

- Concrete surface.
- Flat roof.
- Quoin-like elements at corners and wall panels separating windows.
- Sweeping curved concrete surface at entrance.

### 3.5. Character-Defining Elements of Building 17.

Building 17 is one of the most dramatic structures within the historic district, nearly rivaling the Buildings 2, 3, and 4 complex for sheer size and structural complexity. Building 17, however, is a far different building architecturally, being the most frankly modern building in the historic district and containing virtually no neo-classical elements. Building 17 is also of interest for its lack of Streamline Moderne features. While it has some stacked vertical elements, it has no horizontal bands and very few curved elements, commonly found elsewhere in the historic district. The character of the building is defined by its rather austere modernity, mostly intact and unmodified. These character-defining elements include:

- “Stacked” concrete vertical elements at end of eastern and western wings.
- “Stacked” windows and concrete balconies at northern entry.
- “Stacked” glass block windows at sides of northern entry.
- Sympathetic two-over-two, double-hung aluminum windows.
- Some original five-light doors.
- Concrete canopy over rear loading dock; this is shown in **Photograph 32**.
- Curved concrete entry on north facade.

### 3.6. Character-Defining Elements of Building 18.

Building 18 functions as two buildings -- the theater and the post office -- and includes two structural elements that are very different from each other. There is also a wood frame with stucco postal sorting area at the end of the post office; this appears to represent an early addition to the building, likely built during World War II. The only notable modification to the building was the installation of a metal screen at the front of the theater building, covering a characteristic set of stacked windows. Among the character-defining elements of this building are:

- Smooth concrete surface.
- Tall-two-story theater wing and low-slung post office wing.
- “Stacked” vertical element in theater wing (see Photograph 25).
- Arcade, including oval concrete columns, in post office wing (shown in Photograph 18).
- Original two-over-two wooden double-hung sash in mail sorting area of post office.
- Generally sympathetic aluminum two-over-two double-hung windows elsewhere.
- Characteristic curved entry to post office area.
- Characteristic concrete canopy at rear loading dock.



**Photograph 32.** Concrete canopy over loading dock of Building 17.

### 3.7. Character-Defining Elements of Building 30 and 31.

Buildings 30 and 31 were literally “gateway” buildings for the NAS Alameda and, for this reason, were given a degree of attention not commonly found in utilitarian buildings of this sort. The two buildings, along with the original gate posts to the east, were clearly designed as a group and are consistent with the design theme for the historic district. Building 30 is shown in **Photograph 33**. Among the character-defining elements are:

- Smooth concrete surface.
- Flat roofs with broad, sweeping concrete canopies.
- Characteristic oval columns, supporting the broad canopy.
- Sympathetic aluminum two-over-two double-hung sash.
- Cast stone eagle and flag figure on Building 30.

### 3.8. Character-Defining Elements of Building 60.

Building 60 -- the Officers’ Club -- is the most heavily modified building within the historic district. The building offers strong evidence of the impact of replacement of the impermanent parts of a building, chiefly its windows and doors. While the basic form of this handsome building remains, the loss of the original windows and doors diminishes its architectural and historical importance. It now has a frankly modern overall appearance, owing to the replacement of the “soft” elements. Key character-defining elements include:

- Rounded main room at the facade, shown in **Photograph 34**.
- A few remnant original windows, including stacked windows in the rear patio area and to one side of the facade.

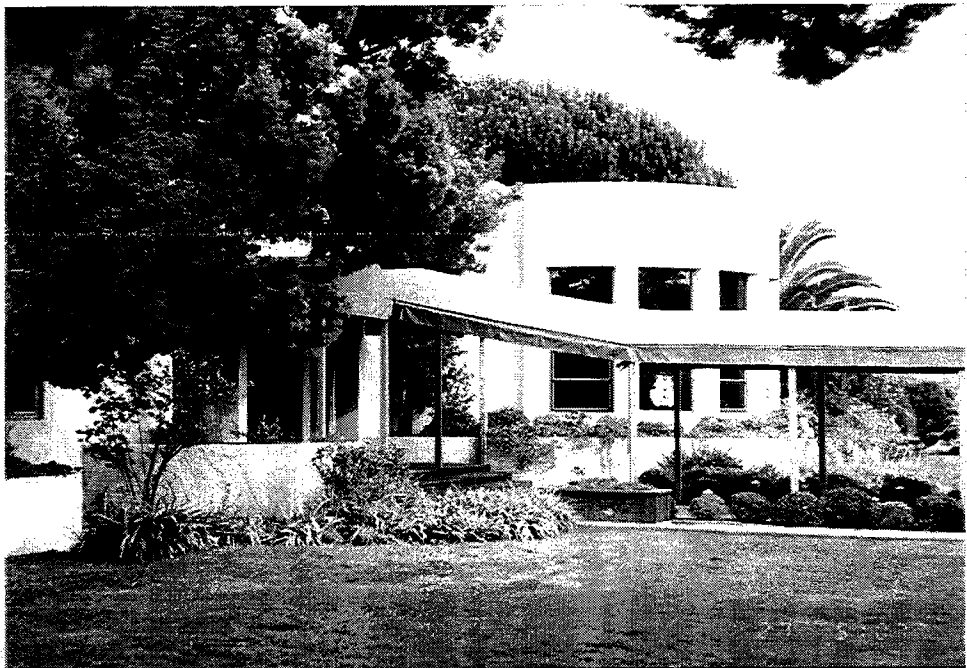
### 3.9. Character-Defining Elements of Building 94.

Building 94, the Chapel for NAS Alameda, was built during the middle of World War II, when concrete was scarce. Although a highly prominent building, it was built of wood, with a flush horizontal board siding, probably with a shiplap joint. This wooden siding appears to be in excellent condition. It was also fitted with a series of hipped roofs, also unique within the Administrative Core and within the historic district generally, except for the quarters, which also have hip roofs. Among the key character-defining elements for this building are:

- Board siding.
- Original double-hung, two-over-two windows on the north wall.
- Art glass windows in the chapel area.
- Stacked openings in the belfry.



**Photograph 33.** Gate House, Building 30.



**Photograph 34.** Rounded concrete room, Building 60.



## 4. HANGARS AREA

### 4.1. Architectural Vocabulary of Buildings in the Hangars Area

The Hangars Area is of obvious historical importance to the NAS Alameda, which operated as an air station for more than half a century. The hangars are also among the most imposing structures within the historic district, with each building looming large and the rows of hangars creating dramatic vistas. **Photograph 35** shows the vista created by Buildings 77, 39, 40, and 41. **Photograph 36** shows the equally dramatic vista from the hangars to San Francisco Bay. The Hangars Area includes Buildings 20, 21, 22, 23, 39, 40, 41, and 77. The area exists on two sides of the historic district, facing First Street to the east and Avenue F to the north.

Although it is the most imposing area from the structural standpoint, it is a much less complex area from the design review standpoint because the buildings are nearly all the same. The seven hangars -- Buildings 20, 21, 22, 23, 39, 40, and 41 -- are essentially identical. Building 77, the passenger terminal is unique.

### 4.2. Surface Materials, Basic Building Forms

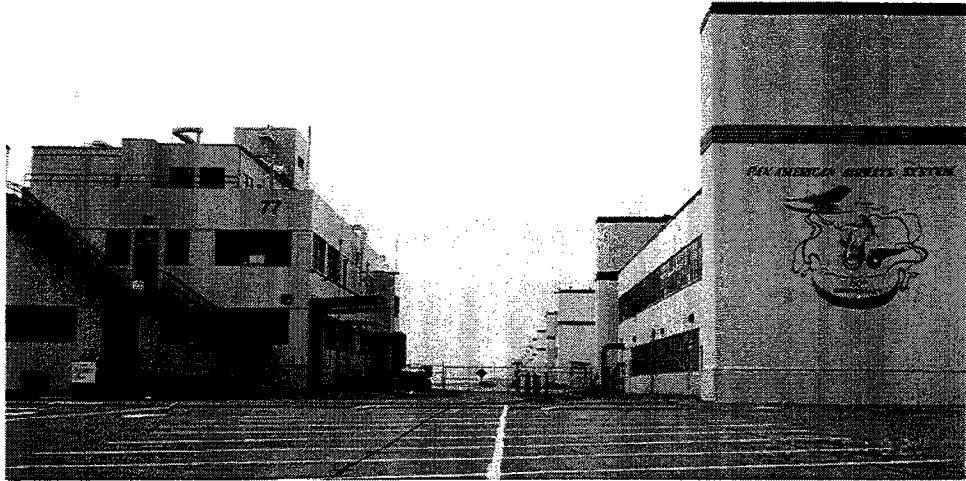
The seven hangars are large, steel framed buildings, surfaced in thick stucco with tall concrete foundations, or bulkheads. At the two ends of each building, the “walls” are taken up almost entirely by the hangar doors, along with the pockets for those doors at either side. These large pockets are like pylons in their sculptural form. On the side elevations, the door pocket pylons flank a two-story band of office and shop space. The hangar buildings include shed-roofed light monitors on the rooftop. The basic shape of the end wall is shown in Photograph 34; the shape of the side office wing is shown in **Photograph 37**.

Although massive, the seven hangars are rather simple buildings, from the structural as well as the architectural standpoint. In terms of the basic structure, the character-defining elements include:

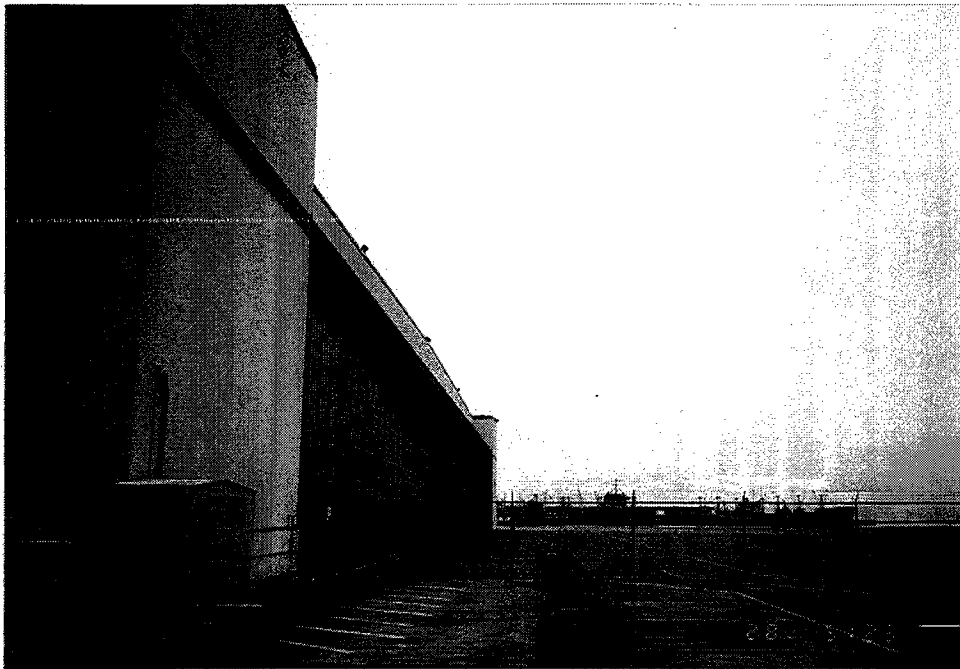
- Smooth stucco surface above a tall concrete bulkhead.
- Prominent pylon-like door pockets, integrated into the structure (these door pockets are often freestanding).
- Rooftop monitors.
- Grand interior hangar spaces with office wings to either side.

The design review considerations for the basic form of the hangars include the following:

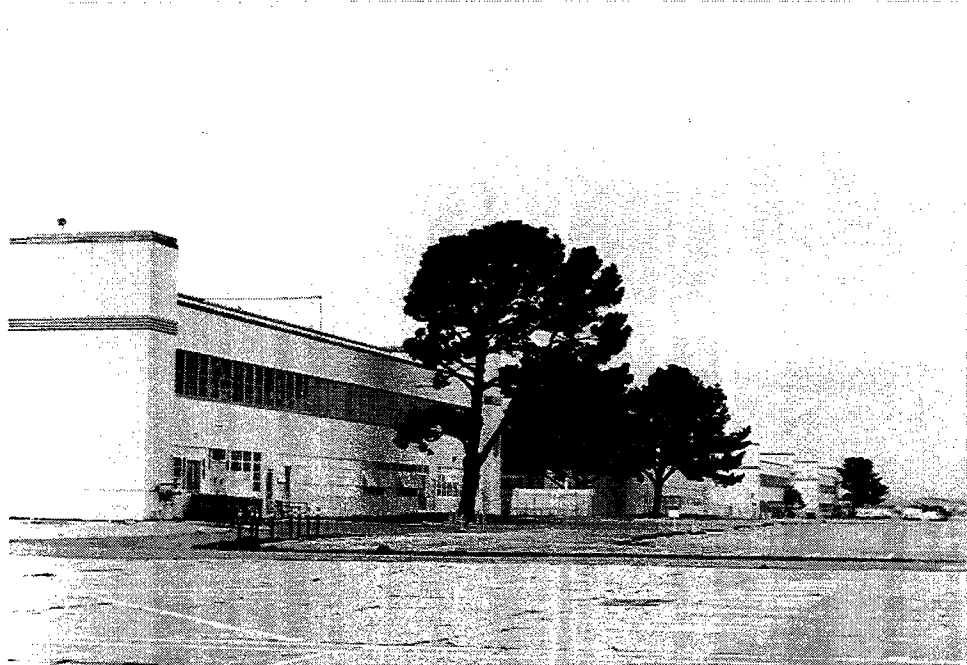
- Respecting the exterior appearance while providing maximum flexibility in the re-use of the hangar spaces. It is nearly inevitable that the huge hangar spaces will need to be subdivided for re-use. In terms of the visual contribution of these buildings, the subdivision of those interior spaces should have little or no effect on the historic district as a whole.
- Respect for the exterior appearance includes discouraging construction of additions.



**Photograph 35.** Streetscape of hangars -- Buildings 77, 39, 40, and 41.



**Photograph 36.** View from Building 40 (hangar) toward San Francisco Bay.



**Photograph 37.** Side office wings of Buildings 21-23.



Building 77 is in the Hangars Area but is a much different building type. Because it was a gateway building -- a building frequented by the visiting public -- Building 77 was treated architecturally as if it were part of the Administrative Core. The front of the building -- the elevation meant for public enjoyment -- faces the taxiway. At this elevation, Building 77 is a very Moderne structure, with curved surfaces leading to the central entry, as shown in **Photograph 38**. The entry includes a wide concrete stairway. The rear (north elevation) of the building faces the Shops Area and is much more utilitarian in design. The rear and side elevations are shown in **Photograph 39**.

Character-defining elements of Building 77 include:

- Smooth concrete surface.
- curving entry composition.
- Wide ceremonial entry stairs.

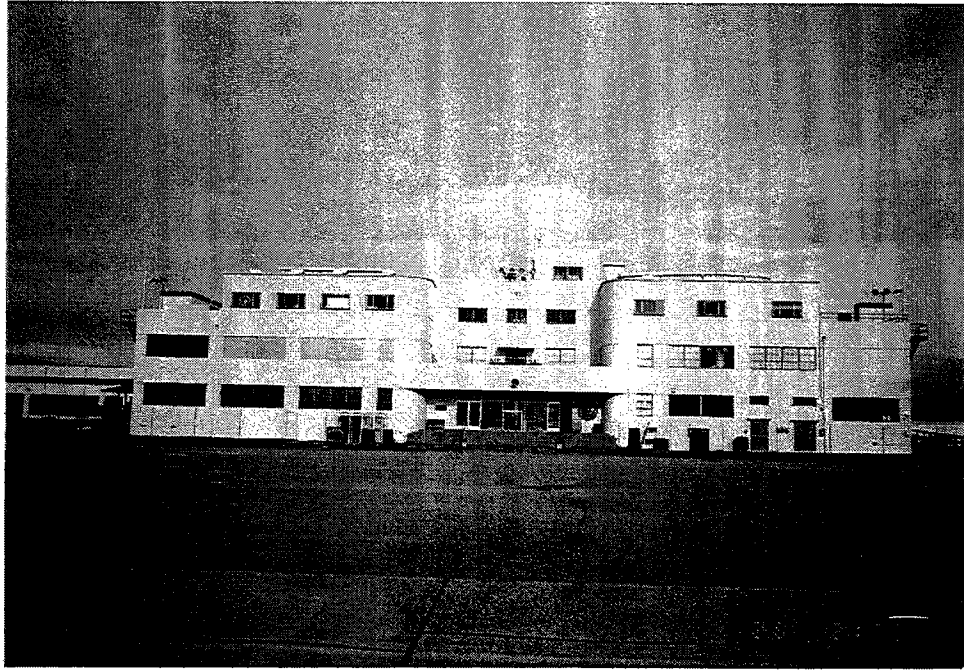
As discussed in the introduction, Building 77 was modified to include third story wings and single-pane, picture windows at the facade. This type of addition and window modification is instructive with respect to the types of modifications that should be discouraged under the design review process. The addition, one of few in the historic district, matches the curvature of the original but introduces a new material (plywood) which is not consistent with the reinforced concrete design of this building and of the historic district generally.

#### **4.3. Windows and Doors**

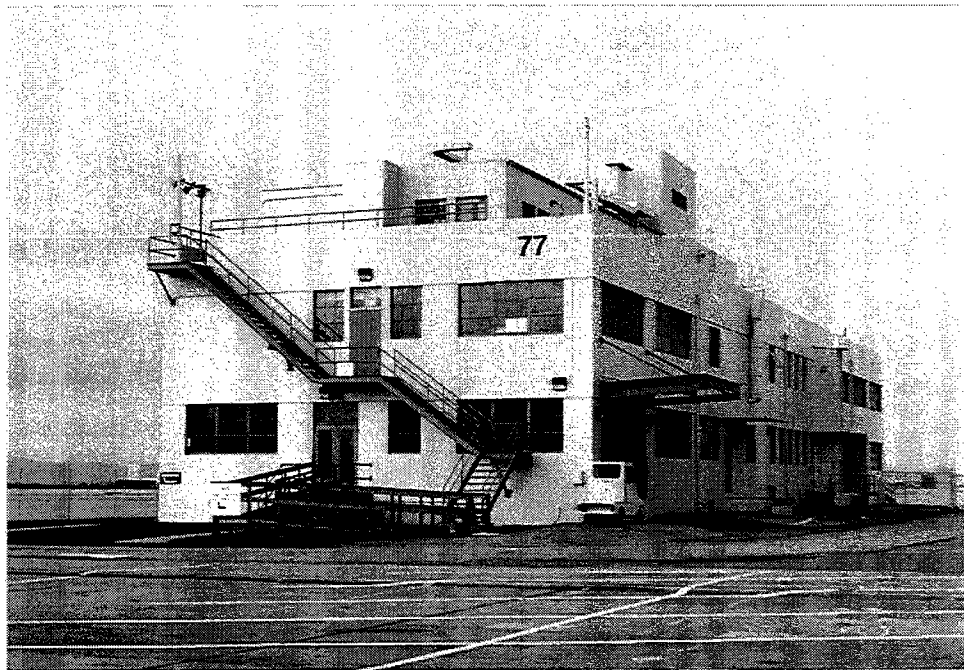
The key doors at the hangars are the massive hangar doors at either end. These doors, typical of aircraft repair hangar doors from the period, appear to be entirely original and also operational. These doors should be regarded as the most important elements of the seven hangars and largely irreplaceable.

Smaller windows and doors are found on the side office wings, behind the hangar door pockets. The two-story office wings include two wide bands of steel industrial sash. The steel industrial sash generally includes 16 panes in each panel, four of which open in an awning manner. In nearly all cases, the original steel industrial sash appear to be in place and operational. **Photograph 40** shows the steel industrial sash on the second story of the east side of Building 20. Building 20 is currently in use. It will be observed that many of the windows shown in that photograph have been opened, indicating the windows are operable. Retaining operational windows is a key consideration in maintaining historic buildings in an area with the climate of Alameda Island, in which windows may be opened virtually year around.

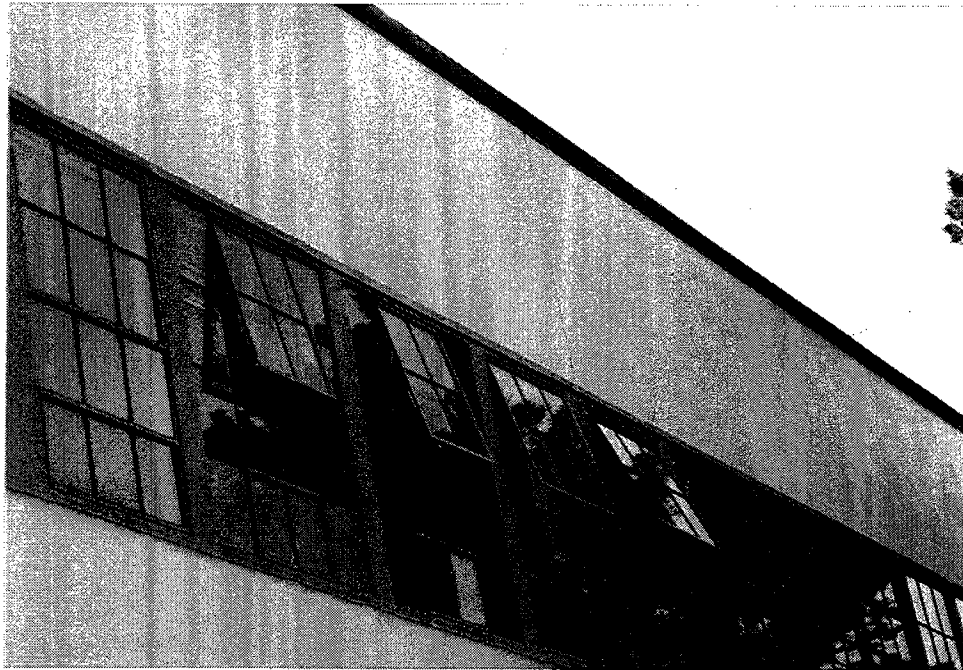
The side office wings of the hangars also include many original steel personnel doors, two of which are illustrated in **Photograph 41**. The original steel doors included steel transoms. In



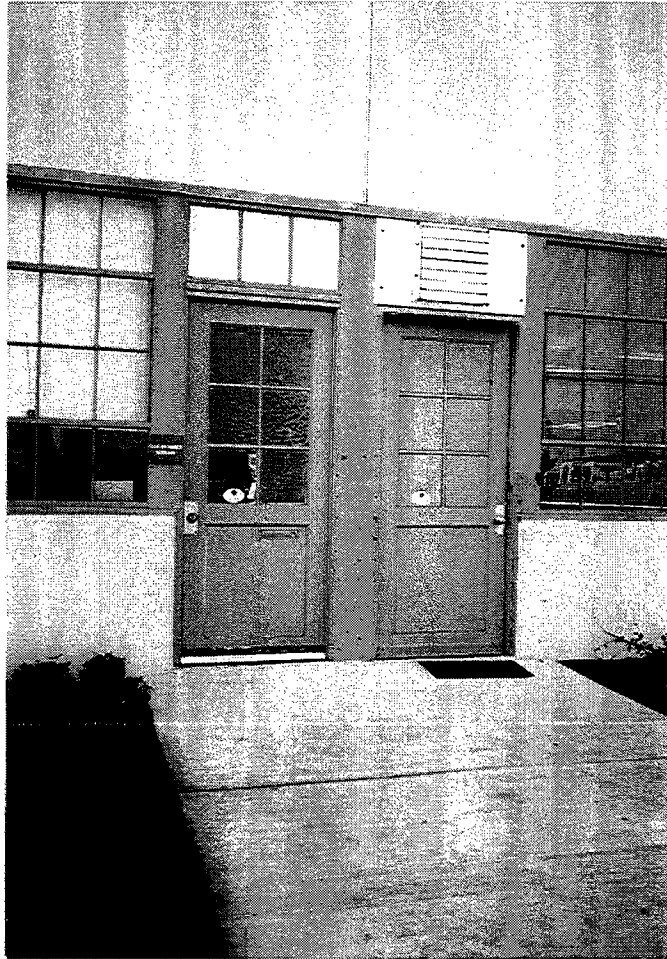
**Photograph 38.** Runway (south) elevation of Building 77.



**Photograph 39.** Rear and side elevations of Building 77.



**Photograph 40.** Building 20, showing steel industrial sash with awning openings, typical of hangars.



**Photograph 41.** Typical steel personnel door, hangars.

many instances, these transoms have been blocked off or otherwise modified, as shown in this photograph. While minor in relation to the scale of the building, this type of modification should be discouraged during the design review process.

Building 77, although a much different type of building, includes windows and doors that are typical of the Hangars Area, including awning-type steel industrial sash. These windows are set in elegant bands at the facade, as shown in Photographs 1 and 36. Building 77 also includes steel personnel doors, similar to those used in the hangars. The windows at the facade of this building have been modified, as discussed.

The character-defining windows and doors in the Hangar Area include:

- Immense glazed segmental hangar doors.
- Steel industrial sash with awning-type openings.
- Steel personnel doors with transoms.

Design review considerations for these windows and doors include:

- The hangar doors should be regarded as irreplaceable. These should be repaired rather than replaced.
- The hangar doors should be retained, even if they must be fixed in place.
- The steel industrial sash is very difficult to replace because few companies still manufacture it. Barring emergencies, this very durable window material should be repaired rather than replaced.
- If it must be replaced, this sash should be replaced in kind. The complex window patterns and industrial appearance cannot be replicated with fixed “picture window” type sash. The clumsy effect of this type of window can be seen in Photograph 1.

The good news from a design review standpoint is that it is demonstrably possible for the hangar buildings to be re-used without damage to the character-defining windows and doors. Building 20 was being re-used at the time this report was prepared. The side windows and doors were being used as intended, as were the hangar doors, which provide convenient access to industrial areas. The “soft” elements of these buildings are apparently quite durable and have been maintained well. The office windows, for example, all appear to be operational and are being used.

#### **4.4. Features and Elements**

The character of the buildings in the Hangars Area is defined by the strictly utilitarian approach to their design. There are few features or elements that were added to these buildings strictly for the sake of architectural embellishment. The buildings were built for heavy use and are largely devoid of applied decorative elements.

Nonetheless, some of the utilitarian elements of the buildings are noteworthy. A surprising aspect of the buildings was the extensive use of copper flashing. This copper, now aged to its

natural green patina, exists on the pent roof over the hangar doors and on the parapet of the door pockets and on the sides of the office wings. This copper is almost completely intact. In a few instances, however, the copper roofing over the hangar doors has been replaced or covered with a composition shingle roofing material, which detracts from the appearance of the building. This is true, for example, with the pent roof over the hangar doors of Building 41.

In addition, the hangar buildings include a decorative band on the door pockets and across the face of the hangar door ends, defining the bottom of the pent roof over the hangar doors.

In summary, the character -defining features and elements are few but include:

- Copper flashing and roofing.
- Decorative band at the fascia of hangar door pockets and above hangar doors.

Design review considerations are relatively few as well:

- The copper flashing is a very durable material and expensive to replace. It should be repaired rather than replaced, unless shown to be beyond repair. If replaced, it should be in copper in the geometry of the original.



## 5. SHOPS AREA

### 5.1. Architectural Vocabulary of the Shops Area

The Shops Area was given the least attention of all areas of the original NAS Alameda, at least with respect to its architectural detail. The Shops Area buildings were tucked away from view, behind the Administrative Core, and had little public use or visibility. The shops, in short, were designed strictly for function rather than appearance. Nonetheless, the shops buildings do share some architectural features and elements with other parts of the base, including the hangars and the Administrative Core. The Shops Area includes Buildings 6, 8, 9, 42, 43, 44, 91, 92, 101, 102, and 114. The Shops Area is bounded on the west by First Street, on the east by Fifth Street, on the south by Avenue F, and on the north by Avenue C.

A first measure of the strictly functional nature of the Shops Area is the fact there is no uniformity of design there. There are various building types in the Shops Area. These may be roughly divided into the wooden buildings, the concrete buildings, and the steel framed buildings. The concrete shops buildings are 6, 8, 42, 43, and 44. The wooden buildings are 91, 92, and 101, 102 and 114. The final shops building is Building 9, which is a steel framed and stucco-sided building that is structurally and visually similar to the hangars.

### 5.2. Surface Materials, Basic Building Forms

The Shops Area buildings are not uniform in terms of basic structural elements and must be assessed as groups of buildings.

One group comprises Buildings 91 and 92. These are wood framed shops buildings, of a type built by the Navy at many locations during World War II. The form is defined by two large shed roofed shop wings with a shallow gable-roofed light monitor at the center; this form is shown in **Photograph 42**. The buildings are sided in a horizontal board, called “drop siding”; the manner in which these board are joined is shown in **Photograph 43**. Building 102, a small building near Buildings 42, 43, and 44, is also sided in drop siding.

Buildings 101 and 114 are flat-roofed, wood-frame warehouses with office wings, located in the Shops Area near the center of the historic district, south and east of Building 1. At Building 101, the office and warehouse spaces are quite different in appearance. The building is U-shaped, with the office wing at the west enclosure of the U. Both the office and warehouse wings are sided in flush horizontal boards with shiplap joints, similar to the siding used on the Chapel (Building 94). An early addition was built on the north side of the building; it was sided in wooden drop-siding, rather than the flush board used elsewhere. The south side of the office wing was recently re-sided with a vinyl siding, in the shape of drop siding. The building is shown in **Photograph 44**; **Photograph 45** is a detailed view of the vinyl siding on the office wing.

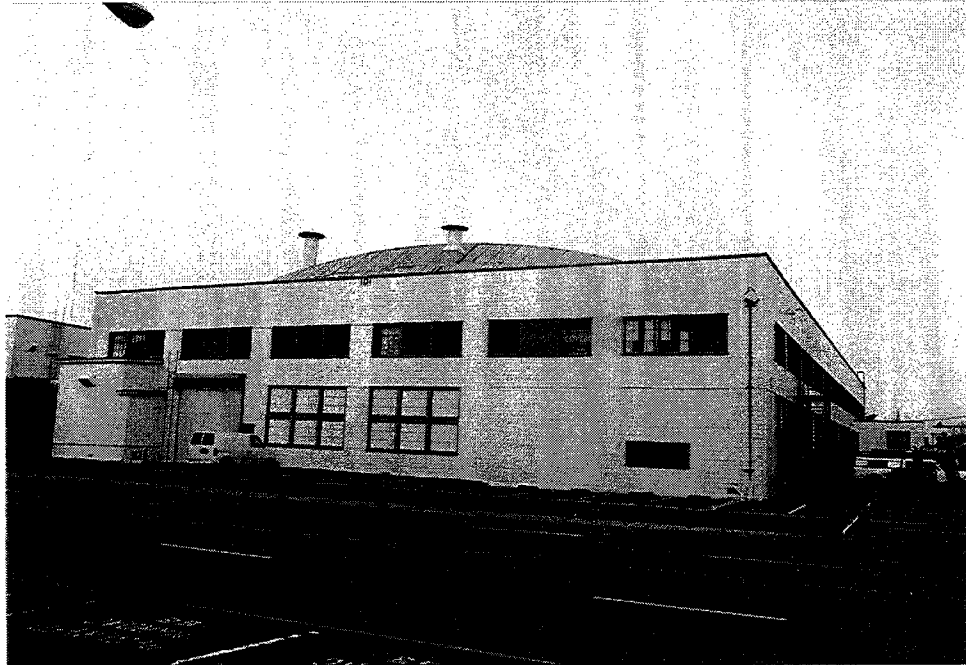




**Photograph 42.** East sides of Buildings 91 and 92, wood frame warehouses.



**Photograph 43.** Drop siding on Building 91.



**Photograph 44.** General view of Building 101.



**Photograph 45.** New vinyl siding on office wing of Building 101.

Building 114 is similar to Building 101 in that it is a flat-roofed, wood frame and wooden sided warehouse building with an attached office wing. Building 114, however, is sided in a v-groove wooden board, not found elsewhere within the historic district. There appear to be no major alterations to Building 114; it is shown in **Photograph 46**.

A discrete group of buildings in the Shops Area are three concrete shops at the western edge of the area; these are Buildings 42, 43, 44. These small buildings are shown in **Photograph 47**. These are flat-roofed, reinforced concrete buildings. These buildings include relatively few windows and doors. Although similar, the buildings are not identical. Building 43 includes a flat-roofed light monitor.

Buildings 6, 8, and 9 are unique among the Shops Area buildings. Building 6 is a concrete fire station building, located within the Shops Area. It was not a shop functionally and was designed in a manner more consistent with the Administrative Core than with the remainder of the Shops Area. It is finished in smooth concrete. It is a C-shaped building with a two-story facade and two wings of vehicle bays. The basic form of the building is shown in **Photograph 48**.

Building 8 is a huge two-story reinforced concrete warehouse, built during the pre-war period of construction at the station, when high-quality, permanent construction was still being emphasized. Like the fire station, Building 8 shares many structural elements with buildings in the Administrative Core, including its flat roof, smooth concrete finish, and horizontal emphasis. **Photograph 49** shows one side of this massive building.

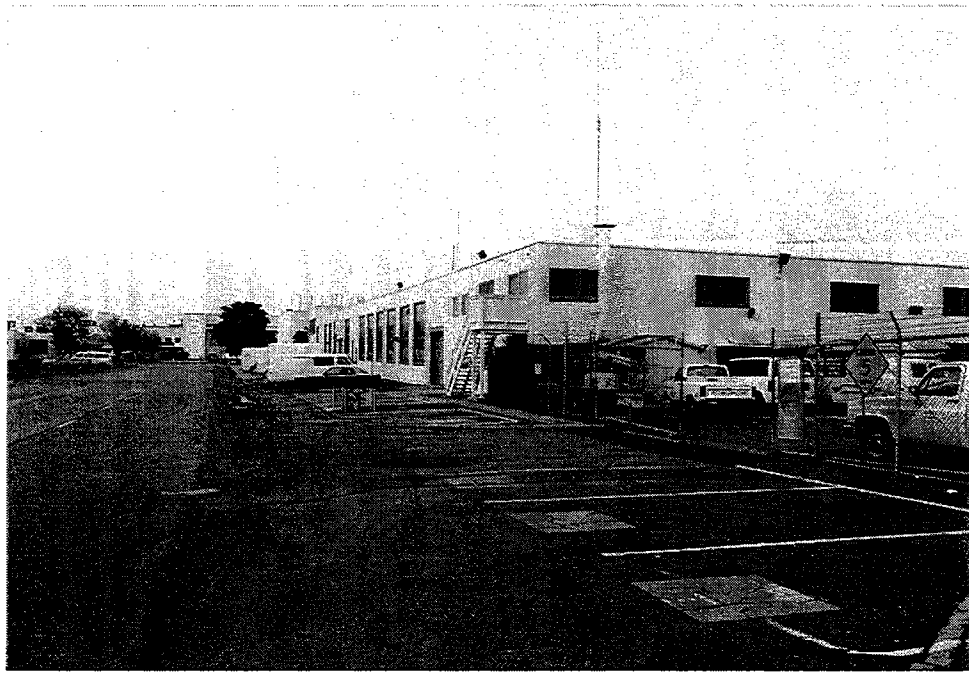
Building 9 is a very tall storage building adjacent to the Hangars Area, and it is structurally more similar to the hangars than to the remainder of the Shops Area buildings. Like the hangars, it is a steel-framed building with a tall concrete bulkhead and thick stucco walls. **Photograph 50** offers a general view of this hangar-like building.

The character-defining elements of the Shops Area buildings include:

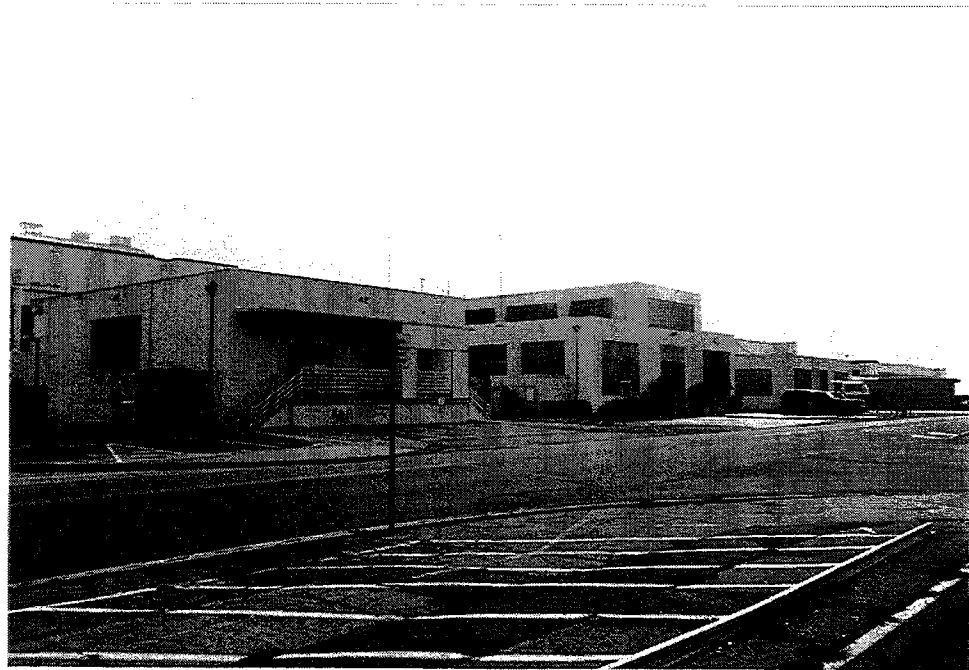
- Drop siding, v-groove siding, and flush wooden board siding on wood frame buildings.
- Smooth reinforced concrete surface on Buildings 6, 8, 42, 43, and 44.
- Stucco siding on Building 9.
- Hangar-like form of Building 9.
- Characteristic monitors on Buildings 90 and 91.
- Vertical accents at the entry to Building 8.

Design review considerations include:

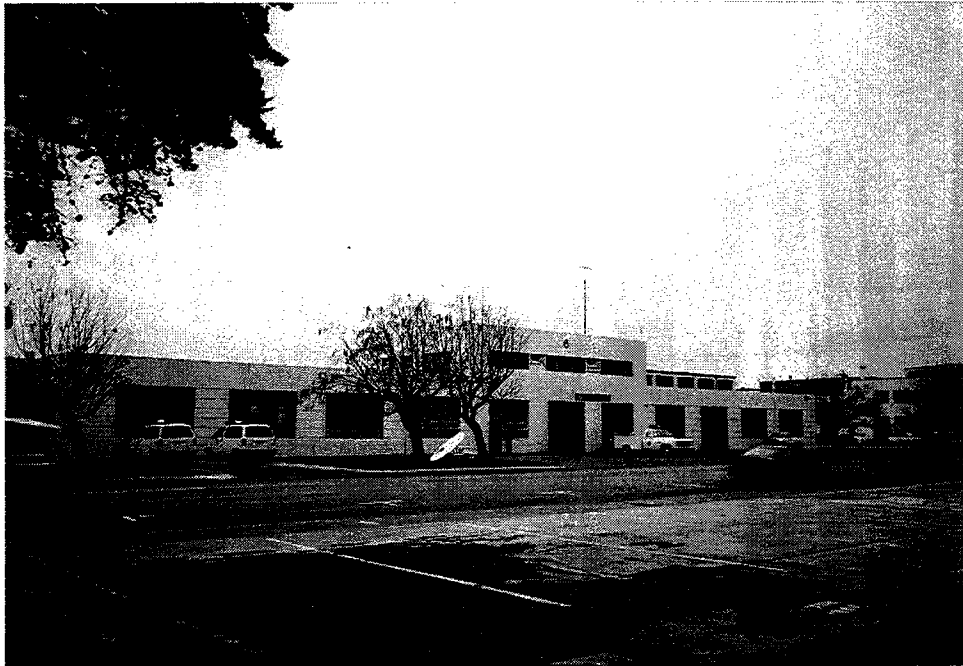
- The wooden siding on the World War II-era buildings will likely need to be repaired or replaced at some point. The wooden siding should be replaced in kind; vinyl siding would not be appropriate. The newer vinyl siding is shown in Photograph 43. In addition to its inappropriate appearance, vinyl siding can trap condensation moisture and contribute to dryrot in the underlying siding and framing.



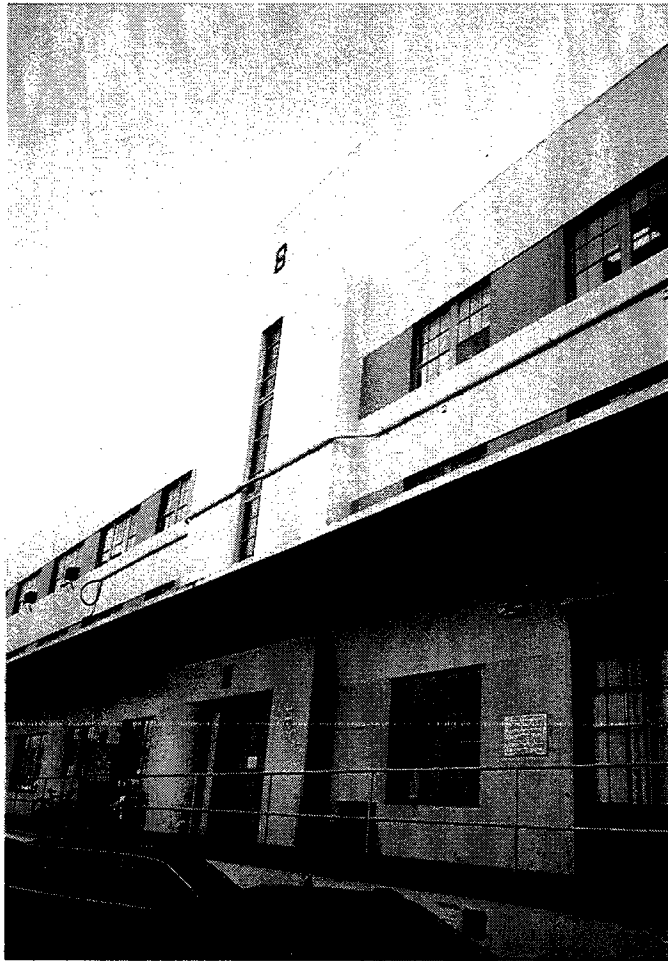
**Photograph 46.** General view of Building 114.



**Photograph 47.** General view of Buildings 42, 43, and 44.

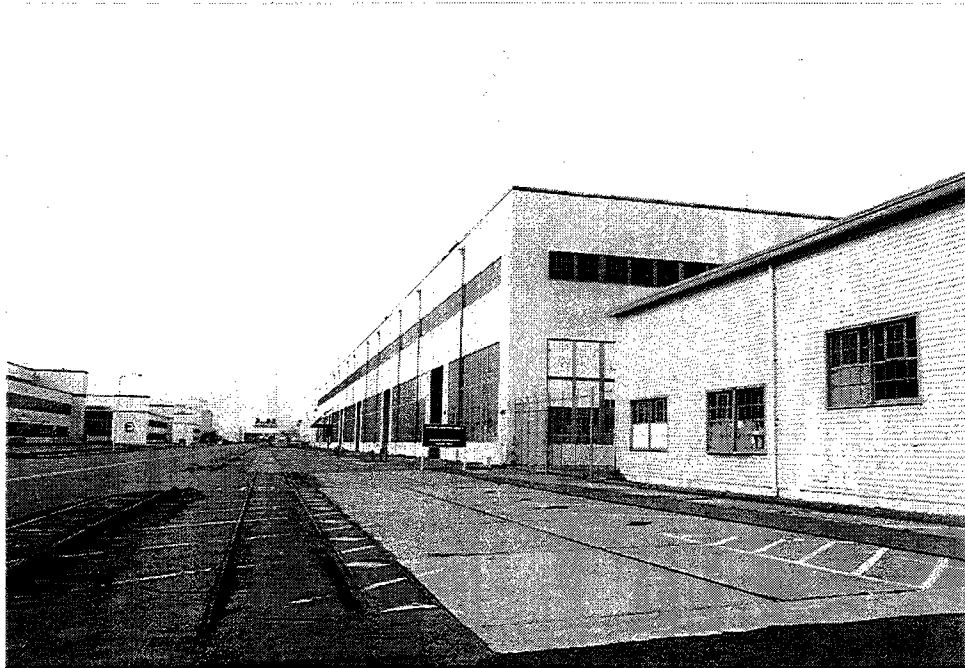


**Photograph 48.** Facade of Building 6.



**Photograph 49.** General view of Building 8.





**Photograph 50.** General view of Building 9.

It would be appropriate to consider policies that treat the wood frame buildings (Building 91, 92, 101, 102, and 114) with a wider degree of latitude than with the concrete buildings and Building 9. The World War II-era temporary buildings were built to a much lower standard and are generally not consistent with the overall design of the base. Measured in terms of the uniform design of the original base, the World War II-era wood frame buildings make the least contribution to the overall quality of the historic district.

### 5.3. Windows and Doors

The Shops Area buildings include a variety of windows and doors, consistent with the fact that very different building types are represented there. The pattern of windows and doors differs chiefly between the wood frame World War II buildings, on the one hand, and the earlier concrete and steel frame buildings on the other.

The wood frame buildings -- 91, 92, 101, 102, and 114 -- include wooden windows, of a variety of patterns. Building 91 and 92 generally include large wooden industrial sash with a center pivot operational window; this window type is illustrated in **Photograph 51**. A similar type of wooden industrial sash was used on the warehouse wings of Building 101. The office wing of Building 101 included an unusual three-over-three double-hung wooden window. On the south side of the office wing of Building 101 (where the vinyl siding was installed), the windows were replaced with one-over-one aluminum double-hung windows. Building 114, while otherwise similar to Building 101, was fitted with steel industrial sash, except in the office wing, which includes two-over-two double-hung wooden sash. The wood frame shops also include several types of sliding wooden industrial doors.

The concrete Shops Area buildings -- Buildings 6, 8, 42, 43, and 44 -- include a much richer variety of windows and doors. Of the five, Buildings 42, 43, and 44 are the least diverse, owing at least in part to the fact that they are much smaller than the others. These concrete buildings were fitted with steel industrial sash, similar to steel windows throughout the historic district.

Building 6, the fire station, also includes steel industrial sash. These windows include both awning and hopper type operations sash, i.e. windows hinged at either the top or bottom. An example is shown in **Photograph 52**. The building includes numerous vehicular doors, most of which have been replaced through the years with metal roll-up doors. A few original doors, however, are still in place; an example is shown in **Photograph 53**.

Building 8 includes steel industrial sash throughout. It also includes numerous original steel personnel doors, one of which is shown in **Photograph 54**. As a warehouse, the bulk of the doors in this building are wide industrial openings. Most of the industrial doors appear to have been replaced.

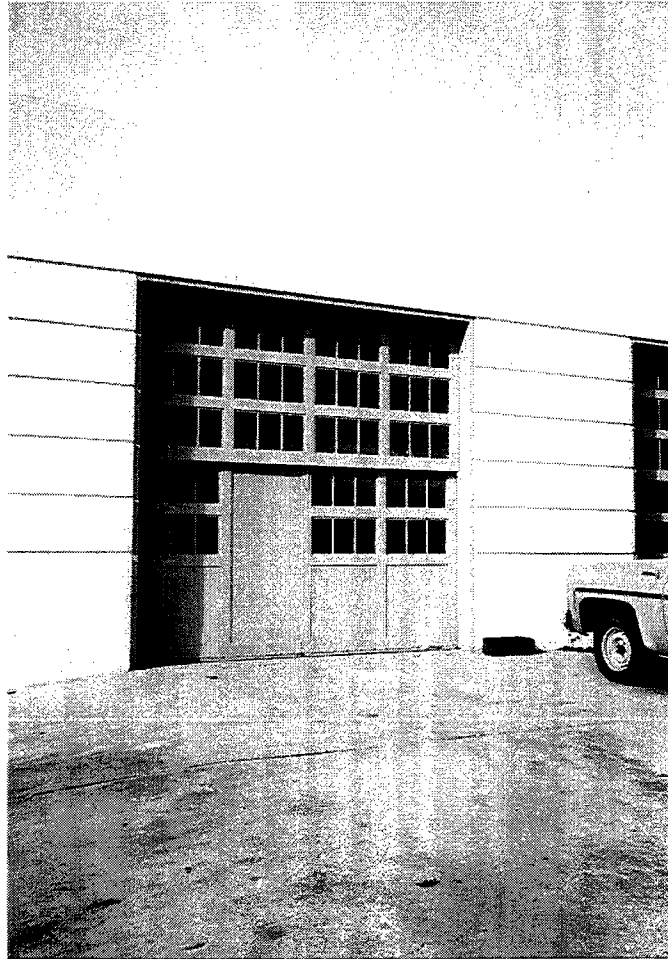
Building 9, as noted, is structurally similar to the hangars and, not surprisingly, includes hangar-like doors and windows as well. It is characterized by horizontal bands of very tall steel



**Photograph 51.** Wooden industrial sash in Building 92.



**Photograph 52.** Steel sash in Building 6.



**Photograph 53.** Original vehicular door, Building 6.



**Photograph 54.** Original steel personnel door, Building 8.

industrial sash, as shown in **Photograph 55**. It also includes tall doors that resemble hangar doors, as shown in **Photograph 56**.

In summary, the character-defining windows and doors in the Shops Area include:

- Wooden industrial sash in Buildings 90 and 91.
- Steel industrial sash in all of the concrete buildings.
- Some original steel vehicular doors in Building 6.
- Original steel personnel doors in Building 8.
- Hangar-like doors in Building 9.

Design review considerations for these windows and doors include:

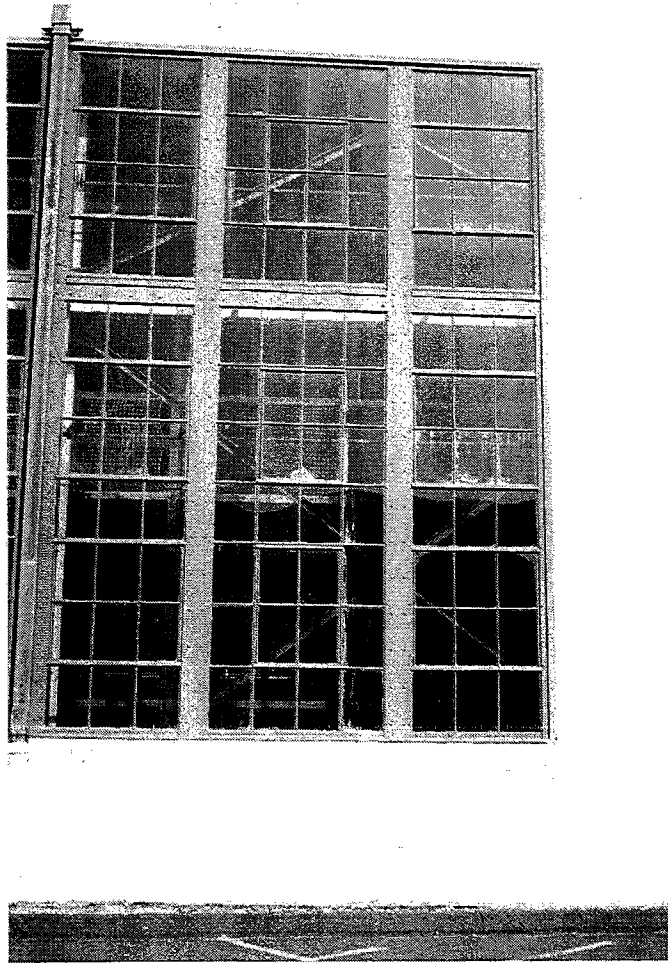
- Approaches to the two building types (wooden and concrete) must be different because different types of windows and doors were installed there. It would be inappropriate to adopt one Shops Area window or door for use in these different building types.
- It would be appropriate to adopt a policy of greater latitude in dealing with the wooden buildings, as opposed to the concrete buildings. The temporary wooden buildings add proportionately little to the character of the historic district.
- Buildings 6 and 8, although located in the Shops Area, should be managed as if they were part of the Administrative Core because they are unified architecturally with the Administrative Core buildings and include many of the same windows and doors.

#### **5.4. Features and Elements**

As strictly utilitarian buildings, relatively few of the Shops Area buildings were fitted with architecturally distinctive features and elements. The World War II-era temporary wooden buildings, for example, include no distinctive features or elements. The same observation generally holds true for the smaller concrete buildings, Buildings 42, 43, and 44. Building 9 is integrated architecturally with the Hangars Area buildings. Like the hangars, it includes few applied decorative elements.

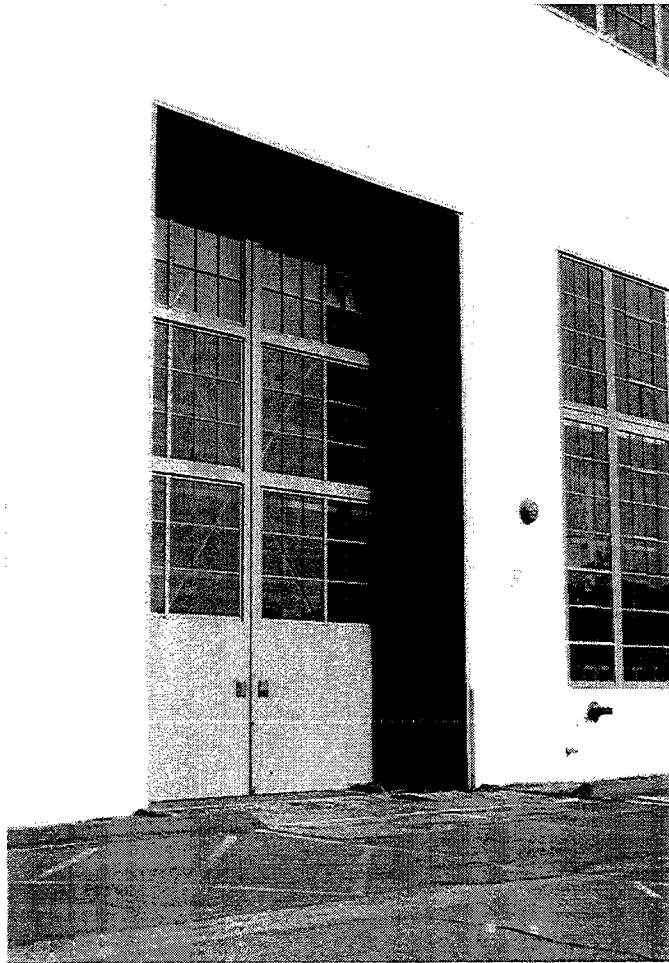
Buildings 6 and 8 are notable, however, for the degree to which these utilitarian buildings were integrated into the overall design theme of the base, as exemplified by buildings in the Administrative Core. Building 6 includes the quoin-like incised concrete features, found throughout the Administrative Core; this may be seen in **Photograph 53**.

Building 8 is even more integrated with the design of the Administrative Core. It features a strong vertical element at the entry, similar to the entry pavilion of Building 1; this may be seen in **Photograph 49**. It also includes a curved doorway surround, similar to the main entry to Building 18; it is also shown in **Photograph 49**. Building 8 includes a very handsome curving concrete canopy at the loading docks area; this may be seen in **Photograph 57**.

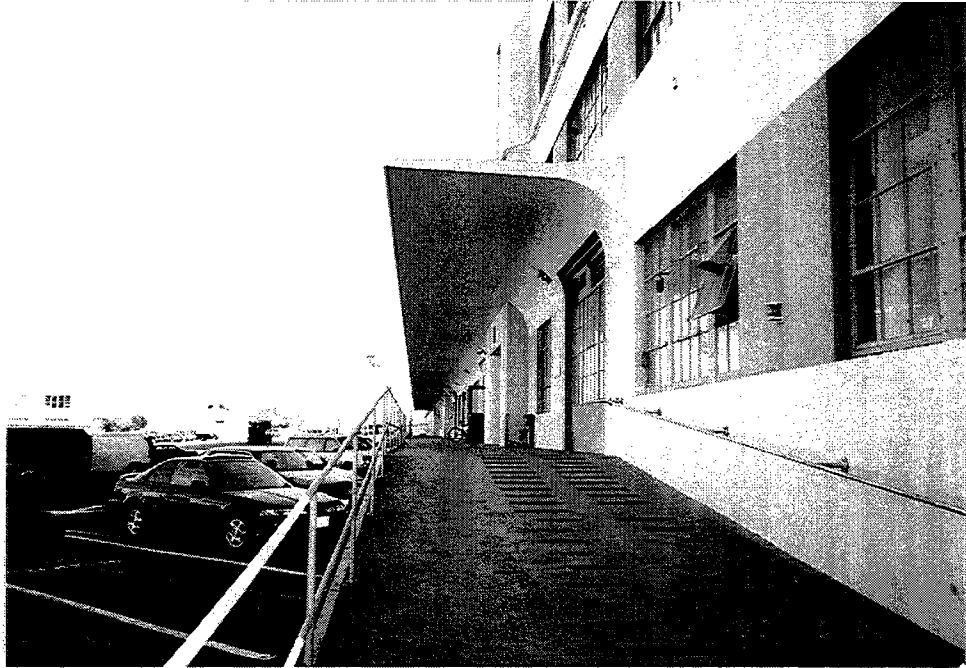


**Photograph 55.** Industrial sash, Building 9.





**Photograph 56.** Industrial doors, Building 9.



**Photograph 57.** Curved concrete canopy, Building 8.

In summary, notable architectural features are rare in the Shops Area, restricted to Buildings 6 and 8. Among the key character-defining features and elements are:

- Incised concrete bands in the wall panels between windows on Building 6.
- Strong vertical entry pavilion in Building 8.
- Curved entry at Building 8.
- Curved concrete canopy in Building 8.

Design review consideration for these features are the same as those for similar features in the Administrative Core area. These concrete features are quite sturdy and would be affected adversely only through very major additions or modifications to the buildings in question.

## 6. RESIDENTIAL AREA

### 6.1. Architectural Vocabulary of the Residential Area

The Residential Area includes more buildings than any other area: 29 one-story non-commissioned officers' (NCO) quarters and 18 two-story officers' quarters. Although large in numbers, the buildings within the Residential Area are easily managed because there are only two building types there.

The character of the residential area is defined as much by the landscaping and street layout as by the architecture of the buildings; the landscape is discussed in greater detail in Section 7. The landscape and the pleasant residences combine to create an area that resembles a pleasant suburban tract street. The homes are not in a Moderne or Streamline Moderne style, nor are they of any easily identifiable historical style. The officers' quarters do repeat some features found elsewhere, most noticeably in their windows. The NCO quarters are much more severe, although they do include the same window patterns found on the Officers' quarters. While it is unusual for the uniformity of the buildings there, the general character of the area is more similar to a post-war housing tract than to the remainder of the NAS Alameda Historic District.

### 6.2. Surface, Roof, and Building Form

Both the two-story officers' quarters and one-story NCO quarters are wood-frame buildings, sided in thick stucco on concrete foundations. The basic form of the officers' quarter building is shown in **Photograph 58**; the NCO quarters building is shown in **Photograph 59**.

The NCO residence includes a shallow hip roof with broad overhang. It includes a recessed porch, supported by a single wooden post.

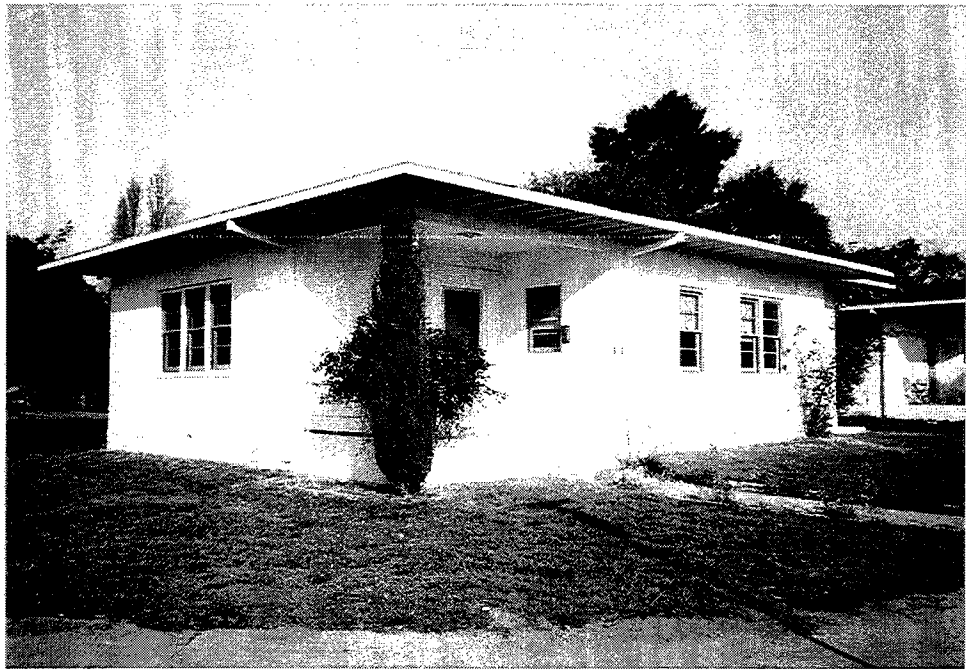
The officers' quarters building is much larger and far more complex. The building includes a tall two-story, rectangular core with a nearly pyramidal hip roof, as well as one-story, flat-roofed wings to either side. The roofs are without overhangs. One side wing is a one-car attached garage, the other is a sun-room. The presence of an attached automobile garage is an unusual element for a home from the late 1930s.

The character-defining elements of the surface, roof, and building form include:

- Stucco surface.
- Hipped roof form; these are the only hipped roofs in the historic district, except for Building 94, the Chapel.
- Recessed porch on the NCO house.
- Two-story core with one-story wings form of the officers' quarters buildings.
- Attached garages in officers' quarters.



**Photograph 58.** Typical Officers' Quarters building.



**Photograph 59.** Typical NCO quarters building.

Design review considerations for these buildings include:

- These residential areas may prove difficult to manage, depending upon the re-use options, because the uniformity of design calls for uniformity of future modifications, if the intended character of the area is to be preserved.
- If the re-use calls for residential uses for the homes, some degree of flexibility in design review will be needed to accommodate personal tastes in such inherently personal matters as paint colors and interior room arrangements and equipment. Greatest attention should be paid to the uniformity of the facade, especially with respect to the “soft” features, particularly windows and doors. These will be discussed below.

### 6.3. Windows and Doors

The residential units within the NAS Alameda Historic District are remarkably unaltered. It appears that all, or nearly all, of the original windows and doors are still in place. The windows in both housing types are two-over-two double-hung wooden sash, consistent with the original window pattern throughout the Administrative Core. The windows in the officers’ quarters are detailed in **Photograph 60**. A typical window in the NCO quarters is shown in **Photograph 61**. Virtually all of the front doors are also original, on both types of housing. In the officers’ quarters, the front door is wooden with four wooden panels and four lights. In the NCO quarters, the front door is a five-panel wooden door with sidelights. In addition to the entry doors, the officers’ quarters retain original, or at least very early, garage doors. A typical garage door is shown in **Photograph 62**.

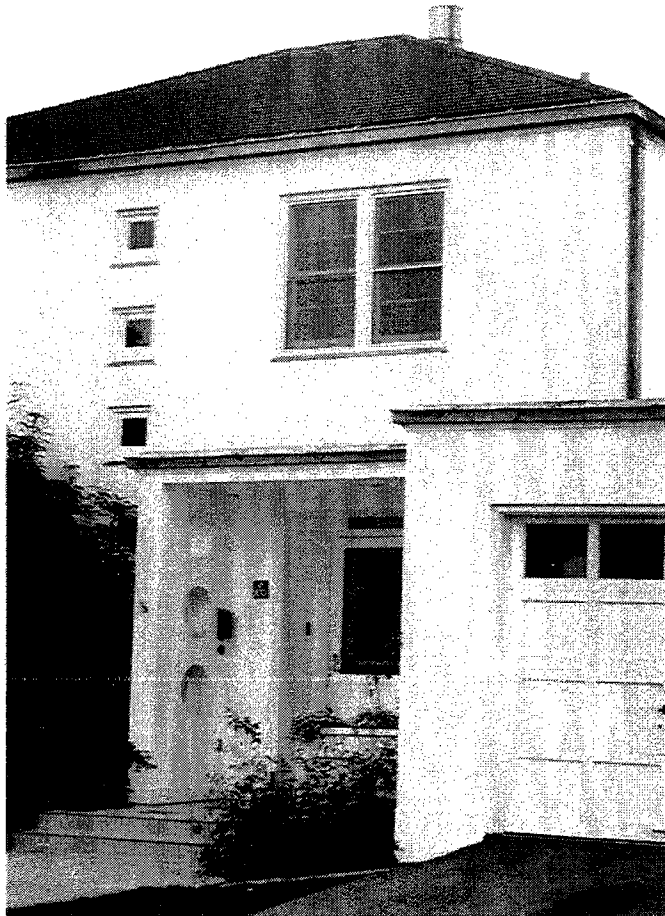
Character-defining windows and doors include:

- Two-over-two double-hung wooden sash in both housing types.
- Original wooden and glass doors on officers’ quarters; wooden doors with sidelights in NCO quarters.
- Original garage doors in officers’ quarters.

Design review considerations for these windows and doors include:

- The uniformity of this residential area, as well as the charm of these residences, can be attributed to a very large degree to the presence of so many old windows there. Conversely, the character of the area would be diminished greatly, were these windows to be replaced.
- The original doors also contribute to the uniformity as well as to the charm of this residential enclave.

If the windows or doors must be replaced, the first option should be to replace in kind. The aluminum double-hung windows, which prove acceptable in the Administrative Core, would

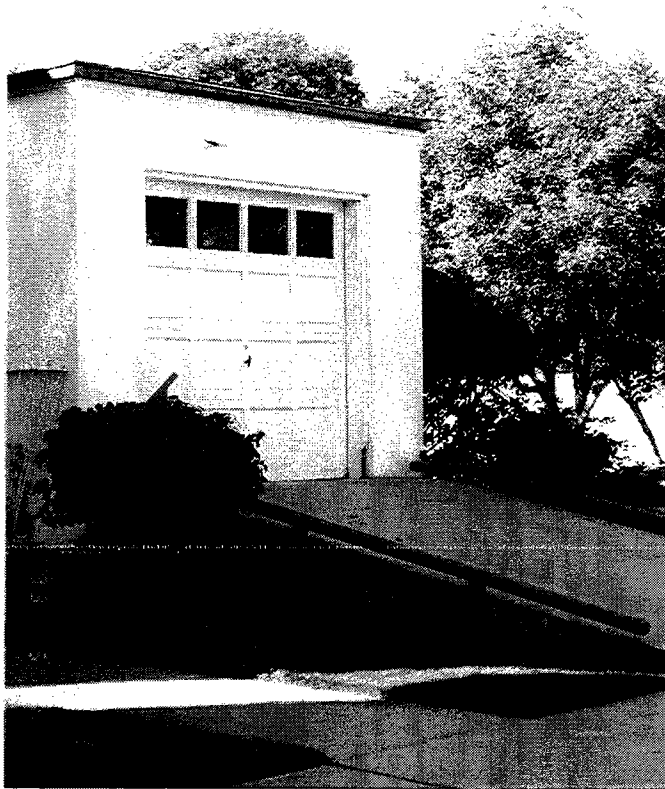


**Photograph 60.** Detail of entry area,  
Officers' Quarters.



**Photograph 61.** Window detail, NCO Quarters.





**Photograph 62.** Garage door, Officers' Quarters.

likely not work as well on these smaller buildings. The warmth of wooden windows is an important and appealing part of these various homes.

#### **6.4. Features and Elements**

The NCO quarters are simple structures with few decorative elements or features. The character of these building is defined in their basic form as well as their clustering in a unified streetscape.

The officers' quarters, by contrast, are much more complex buildings. The core of these buildings from an architectural standpoint is the central entry. Several elements give focus to the central entry. One such element is an unusual solid porch support with porthole openings; it is shown in Photograph 56. Also shown in that photograph is a column of small windows that light the stairwell. Another notable feature, present on all officers' quarters in the area, are the original copper gutters and downspouts.

In summary, the notable architectural features of the Residential Area include:

- Solid porch supports with portholes, present on officers' quarters.
- Column of windows to light the staircases in the officers' quarters.
- Original copper gutters and downspouts.



## **7. MAJOR STREETScape AND LANDSCAPE ELEMENTS OF THE NAS ALAMEDA HISTORIC DISTRICT**

The NAS Alameda Historic District includes the bulk of the original late-1930s air station, including the principal buildings and open spaces between and among them. The buildings were arranged in a formal plan, built around strong axes that intersect at key buildings. This type of plan is typically called “orthogonal,” referring to the strong, straight lines that define the placement of buildings, streets, and landscape elements.

The key elements of the plan of the NAS Alameda Historic District are five important axes: a north-south axis on Second and Third streets, connecting the gate house (Buildings 30 and 31) with the Headquarters Building (Building 1); a strong east-west axis, connecting Buildings 2, 3, and 4 on the west with Buildings 16 and 18 along Third Street; strong axes along the edges of the hangars, on First Street and Avenue F; and informal, non-orthogonal axes at the edges of the residential area.

All of these axes, others than those along the taxiways and parking aprons, are characterized by mature landscaping. A detailed plant list was not compiled as part of this guide. Common sense dictates that these mature landscape elements should always be considered part of the character-defining qualities of the historic district, because they add to the historical sense of the area, the sense that the area has been occupied and use for many years.

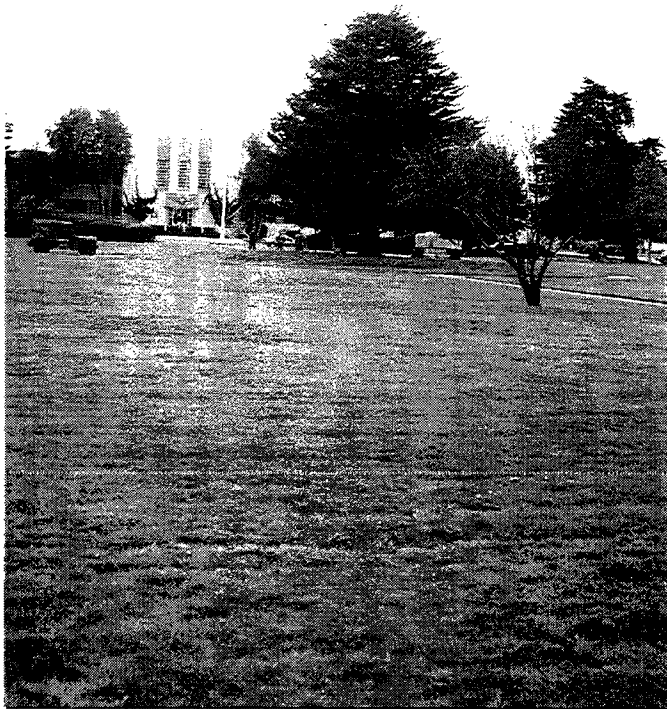
### **7.1. Axis Connecting the Gate House and Administration Building**

The landscaped alley along Second and Third streets between the Gate House and the Administration Building is by far the most dramatic element of the plan of NAS Alameda. Symbolically, it is the intended grand entrance to the facility, leading from the main gate to Building 1, the command center for the base. The entry corridor is entirely open space, although now dotted with mature trees.

As noted earlier, if there is a flaw to this plan, it is that the landscape element is *too* grand, creating such a vast open space that the focal buildings (the sentry house and Headquarters) may hardly be seen from one another. **Photograph 63** is a view along this corridor, looking to Building 1. Nonetheless, the space clearly offers a dramatic view and frames the important buildings along it.

### **7.2. Axis Leading to Buildings 2, 3, and 4, and to Buildings 16 and 18.**

This axis intersects with the aforementioned entry axis, creating two long landscaped corridors, visible from the key intersection point in the center of an island, created by Second and Third streets and the two smaller streets, which are aligned with Buildings 2 and 4. Again, the vistas



**Photograph 63.** View along Second-Third street corridor.

are so long that it is difficult to see buildings from this vantage point; Building 3, the focus of this corridor is shown in **Photograph 64**. The open space island affords a pleasant view as well to the buildings east of Third Street: Buildings 16, 18, and 94.

The area framed by Buildings 2, 3, and 4 has long been used as a drill area and recreational area for the barracks. As such, it is more informally landscaped than the north-south alley and includes some recreational structures.

### **7.3. Axes Aligning with the Hangars**

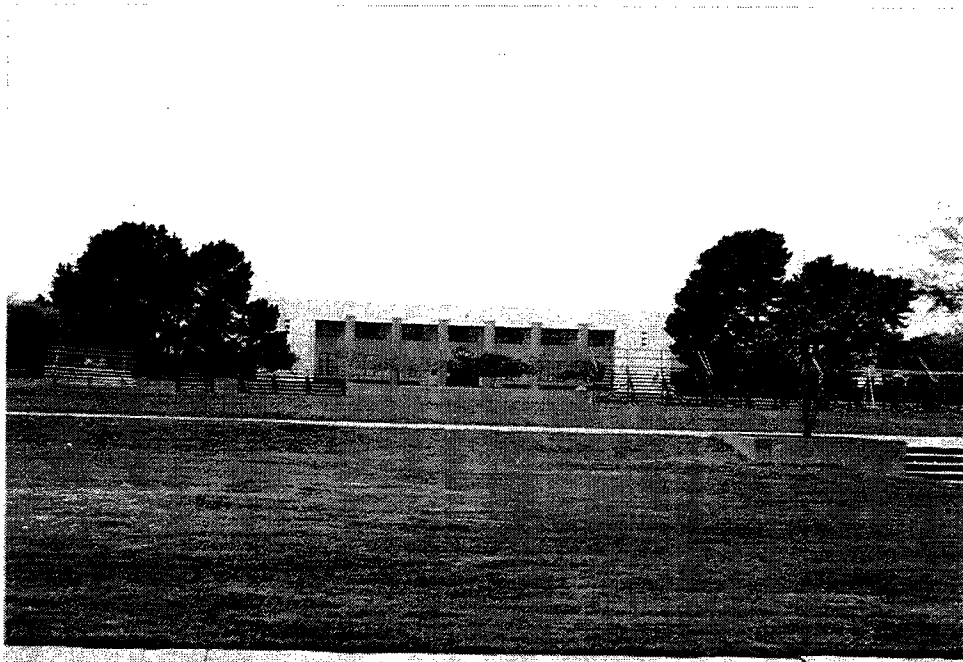
The importance of these alignments were discussed earlier, with respect to the hangars. Some of the most dramatic vistas of the historic district are found in the hangars area, as illustrated in Photographs 36 and 37. Interesting views are afforded along either side of the hangars and from the hangars to the harbor area. To an extent not present in the Administrative Core, the buildings help define these axes, framing all views along the edges of these buildings and from the buildings to the Bay.

### **7.4. Axes in the Residential Area.**

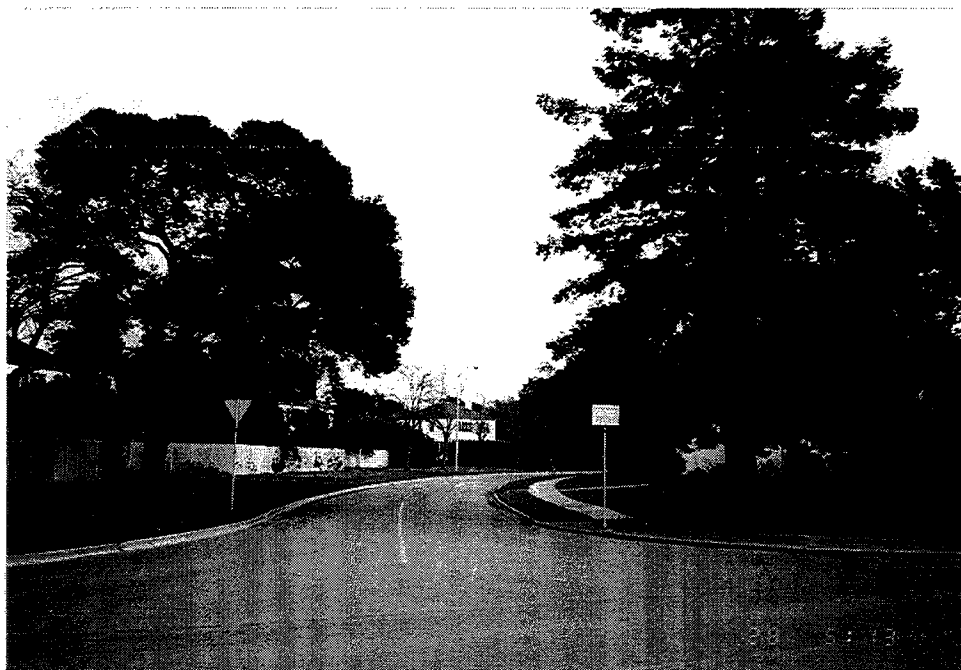
The rigid, orthogonal plan of the historic district is relaxed in the residential area. The setting for the residential area has been compromised, to some extent, by new construction at the edges of the historic quarters. Nonetheless, the original may easily be perceived, by reference to a map of the area or in observations made on the ground.

The officers' quarters were laid out on curving streets, similar in many respects to post-war suburban residential tract development. The large homes are set back from the street, also in the manner of an affluent suburb. Mature landscaping accentuates the suburban feel of the area. A typical streetscape in this area is shown in **Photograph 65**.

The NCO housing, by contrast is laid out on straight line streets, with very narrow setbacks, as shown in **Photograph 66**. The two areas -- officers' quarters and NCO quarters -- are divided by a subtle but effective separation, created by a park on Alameda and Pensacola streets. It is shown in **Photograph 67**. The streets at either side of the park veer into the two areas, one into the officers' quarters, the other into the NCO quarters, but do not intersect, i.e. there is no direct passage from one area to the next. The only connection between the two is by the major thoroughfare, Fifth Street.



**Photograph 64.** View along landscaped area leading to Building 3.



**Photograph 65.** Streetscape in officers' quarters area, along Seattle Street.



**Photograph 66.** Streetscape in NCO quarters.



**Photograph 67.** Streetscape, park at Officers' Quarters and NCO quarters.



## **7.5. Character Defining Elements and Design Review Considerations for the Plan and Streetscapes of the Historic District.**

The layout of the historic district was as much a part of the plan for the base as were the architectural plans for the individual buildings. The layout has some symbolic meaning, providing focus, for example, for the key buildings. The plan also helps to accentuate the architectural character of the buildings, offering grand vistas framed by the buildings themselves.

The key elements of the plan are:

- Grand open space connecting the main gate and building 1.
- Grand open space leading to Buildings 2, 3, and 4.
- Dramatic vistas in the hangars area.
- Plan of the residential area, including the important park area at Pensacola and Alameda streets.
- Mature landscaping in all areas other than the hangars.

The design review considerations relate to protection of these key elements of the plan.

- New construction should be discouraged along any of the referenced open spaces and vista points.
- In the residential areas, setbacks should be maintained to preserve the general character of the area.
- The park formed by Pensacola and Alameda should be protected, in part to preserve the plan and in part to protect a key amenity of this housing area. This amenity is particularly important for the value of the NCO quarters, which are otherwise quite cramped and crowded, with minimal setbacks and small lot sizes.
- In all areas, mature landscaping should be regarded as an asset, not only from the historical standpoint but from a general aesthetic standpoint as well.
- The informal landscape area between Buildings 2 and 4 should be regarded as an area that is amenable to upgrading, from informal to more formal status. This type of design work, however, should be submitted to a landscape architect with experience in and respect for historic landscapes and upgraded in a manner consistent with landscape designs elsewhere in the historic district.

