise of 18" could occur in the future, more of the historic district's 86 contributing buildings are threatened. Both of the August 7 alternatives would result in a historic district that is roughly half the size of the current historic district.

On September 19, SunCal submitted a Concept Plan to the City with extensive documentation which AAPS is now reviewing. The September 19 plan is available at www.alameda-point.com/APDocs.html and indicates that 39 historic buildings potentially could be preserved and adaptively reused, including the significant administrative buildings facing the main quad, the BOQ (Bachelor Officers Quarters), the WAVES barracks, potentially the Big Whites, Hangars 20 through 24, and one of the seaplane hangars (Building 39). However, buildings slated for removal would include the remaining four seaplane hangars, the shops buildings, the power station, the NCO (Noncommissioned Officers) houses, the Air Traffic Control Tower, and Building 77 (the former NAS Air Terminal, now the home of the NAS Museum). SunCal proposes making the historic district much smaller, focusing on individual significant buildings rather than retaining the district.

The September 19 plan is not compliant with Measure A. It would construct 4,210 housing units at Alameda Point, and buildings heights would be up to four stories. SunCal suggests that with a density of 2000 additional units, other "green" goals could be achieved, such as a sustainable infrastructure, renewable energy sources, wetlands restoration, more open space, lower household energy

SunCal's Alameda Point

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use, fewer greenhouse gas emissions, and fewer miles per household traveled.

Higher density would also allow for the construction of a solar power farm in the point's "northwest territory".

Various transit strategies would be used, depending on the density of housing and commercial uses. These include Bus Rapid Transit (BRT) to serve Alameda Point residents and to speed bus traffic through the Posey Tube, and potentially a Personal Rapid Transit system (PRT) that would be, in essence, a miniature monorail that could take passengers in small pods across the estuary to link with BART in downtown Oakland. The first such system in the world is in construction at London's Heathrow Airport, but such a system may not be realistic for Alameda. In addition, it is unclear who would pay for such a system

if it were expanded to serve the rest of Alameda; the cost is estimated at \$12 million per mile.

The City will present the September 19 Plan to various boards and commissions during the coming months to gather input. The Historical Advisory Board will review the plan on October 2; a joint meeting of the City Council (sitting as the ARRA Board) and the Transportation Commission will take place on October 22; and the Planning Board on October 27. November 5 is a key date, as the ARRA Board will hold a public hearing on the plan.

The City would normally initiate an Environmental Impact Report (EIR) process in November, which would last about 18 months. However, the EIR process is in flux because SunCal is planning to bring a measure to next June's ballot to exempt Alameda Point from Measure A. According to the City's planning staff, there are

two scenarios: if the City places a measure to exempt Alameda Point from Measure A on the ballot and the measure passes, the plan would be subject to the California Environmental Quality Act (CEQA), and an EIR would be required. CEQA would require analysis of the impacts to historic properties, and it affords a measure of protection to historic properties. However, if a citizen-sponsored initiative to exempt Alameda Point from Measure A passes, SunCal and the City would probably not have to conduct an EIR at least on the Measure A exemption. If a citizen-sponsored initiative was for SunCal's entire project, voter approval of the initiative might mean that the project itself would be exempt from EIR requirements. The actual determination of a ballot initiative's CEQA status would be by the City's legal staff. It is unknown what will happen if a Measure A exemption does not pass.

Call for Nominations 2009 AAPS Board of Directors

AAPS is in the process of electing its 2009 Board. Please let us know if you have time, interest and motivation to serve AAPS in a board capacity. Our goal is to continue to increase awareness, understanding, available resources and support of architectural preservation throughout Alameda.

Please contact Nancy Hird at 523-0825 with your nominee, personal or a referral, or if you have questions, by November 10. We have an excellent Board, but are interested in adding new members to further enhance and benefit AAPS preservation interests throughout the community we serve.

AAPS Board Members 2008

President	Christopher Buckley	523.0411
1st Vice President	Jeannie Graham	769.9287
2nd Vice President	Valerie Turpen	522.3734
Treasurer	Bob Risley	864.1103
Corresponding Secretary	Holly Sellers	521.2299
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Member at Large	Rachel Bennett	748.9470
Advisor to the Board	Nancy Hird	523.0825

For more information, please contact:

*Alameda Architectural Preservation Society, P.O. Box 1677
Alameda, CA 94501 986.9232 www.alameda-preservation.org*

AAPS IT Volunteer Needed!

AAPS is preparing to fund an exciting project that will provide our members and the greater Alameda community with better access to historical records of houses via a user-friendly database. We are currently working with a researcher to gather the information, but we want to ensure that we set up the database correctly "technically".

Therefore, we are seeking IT professional assistance—those with experience in database design and implementation.

If you have this type of experience and wish to assist with this database project, please contact Nancy Hird at 510-523-0825 or nancy@alamedanet.net.

AAPS Newsletter Editor

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In this issue Window Restoration Presentation and SunCal's Alameda Point Redevelopment Plan

AAPS Membership Coupon

If you would like to join the AAPS or renew your membership, please send this portion back with your payment. Membership Chairperson Nancy Hird at 523.0825

Name: _____

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Check your Membership category:

- Family \$30 Partner \$100
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P.O. Box 1677, Alameda, CA 94501



AAPS SCHEDULE of EVENTS for 2008/09

October 12, 2008
Window Restoration by Wooden Window

December TBD, 2008
AAPS Members' Christmas Party

January 25, 2009
Epoxies by Smith and Co.

April 19, 2009
A Home in Alameda by Woody Minor

October 18, 2009
History of the Alameda Naval Air Station
by Dick Rutter

