

Final

CULTURAL LANDSCAPE REPORT

FOR

NAVAL AIR STATION ALAMEDA

NAVY CONTRACT N68711-04-D-3632-0012

Cultural Resources Services for Former Alameda Naval Air Station, Alameda County

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April 2012

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1. EXECUTIVE SUMMARY

Naval Air Station Alameda (NAS Alameda) was constructed in the late 1930s and during World War II, and it played an active role in Navy aviation until it was decommissioned in 1997. JRP Historical Consulting, LLC (JRP) and PGA Design, Inc. (PGA) prepared this Cultural Landscape Report (CLR) for NAS Alameda under direction of the Naval Facilities Engineering Command (NAVFAC), Southwest. This report, in conjunction with a “Combined Specific Building Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluations Report,” (hereafter, Combined Specific Buildings Evaluation / Cold War Era Evaluation Report) prepared under separate cover, is designed to assist the Base Realignment and Closure Program Management Office (BRAC PMO) West with the Navy’s compliance under Section 106 and Section 110 of the National Historic Preservation Act (NHPA) as part of the undertaking to transfer former NAS Alameda out of federal ownership. Specifically, this CLR evaluates whether there are cultural landscapes on the former station that are eligible for the National Register of Historic Places (NRHP) and/or the California Register of Historical Resources (CRHR).

This CLR identifies a historic designed landscape that appears to meet the criteria for listing in the NRHP and CRHR as a contributing element of the NAS Alameda Historic District, which was previously determined eligible for listing in the NRHP.¹ A historic designed landscape is one type of landscape within the various categories of cultural landscapes. Historic designed landscapes are consciously designed in a recognized style or tradition that have significant historical associations and that illustrate important developments or practices of landscape architecture. Aesthetic value of the landscape is an important aspect of historic designed landscapes.

The main sections of the report present the historic context for the historic designed landscape, inventory of the cultural landscape’s existing conditions on NAS Alameda, analysis of the historic designed landscape that identifies its character-defining features, evaluation of the historic designed landscape’s significance, and design review guidelines for the historic designed landscape. The CLR also examines other sections of the station to assess their status as potential cultural landscapes. The study vicinity and study area are illustrated **Figure A-1** and **Figure A-2**. For reference, maps with Navy building identification numbers and street names are provided in **Figure A-3a**, **Figure A-3b**, and **Figure A-3c**. These figures are in **Appendix A1**.

This document has been prepared in response to consulting party comments the Navy received during prior consultation regarding the Navy’s proposed transfer. This CLR will be used by the

¹ Although this report provides evaluations for eligibility under the CRHR, the City of Alameda may identify additional resources meeting local or state historical resources criteria.

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Navy, in conjunction with the findings of the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report, as a basis for preparation of a National Register Nomination Form for the NAS Alameda Historic District.²

Like the buildings and structures that are contributing elements of the NAS Alameda Historic District, the historic designed landscape on NAS Alameda is significant at the state level under NRHP Criteria A and C (and under CRHR Criteria 1 and 3) and it retains sufficient historic integrity to the district's period of significance from when construction of the station began in 1938 to the end of World War II in 1945. The historic designed landscape is significant for its association with naval air station development in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and the station's role in supporting the Navy's operations in the Pacific Theater during World War II.

This CLR further concludes that, besides the historic designed landscape that is a contributor to the NAS Alameda Historic District, there are no other landscape features on or areas of NAS Alameda outside the boundary of the historic district that constitute a cultural landscape that is eligible for listing in the NRHP or CRHR. Thus, no other cultural landscape has been identified on NAS Alameda.

Section 2 of the CLR presents a summary of previous investigations and their conclusions regarding landscape features on NAS Alameda, along with the methodology and thresholds of significance and integrity for this current study. Section 3 provides chronology of the evolution of the features and functions of the landscape on NAS Alameda from design and construction to changes in the landscape over time. This narrative includes additional historical data and provides the historic context by which the landscape features on NAS Alameda are evaluated under NRHP / CRHR criteria. Section 4 provides a description of present features and function, i.e. existing conditions of the landscape on NAS Alameda including the area within the NAS Alameda Historic District and the areas outside the historic district. This section also provides an analysis of features to identify characteristic features of the landscape; a discussion of the criteria of significance; an evaluation of the historic designed landscape that is a contributor to the NAS Alameda Historic District; and an evaluation of other landscape features and areas on NAS Alameda. Sections 5, 6, 7, and 8 of the report include a summary table of character-defining features of the historic designed landscape, design review guidelines for the historic designed landscape, conclusions, and a bibliography, respectively. The appendices include maps, diagrams, and aerial photographs (Appendix A), California Department of Parks and Recreation (DPR) 523 forms (Appendix B), preparers' qualifications (Appendix C), information

² The Navy received concurrence from the State Historic Preservation Officer (SHPO) regarding conclusions of the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report on January 7, 2011 (SHPO reference: USN090603A).

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regarding Geographic Information System (GIS) data (Appendix D), and consultation correspondence (Appendix E).

2. SUMMARY OF PREVIOUS REPORTS AND METHODOLOGY FOR CURRENT REPORT

2.1 Previous Investigations and Findings

This section provides a summary of the previous studies of historic properties on NAS Alameda. Neither the Navy, nor other parties, has previously prepared a full, formal inventory and evaluation of a cultural landscape on NAS Alameda prior to this report. Previous reports regarding the NAS Alameda Historic District have, however, addressed some aspects of what is now being identified in this report as part of the historic designed landscape. These previous investigations are described below.

Previous studies of historic resources on NAS Alameda identified a historic district that is eligible for listing in the NRHP and presented information about the management of the historic district. The overall district is considered a historic property for purposes of Navy compliance with NHPA Section 106. The historic district that was previously determined eligible for listing in the NRHP includes contributing buildings and structures. None of the buildings or structures in the historic district is individually eligible for listing in the NRHP. Elements of the landscape, including streetscapes and view sheds, were noted and discussed as part of management procedures for the historic district, but no landscape feature was previously evaluated or identified as a contributing element of the NAS Alameda Historic District. Previous analysis of the station subdivided the historic district into four functional areas: an Administrative Core, Shops Area, Hangars Area, and Residential area.³ NAS Alameda was also addressed in the Department of Defense's statewide historic resource study of military facilities in California (discussed below).

Four previous investigations focused on identification, guidance, documentation, and nomination of the historic district.⁴ These reports were:

- Sally Woodbridge, "Historic Architectural Resources Inventory for Naval Air Station, Alameda," 1992

³ Stephen Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," (prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Bruno, 1997). The "Hangars Area" has been identified as the "Operations Area" in this report, reflecting the wider functions of the area in which the hangars are situated and their relationship with adjacent spaces including the Seaplane Lagoon and the Airfield.

⁴ In addition to the Navy's reports, the Alameda Reuse and Redevelopment Authority (ARRA) hired Page and Turnbull to prepare the "NAS Alameda Historic District, Historic District Assessment and Historic Preservation Strategy and Alameda Point Preliminary Development Concept" in 2005 as part of documentation prepared for a previous master development plan / master plan proposed for former NAS Alameda. The Page and Turnbull report provided some analysis and recommendations regarding historic preservation issues as part of the redevelopment project. This report did not evaluate NRHP or CRHR eligibility of resources on NAS Alameda.

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- Stephen Mikesell (JRP Historical Consulting Services), “Guide to Preserving the Character of the Naval Air Station Alameda Historic District,” 1997
- JRP Historical Consulting Services, “California Historic Military Buildings and Structures Inventory,” 2000
- Jones & Stokes, “Final Historic Properties Inspection Report,” 2007
- Jones & Stokes, “Pre-Final National Register of Historic Places Nomination for the NAS Alameda Historic District,” 2008

The Navy determined that the NAS Alameda Historic District was eligible for listing in the NRHP in 1992 based on the “Historic Architectural Resources Inventory for Naval Air Station, Alameda,” prepared by architectural historian Sally Woodbridge. The State Historic Preservation Officer (SHPO) concurred with this conclusion in September 1992. The Woodbridge report concluded that NAS Alameda Historic District was eligible for listing in the NRHP under Criteria A and C, at the state level, with a period of 1938 to 1945. The Woodbridge study concluded that the district was eligible under Criterion A for its significance as a World War II-era naval air station within the contextual theme of the development of US Navy bases in the San Francisco Bay Area in World War II. The district was also found significant under Criterion C as an important example of naval master planning and architecture in the early Modern style. The Woodbridge report did not, however, evaluate all of the buildings and structures located inside the historic district boundary, consider potential Cold War-era eligibility for the buildings and structures on NAS Alameda, nor formally evaluate landscape elements. The Navy prepared the Combined Specific Buildings Evaluation / Cold War Evaluation (September 2011) and received SHPO concurrence, which completed the evaluation of buildings and structures on the station and revised the historic district boundary. Although the Woodbridge report did not formally evaluate landscape elements, the 1992 study did identify that the historic district included landscape features such as the entry mall, quadrangle at the former Bachelor Enlisted Quarters (BEQs) (Buildings 2 and 4), orthogonal street plan, and curvilinear residential street plan.

The Navy prepared the “Guide to Preserving the Character of the Naval Air Station Alameda Historic District” to expand on the Woodbridge study, and specifically to identify the character-defining elements of the historic district with attention to the four main functional areas, and to help guide treatment of the historic property during its transfer out of federal ownership. The guide refined analysis regarding the station’s architectural style, identifying it as Moderne. The report also identified vistas or viewsheds, open spaces, streetscapes, and some landscape elements that were to be considered and addressed in the management of the historic district. These features included the entry mall axis, BEQ quadrangle axis, curvilinear residential streets, and park-like area separating Officers’ Housing from the Chief Petty Officer (CPO) Housing. These features, or components thereof, are now part of what is being identified as part of the historic designed landscape that is a contributing element to the NAS Alameda Historic District.

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While not focused specifically on NAS Alameda, the Department of Defense's "California Historic Military Buildings and Structures Inventory" (hereafter Statewide Study) addressed the station as part of its examination of identifying historic military properties in California. The three volume report is an important tool that provides historical and architectural context for the evaluation of military buildings. Most helpful in the evaluation of buildings and structures on NAS Alameda is the contextual information regarding military base design prior to World War II. In addition, the holistic approach to military history during World War II and the Cold War identifies significant themes providing a consistent basis for building and structure evaluation across the state. This thematic base assists in clarifying Woodbridge's evaluation of the station, and provides a framework for evaluating the Cold War-era buildings and structures on NAS Alameda.

Following the decision to close NAS Alameda in 1993, the Navy, Advisory Council on Historic Preservation (ACHP), and California SHPO consulted regarding the undertaking to transfer the facility out of federal ownership. In 1999, these parties were signatories to a Memorandum of Agreement (MOA) regarding the layaway, caretaker maintenance, leasing, and disposal of historic properties on former NAS Alameda. The MOA noted that the historic district, as defined by Woodbridge's 1992 report, is eligible for inclusion in the NRHP and is a historic property for Section 106 compliance. As part of the Section 106 compliance efforts, the Navy prepared the "Final Historic Properties Inspection Report" (HPIR) in 2007. This document was intended to further assist the Navy with the appropriate management of the historic district. The report concluded that the historic district overall was in good condition and still conveyed a strong sense of a World War II-era naval air station. The document noted that although some buildings and structures suffered from varying degrees of deferred maintenance since being evaluated in 1992, the contributors to the historic district were largely unaltered and the prominent buildings still represented Moderne style architecture. The inspection found that the vast majority of character-defining features identified in 1997 remained in place. In addition, the HPIR identified no substantial modern intrusions in the historic district, and that the open spaces, vistas, and viewsheds from the original 1992 inventory were still intact. Furthermore, the HPIR identified no major structural issues with the contributing buildings and structures in the historic district. Minor alterations involving street signs and other street furniture were noted.

The Navy took additional steps to comply with stipulations of the Section 106 MOA by having a National Register nomination prepared. The resulting unfinished "Pre-Final National Register of Historic Places Nomination for the NAS Alameda Historic District" relied on the Woodbridge evaluation and provided the basic framework for the National Register nomination scoped at the time. Interested parties in the process raised concerns regarding the limitations of the Woodbridge study (and thus the pre-final National Register Nomination). These concerns included: the number of unevaluated buildings inside the historic district boundary; the lack of a survey and evaluation that considered context of the Cold War period; and the need for a

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2.2 Contextual Studies and Guidance

For this CLR, JRP reviewed previous reports and agreements related to historic resources on NAS Alameda, as well as relevant contextual studies and guidance manuals. Studies of military development at the state and national level provided historical context and a basis for comparison of the relative historic importance of the station as a historic property. These studies document common property types and outline the significant events and trends within which these properties should be evaluated. This CLR incorporated guidance and context from the following sources:

- JRP Historical Consulting Services, *The California Historic Military Buildings and Structures Inventory*, 2000. This four volume study includes “Volume 1: Inventory of Historic Buildings and Structures on California Military Installations,” “Volume 2: The History and Historic Resources of the Military in California, 1769-1989,” and “Volume 3: Historic Context: Themes, Property Types and Registration Requirements,” in addition to appendices.
- US Navy, *Building the Navy’s Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946*, 1947.
- National Register Bulletin 18, *How to Evaluate and Nominate Designed Historic Landscapes*.
- Preservation Brief Number 36, *Protecting Cultural Landscapes*
- National Park Service, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 1996.
- United States Army Construction Engineering Research Laboratory (USACERL), *Guidelines for Documenting and Evaluating Historic Military Landscape: An integrated Landscape Approach*

2.3 Methodology

JRP historians and architectural historians produced this CLR in conjunction with landscape architects at PGA. JRP and PGA conducted the following steps for this CLR:

- Fieldwork, recordation, and research
- Identification of cultural landscape type
- Evaluation under NRHP / CRHR criteria
- Identification of character-defining features

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JRP conducted fieldwork, conducted background research, prepared the textual portions of this report, and evaluated the historic designed landscape as well as other areas of the station to assess their status as a cultural landscape. PGA conducted fieldwork, produced visual documentation, and coordinated and consulted with JRP on the analysis and evaluation of the historic designed landscape and other areas of the station. See Appendix C for information regarding the preparers' qualifications.

JRP conducted fieldwork between September 2009 and December 2009 in conjunction with fieldwork for the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. JRP staff field inspected all areas of the station, and field recorded and took photographs of buildings, structures, and potential cultural landscape features.

JRP conducted research regarding the potential cultural landscape on NAS Alameda between September 2009 and February 2010 in conjunction with the other survey work. Research included review of previous historical resources studies prepared for NAS Alameda. JRP also reviewed the 2001 Environmental Baseline Survey (EBS) and Supplemental EBS data for NAS Alameda that the Navy provided. JRP carried out research prior to, during, and following fieldwork performed by JRP and PGA. Research encompassed information regarding the history of the US Navy, military station planning and architecture, and history of NAS Alameda. The research undertaken helped refine historical themes, development of landscape types and potential periods of the NAS Alameda cultural landscape. Research also identified documentation to support the identification of the historic designed landscape that is a contributing element to the NAS Alameda Historic District. JRP undertook research in naval records and local repositories including:

- NAS Alameda Administrative Records, Building 1 NAS Alameda, Alameda, California
- National Archives and Records Administration, San Bruno, California
- Civil Engineering Corps / Seabee Museum, Naval Station Ventura, Port Hueneme, California
- Treasure Island BRAC PMO West Caretaker Site Office, San Francisco, California
- Alameda Free Library, Main Branch, Alameda, California
- Oakland History Room, Oakland, California.

PGA conducted fieldwork to record landscape features during November and December 2009. Staff field inspected all areas of the station and made notes and photographs of landscape features. PGA divided fieldwork into the following subareas of the station: 1) Administrative Core, 2) Shops Area, 3) Residential / Morale, Welfare, and Recreation (MWR) Area – northeast,

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4) Operations Area – hangars, Seaplane Lagoon and piers 5) Operations Area and Residential / MWR area – southeast, and 6) Operations Area – Airfield.

PGA organized and recorded field notes by landscape element, including: spatial organization; views and vistas; topography; vegetation; circulation; water features; structures, furnishings, and objects, making note of hardscape elements, monuments, and land uses. Where appropriate, PGA identified condition of features as good, fair, or poor. PGA identified materials and measured features such as sidewalk and path widths, tree trunk diameters, and fence heights. To augment field data, PGA took digital field photographs of structures, objects, and small scale features as well as views / vistas, and individual trees and plant groupings.

PGA identified and drew trees onto scaled plans, prepared a list of trees found in each subarea, and compiled a list of tree species found on the station. The landscape architects drew vegetated areas on field plans, and used that information to prepare vegetation exhibits. PGA also identified shrubs and other plant types and created lists of these plants for each subarea, sketching the locations of other landscape features such as fences, hedges, and recreation areas onto field plan sheets.

PGA's field investigation was a thorough examination of the entire station, but was not exhaustive as time limitations and logic precluded detailed recordation of repetitive common features. For example, PGA thoroughly recorded trees and other plants that appeared to be old, but did not record all species in the more recently-established community gardens and private yards of current residents in the same detail. Tree measurements were taken in "diameter at breast height" (dbh) and caliper (for circumference), both of which are standard methods for assessing tree size. The data collected regarding the sizes of trees was an indicator of their potential age and one indicator of their potential as character-defining features (discussed below).

Both during and following fieldwork and research, JRP and PGA analyzed the existing conditions data and historical documentation to identify the type of cultural landscape on NAS Alameda. JRP prepared a historic context for the landscape on NAS Alameda, which is presented in Section 3. The landscape type was identified as a historic designed landscape, following guidance discussed in Section 2.4. In consultation with PGA, JRP evaluated the historic designed landscape under NRHP and CRHR criteria concluding that it is a contributor to the NAS Alameda Historic District and its period of significance (1938-1945). JRP also evaluated the landscape outside the historic district boundaries using NRHP and CRHR criteria. The evaluations followed guidelines provided by the National Park Service (NPS) and the military. Guidelines appear in the following publications:

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- National Register Bulletin 18, *How to Evaluate and Nominate Designed Historic Landscapes*.
- Preservation Briefs Number 36, *Protecting Cultural Landscapes*
- United States Army Construction Engineering Research Laboratory (USACERL), *Guidelines for Documenting and Evaluating Historic Military Landscape: An Integrated Landscape Approach*.
- United States Army Corps of Engineers and JRP Historical Consulting Services, *The California Historic Military Buildings and Structures Inventory*, “Volume 3: Historic Context: Themes, Property Types and Registration Requirements.”

Combining fieldwork data with historical research data, JRP and PGA identified the elements of the landscape that are character-defining features of the historic designed landscape. This information is presented in Sections 4 and 5 of this report, as well as on DPR 523 forms. As part of this effort, JRP provided PGA with historic photographs and historic plant lists to help PGA draw conclusions regarding extant landscape features and whether those features existed during the NAS Alameda Historic District period of significance.

To identify character-defining trees, for example, PGA and JRP reviewed historic photographs, mapping, landscape plans, and tree measurement data. If historic photographs showed a tree in the same location as it exists currently, was a species appeared on historic plant lists, and the existing tree was currently of sufficient size, PGA recommended listing that plant as a character-defining feature of the historic designed landscape. Tree measurements were taken into account regarding individual trees potential to be a character-defining features, but tree size alone did not provide accurate data of age. The results of the tree measurements were used in conjunction with the other historical documentation and analysis to help assess whether they should be considered as character-defining features of the historic designed landscape.

Based upon its field recordation and in conjunction with identification of the historic designed landscape’s character-defining features, PGA created lists and diagrams of the landscape elements of existing conditions on NAS Alameda. This resulted in diagrams, provided in **Appendix A2**, for Land Use, Circulation, Vegetation with landscape species, Character-Defining Features (by mapping area), and the NAS Alameda Historic District with the historic designed landscape character-defining features shown along with the contributing and non-contributing buildings / structures within the historic district. For the mapping, PGA divided the station into three areas. This was done to provide mapping at a readable scale. The area divisions (Area 1, Area 2, and Area 3) are not related to any analytical aspects of the diagrams, such as the functional areas.

Graphically illustrating the character-defining features of the historic designed landscape in diagrams (in **Appendix A**) has its limits. Rendering three-dimensional and large-scale features

such spatial organization, views / vistas, and circulation is challenging on two-dimensional diagrams. Some character-defining features are not individually mapped, but are illustrated with representative icons. Additionally, some character-defining features of the historic designed landscape are not illustrated on the diagrams because of their omnipresent qualities or because they are part of the integration of landscape and architecture present on NAS Alameda. For a full understanding of the character-defining features of the historic designed landscape, readers should consult the Character-Defining Features Diagrams and associated features lists, as well as the NAS Alameda Historic District map, provided in **Appendix A**, in tandem with the relevant sections of the report: Section 4.2 and Section 5.

Following evaluation and identification of the historic designed landscape that is a contributor to the NAS Alameda Historic District, and its character-defining features, PGA and JRP developed design review consideration – with input from BRAC PMO West – that are presented in Section 6. The recommendations follow the guidance provided by *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*.

2.4 Thresholds of Significance and Integrity

Terminology and thresholds of significance and integrity used in this CLR are largely derived from NPS definitions and standards. The terminology is used to help define and understand the significance of the landscape on NAS Alameda. A historic designed landscape, like the one identified on NAS Alameda, is a type of cultural landscape. NPS defines “cultural landscape” and “historic designed landscape” as follows:⁵

Cultural Landscape - a geographic area (including both cultural and natural resources and the wildlife or domestic animals therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. There are four general types of cultural landscapes, not mutually exclusive: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes.

Historic designed landscape - a landscape that was consciously designed or laid out by a landscape architect, master gardener, architect, engineer, or horticulturist according to design principles, or an amateur gardener working in a recognized style or tradition. The landscape may be associated with a significant person, trend, or event in landscape architecture; or illustrate an important development in the theory and practice of landscape architecture. Aesthetic values play a

⁵ National Park Service, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 1996. The current edition of these guidelines is available online at <http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/organization.htm>.

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significant role in designed landscapes. Examples include parks, campuses, and estates.

As presented in Section 4, inventory of existing conditions and historical research identified the significant cultural landscape on NAS Alameda as a historic designed landscape. Navy Bureau of Yards and Docks (BuDocks) architects and planners consciously designed the landscape for NAS Alameda – including its axial alignment, bilaterally symmetrical spaces, long sight-lines, and functional and hierarchical organization – following principles influenced by Beaux Art / City Beautiful planning as well as military traditions developed during the early twentieth century in what was later referred to as “total base design.”⁶ Furthermore, the station’s planting plan was laid out by a landscape architect who created a vegetation design that integrated well with the built environment design, following traditions popularized in the field of landscape architecture in the late nineteenth and early twentieth centuries. The historic designed landscape is importantly associated with naval air station development in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and the station’s role in supporting the Navy’s operations in the Pacific Theater during World War II. It also represents an excellent example of various trends in landscape architecture of its period, within the context of military facilities in California. The aesthetic value of the station has been noted over time and continues to be one of the facility’s striking qualities, as particularly seen in the orderly and impressive open spaces, views, and layout of the Administrative Core. Designed historic landscapes can often appropriately fit into the National Register’s property category of district, which the NPS defines as a “geographically definable area which possesses a significant concentration, linkage or continuity of sites, buildings, structures, and/or objects united by past events or aesthetically by plan or physical development.”⁷ The district property type categorization has been most suitable to understand the historic resources on NAS Alameda because the significance of the station is derived from the concentration of buildings, structures, and landscape features that date to the period of significance.

National Register Bulletin 18 provides guidance about what types of elements constitute a historic designed landscape and should therefore, be described in the narrative of existing conditions. The list of suggested elements to identify are: topography and grading; natural features; land uses; circulation; spatial relationships and orientations; views and vistas; vegetation; landscape dividers; drainage and engineering structures; site furnishings; bodies of

⁶ JRP Historical Consulting, “The History and Historic Resources of the Military in California, 1769-1989,” Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 6-1 to 6-4; JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 and 7-3. The description “total base design” is not a phrase used historically to describe the master planning process on NAS Alameda. The phrase is presented in the Statewide Study and is applied to NAS Alameda in that document.

⁷ United States Department of the Interior. *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes* (U.S. Government Printing Office: 1987), 10.

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water; lighting; signs; buildings; structures; sculpture and art. The National Park Service *Guidelines for the Treatment of Cultural Landscapes* states that spatial organization is the element of the landscape that should be addressed first because the interrelationship of character-defining features with overall organization is crucial to understanding a cultural landscape. The categories of character-defining features of cultural landscapes that this guidance lists are: topography; vegetation; circulation; water features; structures, furnishings, and objects. This cultural landscape report includes in all discussions of character-defining features each of the categories listed in the NPS treatment guidelines and also views and vistas because of importance of both broad and controlled prospects within the historic designed landscape.⁸

The USACERL *Guidelines for Documenting and Evaluating Historic Military Landscapes* was used to refine the analysis and evaluation of the historic designed landscape on NAS Alameda. This guidance describes factors that specifically characterize military landscapes, including how military mission can be expressed as a fundamental design principle, how siting and layout are related to military mission as well as the local, natural environment, and the expression of military cultural values and traditions such as hierarchy, uniformity, order, and patriotism.⁹ The guidance also notes that there is often a high level of similarity of basic components and designs among military installation and that one almost universal element of military landscapes is the presence of clearly defined borders. On NAS Alameda, the mission to support naval aviation was expressed as a fundamental design principle, and thus, the station was laid out with the top priority of efficient circulation to the landplane and seaplane hangars. Further, the buildings that supported those operations were sited near the hangars to create a smooth, efficient work flow. Expressions of military cultural values and traditions, particularly hierarchy, order, and uniformity are found throughout the historic designed landscape on NAS Alameda. A striking example is the egg-shaped area, offset from the orthogonal grid of the station, designed in the station plan for officer housing. The offset alignment, and curvilinear shape of the area reinforced military hierarchy by distinguishing this area from the rest of the station. The planting plan, however, called for evenly spaced rows of street trees throughout the area, which expressed order and uniformity among officers. This guidance was used throughout the analysis and evaluation to address military-specific elements of the historic designed landscape.

This study did not find the presence of any of the other categories of cultural landscape – historic site, historic vernacular landscape, or ethnographic landscape – on NAS Alameda. As a category of cultural landscape the NPS defines a historic site as “significant for its association with a historic event, activity or person.” NPS examples of historic sites include battlefields and presidential homes and properties. Categorizing a cultural landscape as a historic site is usually

⁸ National Park Service, *Guidelines for the Treatment of Cultural Landscapes*, “Organization of the Guidelines,” <http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/organization.htm>.

⁹ United States Army Construction Engineering Research Laboratory, *Guidelines for Documenting and Evaluating Historic Military Landscapes: An Integrated Landscape Approach*.

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for a location that possesses historical, cultural, or archeological value apart from the value of existing buildings, structures, or designed landscape features. Thus the definition of “historic site” does not effectively depict the extent of the designed qualities of NAS Alameda’s significant cultural landscape, nor that landscape’s significant contribution to the Navy’s operations on NAS Alameda leading up to and during World War II. Furthermore, existing conditions survey and historical research did not identify significant cultural landscapes on NAS Alameda that meet the definition of historic vernacular landscapes or ethnographic landscapes. Historic vernacular landscapes evolve through the “use of the people whose activities or occupancy shaped that landscape” and reflect the customs and daily lives of those individuals. Ethnographic landscapes are natural and cultural resources that an associated people (often Native American) define as a “heritage resource.” Neither historic vernacular, nor ethnographic landscapes describe or help characterize the landscape and important features extant on NAS Alameda. In particular, neither types of landscape include or are important for consciously designed or contrived landscape features as seen on this facility.¹⁰

Identifying or labeling a landscape as a “cultural landscape” or a “historic designed landscape” does not by itself define that landscape as a historic property or as an element of a historic property that is eligible for listing in the NRHP / CRHR. Categorizing a landscape helps define its qualities that then must be evaluated applying NRHP / CRHR criteria to assess the historic significance of that landscape within its appropriate historic context and to establish whether that landscape retains sufficient historic integrity to convey its significance.

The inventory and evaluation of cultural landscape on NAS Alameda presented in this report, and specifically the historic designed landscape that contributes to the NAS Alameda Historic District, was conducted through application of the significance NRHP and CRHR criteria. Eligibility for listing in either the NRHP or CRHR requires that a cultural landscape have both demonstrable historic significance and integrity. Historic significance is established by determining whether or not the cultural landscape has direct or important associations within the

¹⁰ Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington: National Park Service, 1998), 12 and 136; Charles A. Birnbaum, *Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes*, Preservation Brief 36, (Washington, D.C.: National Park Service, 1994). The definition of “historic site” as a cultural landscape categorization is different than how the term “site” is used as a property type for purposes of NRHP nomination. NPS lists “designed landscape” as an example of a site in the definitions of historic property categories. See United States Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (Washington, D.C.: U.S. Government Printing Office, 1991), 15; and United States Department of the Interior, *National Register Bulletin 15: How To Apply the National Register Criteria* (Washington, D.C.: U.S. Government Printing Office, 1991), 5. For example, the historic designed landscape that is a contributor to the US Air Force Academy Cadet Area, National Historic Landmark (NHL) District in Colorado Springs, Colorado is categorized as a site in the historic property’s contributing elements, which include buildings and structures. See Daniel J. Hosington and John H. Sprinkle, “United States Air Force Academy, Cadet Area,” National Historic Landmark Nomination Form, 2003. The U.S. Air Force Academy, Cadet Area NHL District was designated on April 1, 2004.

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context of a significant aspect of American history, architecture, archeology, engineering, or culture. Properties may be significant at the local, state, or national level. Historic integrity is the ability for a property to convey its significance. Judging integrity is grounded in an understanding the physical features of a property and assessing aspects of integrity, which are location, design, setting, materials, workmanship, feeling, and association. A property must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm historical significance a property may possess and render it ineligible. Likewise, a property may retain integrity, but if it lacks significance, it is ineligible for listing. The NRHP and CRHP evaluation criteria and their application to cultural landscape resources on NAS Alameda are described in Section 4.3.

The survey of cultural landscape on NAS Alameda analyzed NRHP and CRHR eligibility within the applicable contexts, depending upon when the landscape elements were constructed, installed, planted, and/or used. This included evaluation within the context of the immediate pre-World War II period and the war years (1938-1945), as well as the Cold War era (1946-1989). The evaluation of these resources followed the National Park Service guidance, specifically *National Register Bulletin 15*, *National Register Bulletin 18*, *Preservation Brief 36*, and the statewide guidance for military properties.¹¹ The conclusions of the surveys conducted for the CLR are presented in Section 7.

¹¹ CFR Title 36, Part 60; *National Register Bulletin 15*, passim; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*.

3. HISTORIC CONTEXT: DEVELOPMENT OF FEATURES AND FUNCTIONS OF THE LANDSCAPE ON NAS ALAMEDA

The Navy established NAS Alameda as a component of its national plan to strategically develop naval aviation and to position air stations across the country in the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and crucial role in the Pacific theater. The station grew rapidly to enable it to serve and support important wartime activities. NAS Alameda was one of three major air stations on the West Coast to support operations of aircraft carrier groups, patrol squadrons, and utility squadrons, and it conducted critical functions for aircraft assembly and repair. Under the theme of Pre-War Preparedness in the Statewide Study, NAS Alameda is listed among the permanent bases built during the period leading up to World War II. The Statewide Study notes that military facilities like NAS Alameda share characteristics, such as most were constructed in a short period of time and many were built following a “total base design” with adaptations required during rapid war time construction. The Statewide Study also observed that many late 1930s military facilities were built, like NAS Alameda, following construction and architectural trends of the period, many of which included reinforced concrete buildings.¹²

Following naval aviation’s successes in World War II, the Navy established the aircraft carrier as a central basis for naval operations, with operations and support activities for aircraft and carriers becoming standard Navy functions during the latter half of the twentieth century. NAS Alameda supported carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, and continued to carry out its main function of aircraft overhaul and repair. As noted in the Statewide Study, much of the focus for military development during the Cold War, however, was on research and development of innovative aircraft and weapons. While it conducted vital functions, NAS Alameda’s support role was part of the Navy’s standard operations during this period and thus the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of Cold War naval missions and activities.

This section presents the historic context for NAS Alameda and the historic development and evolution of features and functions of the landscape located therein. Narrative description of present features and functions of the NAS Alameda landscape, i.e. existing conditions, are discussed in Section 4.1. Please note, contemporary street names are used in this narrative context and its illustrations, rather than the historical number and letter street names.

¹² JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-1 and 7-2. As noted, the description “total base design” is not a phrase used historically to describe the master planning process on NAS Alameda. The phrase is presented in the Statewide Study and is applied to NAS Alameda in that document.

Aerial photographs from 1943, 1945, 1946, 1958, 1968, 1985, and 1993 are provided in **Appendix A3** for reference purposes.

3.1 Pre-World War II and World War II (1917-1945)

3.1.1 Establishment of NAS Alameda (1917-1940)

Experiments in naval aviation began as early as 1910 when the first biplane took off from the deck of the cruiser *USS Birmingham* (CL-2). During a 1913 naval exercise off the coast of Cuba, the entire naval aviation contingent participated in scouting and spotting mines and submarines, which marks the first use of Navy aircraft. Despite the growing usefulness of naval aviation – further demonstrated through the use of seaplanes for anti-submarine patrols in World War I, the 1921 demonstration sinking by aircraft of the former battleship *Ostfriesland*, and successful employment of aircraft in 1923 fleet exercises – funding to expand naval aviation activities was limited during a period of post-war low military spending and as the army and navy debated the merits and control of aviation for military purposes. Naval aviation was bolstered by the establishment of the Bureau of Aeronautics in 1921, which promoted integrating aircraft with fleet operations. Available funds for naval aviation were generally spent on aircraft during this period, creating overcrowding at the few facilities that served aircraft, and little money was spent directly on creating naval stations designed for aircraft operations. Two of the earliest naval facilities that had aircraft functions were in San Diego, which was established in 1911 and shared air facilities with an Army air field, and in Pensacola, Florida which was established in 1914 and was an adapted naval yard. Construction in the 1930s would place NAS Alameda on equal footing with these stations.¹³

Increases in Depression-era federal spending during the early 1930s and the growing concerns regarding national defense in response to geo-political changes in Europe and Asia boosted funding for naval aviation during this period. The Vinson-Trammell Act of 1934 helped expand naval aviation activities, providing for acquisition of aircraft to accompany new ships, and the improvement of naval bases. At the same time, the military expanded their presence in California. Before this time, a majority of military bases were located in the midwestern, southern, and eastern parts of the country. The Navy reorganized into Atlantic and Pacific fleets

¹³ Julie L. Webster, United States Army Construction Engineering Research Laboratory, “Historical and Architectural Overview of Military Aircraft Hangars,” Prepared for United States Air Force Headquarters, Air Combat Command, 1999 revised 2001, 1-9 to 1-10, 2-13, 3-24 to 3-41, http://www.cecer.army.mil/TechReports/webster98/webster98_idx.htm (accessed September 15, 2009); Kirby Harrison, “U.S. Naval Aviation 75 Years of Pride and Tradition,” *Naval Aviation* (May-June 1986): 4, www.history.navy.mil/nan/backissues/1980s/1986/mj86.pdf (accessed January 10, 2009); *Chronology of Significant Events in Naval Aviation, 1910-1915* (Washington, DC: Naval Aviation History Office, 1997) 4, 11; Charles J. Gross, *American Military Aviation: the Indispensable Arm*, (College Station: Texas A&M University Press, 2002) 48-50.

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during the 1920s, spurring construction of naval facilities in California. California – and the San Francisco Bay Area in particular – offered a mild climate and undeveloped land, an excellent combination for naval operations and training. In 1935, Navy representatives met with Alameda city officials to discuss purchasing 1,000 acres of low, tidal land west of the city for an air station. The negotiations were successful, and in June 1936 Congress passed Public Resolution No. 19, which authorized President Franklin D. Roosevelt to accept the City of Alameda’s offer for the land. By the end of the year, the Bureau of Yards and Docks was preparing a plan for development of the new station.¹⁴

The Navy had long considered the area at the western end of Alameda for naval operations. Beginning in the 1870s and continuing into the early 1900s, the City of Alameda (incorporated in 1872 and re-incorporated as a Charter City in 1884) had experienced significant infrastructure growth, attracted a number of industries, and grown in population. By the 1910s, local businessman John J. Mulvany began promoting Alameda as an attractive site for a military installation. He began pressing the Navy and Congress to establish such a facility at the low-lying area west of the city called Alameda Point.¹⁵ Mulvany’s efforts led to the creation of a special congressional fact-finding committee headed by Admiral James Helm in 1917. The subsequent Helm Report, released that same year, recognized Alameda’s advantages: local industry and transportation infrastructure, shallow waters to create as many acres as needed through dredging the sandy bay, access to deepwater, and its relatively isolated location. His report recommended that the Navy purchase land at Alameda for development of a supply station, comparable to the facility at Hampton Roads, Virginia that housed and supported Navy aircraft. The Alameda station was to be part of a chain of naval bases along the West Coast stretching from San Diego to Seattle.¹⁶

¹⁴ Webster, “Historical and Architectural Overview of Military Aircraft Hangars,” 3-41 and 3-43; JRP Historical Consulting, “The History and Historic Resources of the Military in California, 1769-1989,” Volume 2, California Historic Military Buildings and Structures Inventory, 1-1; Jones & Stokes, “Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District” (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, January 2008), 8; and LCDR. B.L. Allbrandt, “History of the Naval Air Station and Naval Aviation Depot at Alameda, California” (May 1996), 2, Aerospace Maintenance Duty Officers’ Association, <http://www.amdo/history.html> (accessed September 11, 2009); “Construction of 2 Dirigibles By Navy Urged,” *Oakland Tribune*, (November 16, 1936): 4.

¹⁵ Alameda Point is the historic name of the west Alameda area. This name is also being used for current planning efforts on former NAS Alameda. This historic name is not be used further in this report so as to avoid confusion with the current planning efforts. For historic reference see: Frederick L. Paxson, “The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense,” *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

¹⁶ Allbrandt, “History of the Naval Air Station & Naval Aviation Depot,” 2; Sue Lemon, “Alameda, Calif., Naval Air Station, 1938,” in *United States Navy and Marine Corps Bases, Domestic*, ed. Paolo E. Coletta, assoc. ed. K. Jack Bauer (Westport, Conn: Greenwood Press, 1985), 9; and Paxson, “The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense,” *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

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Despite local support and continued requests from the Navy, Congress did not approve construction of a naval base at Alameda for nearly two decades. In the interim, the City, private interests, and the Army developed parts of what became NAS Alameda. West of Webster Street in Alameda, the city allowed a private corporation to create 900 acres of filled land and to construct an airport along the Southern Pacific Railroad Mole that jutted into the San Francisco Bay from the western tip of the island. This later became the northwest corner of the station. The Alameda Municipal Airport opened in March 1929 (**Photograph 1**). The airport attracted to its facility the Curtis-Wright Corporation. Later, Pan-American Airways flew seaplanes from the peninsula, including the famous “China Clipper” in 1935 that inaugurated commercial trans-Pacific air service. The site of the aircraft’s departure is commemorated by California Historical Landmark #968, located near the base flagpole in front of Building 1, although the actual site of the airport bay was to the west near the intersection of Runway 7-25 and the taxiway that connects it to Runway 13-31. Less than two weeks after the completion of the Alameda Municipal Airport, a private venture began construction of the San Francisco Bay Aerodrome on leased acreage in the area bound by Webster Street to the east, present day Atlantic Avenue to the south, and Main Street to the west. The Aerodrome was dedicated in August 1930.¹⁷



Photograph 1: Alameda Municipal Airport, 1936.¹⁸

During that same year, the Army began building its own airfield, Benton Field, on 128 acres of what had been partially submerged lands between the San Francisco Bay Aerodrome to the east and the Alameda Municipal Airport to the west. The Army dredged and infilled 100 acres in the

¹⁷ Paxson, “The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense,” *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245. The Navy later used the Aerodrome property and this area east of Main Street was an annex to the NAS Alameda station. Most of the former annex / Aerodrome property has been transferred out of Navy control and is not addressed in this report.

¹⁸ Alameda Airport- Sunnyvale, Calif., proposed seaplane base, December 18, 1936, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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area that became the northeast corner of the NAS Alameda (**Illustration 1**). With the assistance of the Works Progress Administration in 1935, the Army constructed roads, railroad spurs, utilities, a small runway, and well in the land now occupied by the administrative core of NAS Alameda.¹⁹ None of the facilities associated with these early aviation activities remain on station.

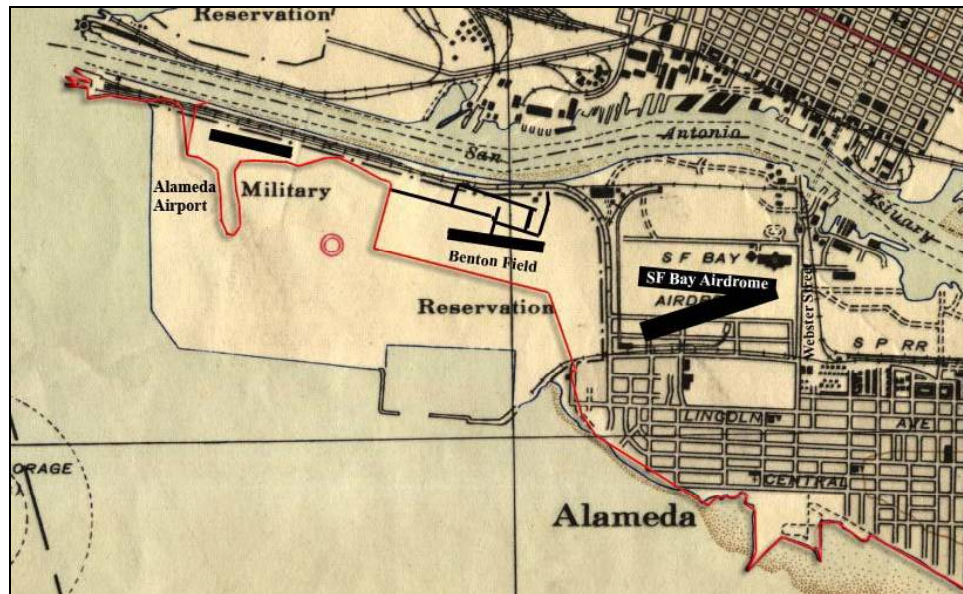


Illustration 1: Circa 1938 data overlaid on 1942 USGS Map. Data added to map: location of shoreline (red), Alameda Airport, Benton Field, and San Francisco Bay Airdrome.²⁰

The Navy acquired the Alameda Municipal Airport in June 1936 and obtained the unfinished Benton Field from the Army in October 1936, with authorization the following year for the Navy to spend what the Army would have spent for their air base. All of the more than 2,000 acres of the acquisition was submerged or was fill. Natural land west of Main Street, that was to become part of NAS Alameda and was originally part of the Mexican-era Peralta land grant, was privately owned at this time and subsequently acquired / leased. Congress appropriated \$15 million for the construction of a facility at Alameda to support naval aviation in 1937, but Pan-

¹⁹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Lemon, "Alameda, Calif., Naval Air Station, 1938," 9; IT Corporation, "Final Comprehensive Guide to the Environmental Baseline Study Alameda Point, Alameda California" (prepared for Department of the Navy Southwest Division, Naval Facilities and Engineering Command, San Diego, 2001), Figure 6-20; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, Record Group 181, National Archives Pacific Region (San Francisco) [hereafter RG 181, NARA (San Francisco)]; and Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 18.

²⁰ USGS, *Oakland West, Calif*, 1:62,500, topographic map, 1942; Ace and Judy Campbell, *Map of Alameda Airport, Benton Field, and San Francisco Bay Airdrome, circa 1938*, Waterfront Action, www.waterfrontaction.org/history/55_lagoon.htm (accessed July 2010).

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Am required time to move from Alameda Municipal Airport, and so did the Army from Benton Field, delaying commencement of construction for the new naval air station.²¹

Meanwhile, as military tension around the world increased, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur Japay Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. Its work, set forth in the Hepburn Report of 1938, directed Navy expansion. Among its recommendations was the establishment of three types of naval air facilities: 1) major air stations with the ability to assemble and maintain aircraft, along with management of regular operations; 2) secondary stations designed only for regular operations; and 3) training stations. The Hepburn Board boosted the status of the new navy property in Alameda by recommending establishment of NAS Alameda as one of the major air stations on the West Coast supporting both operations and aircraft assembly and repair (A&R). Major stations were planned to accommodate two to four carrier groups, three to six patrol squadrons, and two utility squadrons. The plan called for NAS Alameda to support two carrier groups (with possible expansion to four carrier groups) and five patrol squadrons, along with functions to perform aircraft overhaul.²² NAS Alameda was one of six major naval air stations that the Hepburn Board recommended for construction. The other stations included NAS Norfolk (Virginia), NAS San Diego (North Island), and NAS Seattle (Sand Point), which were already in use for naval aviation activities, and were expanded in response to the Hepburn Report. NAS Alameda, along with NAS Jacksonville (Florida) and NAS Quonset Point (Rhode Island), were completely new stations recommended for construction under this program, although Congress had already approved funding for NAS Alameda. The design and construction of NAS Alameda occurred around the same time as NAS Jacksonville and NAS Quonset Point. The assertive conclusion of the Hepburn Report was that the need for additional aircraft facilities was greater than for other military craft and the result of the report was that aviation was given priority in naval operations and planning.²³

²¹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2-3; Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245 and 249; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np.

²² Capt. Albert L. Raithel Jr, USN (ret.), "Patrol Aviation in the Pacific in WWII," *Naval Aviation News* (July-August 1992): 32, <http://www.history.navy.mil/nan/backissues/1990s/1992/ja92.pdf> (accessed January 10, 2009); Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-22 to 4-23, 4-28; and United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1 (Washington, D.C.: United States Government Printing Office, 1947), 232.

²³ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, available online at: Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 2009); United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 229.

3.1.1.1 Station Planning and Design

The Navy's BuDocks, Department of Planning and Design, designed the new Alameda station with civilian architects, engineers, and planners under the direction of Captain Thomas Trexel. In general, plans for the station's design followed hierarchal and organizational planning doctrines used for military bases and naval air facilities of the period that had evolved during the early twentieth century. Plans for NAS Alameda – drafted during peacetime – envisioned a 1,000-personnel facility that would house 200 aircraft and serve as home port for two aircraft carriers. Because early military aircraft were shipped in parts for on-site assembly, the station's original plans featured an A&R Department. The layout and construction of NAS Alameda was conducted under a master planning process that has been referred to as a “total base design.”²⁴ The station's original design received an award for functional planning at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939.²⁵ Within a couple of years, the importance of the station's functional design became apparent when the station needed to adapt and expand its operations and increase personnel during war time mobilization. Similar to efforts made by the Army, the Navy adopted this master planning approach to design in the years between World War I and World War II as a way to improve the efficiency and function of its facilities, and to provide greater coherence between naval bases. BuDocks and the design team utilized standardized designs for some buildings that were developed during the previous two decades by the Bureau of Aeronautics (BuAer) and the Bureau of Ordnance, which had standards for siting and constructing structures for various functions. BuDocks employed these standards and plans for many buildings and structures as it developed each station. Following completion of the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations with local conditions necessitating alterations for improved functionality at given locations.²⁶ NAS Alameda followed many of the standards and requirements of the period. Yet, NAS Alameda has a more formal plan and different architectural character – both of which have been retained – than any of the other stations recommended for construction by the Hepburn Report.

²⁴ H.C. Sullivan, “Base Planning,” *U.S. Navy Civil Engineer Corp Bulletin 1*, no.5 (April 1947):118-122; US Navy, Command History 1 of 25, “Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45,” Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); JRP Historical Consulting, “The History and Historic Resources of the Military in California, 1769-1989,” Volume 2, *California Historic Military Buildings and Structures Inventory*, 6-1 – 6-4; JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-2 – 7-3.

²⁵ US Navy, Command History 1 of 25, “Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45,” Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco).

²⁶ Charles F. O'Connell, Jr., “Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15,” Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer> accessed January 26, 2010, 39-45; United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 3-9, 61-70.

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BuDocks developed an approach for NAS Alameda that placed activities and functions in relation to each other, with organization of, and circulation between, station activities and functions receiving highest priority. Following the planning principles of the period, planners located piers, seaplane functions, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. As a result of this organization, naval air stations designed and built in this period share similar organization. This can be seen in the comparison of the general layout of NAS Alameda and NAS Jacksonville, both designed and built starting in the late 1930s (**Illustration 2** and **Illustration 3**). Landing areas for both landplanes and seaplanes are at the edges of the bases. Hangars, both seaplane and landplane, adjoin the landing areas. The A&R facilities are within easy access of both types of hangars. On the opposite side of A&R from the hangars are the storage and materials areas. Administrative functions are placed at the center of the station, between the operational areas and residential areas. Enlisted quarters are closest to the work areas so that enlisted personnel could easily access their assigned duty. Officers' and family quarters were placed further from the operational activities of the stations. Enlisted personnel and officers each had their own separate recreational areas. For safety, hazardous materials and ordnance were furthest from the residences, some of which were on the landing fields. The location of natural features relating to the docks and seaplane facilities determined the final placement of this interlocking system of activities. Important to the master planning was consideration of future expansion, which led some areas to be left undefined in initial plans for station, such as the area east of the Seaplane Lagoon on NAS Alameda.²⁷

²⁷ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-26; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); JRP Historical, "The History and Historic Resources of the Military in California, 1769-1989," 6-22, 6-23; H.C. Sullivan, "Base Planning," *Civil Engineering Corps Bulletin* (April 1947): 118-122.

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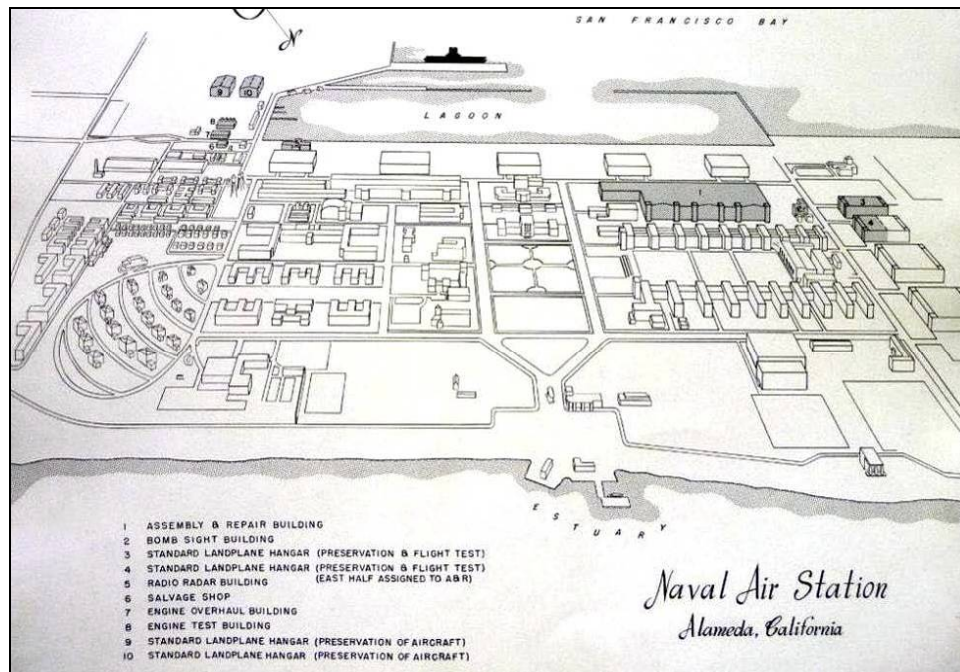


Illustration 2: General plan of NAS Alameda at the end of World War II. Airfield is to the right, off the map. A&R buildings are shaded.²⁸

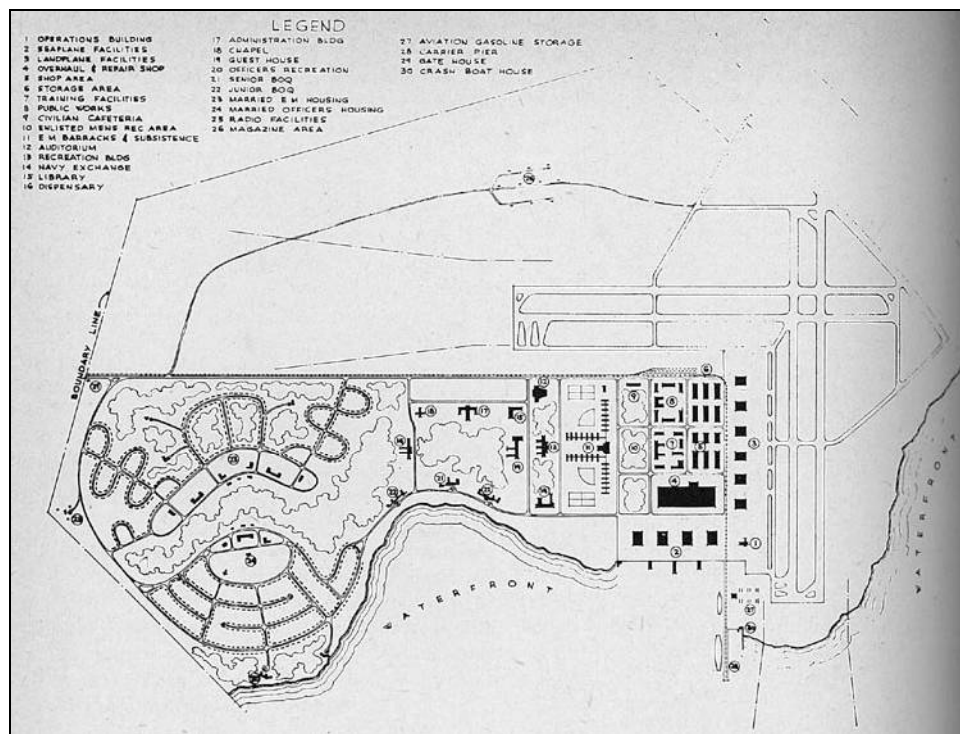


Illustration 3: General plan of a naval air station master planning. Shown here is a plan for NAS Jacksonville from 1939. Design elements and functional areas are similar to those found on NAS Alameda.²⁹

²⁸ "Naval Air Station Alameda, California Map," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np; The hangars listed as 9 and 10 were under construction and part of the post-war planning to preserve aircraft returning from the Pacific theater.

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The NAS Alameda base plan also had a comprehensive functional organization. Early plans for NAS Alameda show a station arranged along intersecting axes and divided into functional areas, although without details that would emerge during the station's early years. In the early plans from 1939, the north-south axis ran from the Main Gate bisecting the entry mall and the Administration Building (Building 1) with an east-west axis dividing the administrative / residential area on the north side of the station with the industrial and operations on the south side. This east-west axis was an open area that was to align with the middle of the Airfield on the west end of the station, with landplane hangars flanking this axis. There was also another east-west axis in the original plan that bisected the BEQ quadrangle (Buildings 2, 3, and 4) and crossed the north-south axis in the middle of the entry mall in front of Building 1 and then continued along the median of what is now West Essex Drive (**Illustration 4**). The BEQs with their Galley / Mess Hall (Buildings 2, 3, and 4) were shown in their current location. Bachelor Officers Quarters (Building 17) were to be two mirrored buildings facing a central green space similar to that of the enlisted quadrangle. Officers' Housing was the only non-axial portion of the station, planned as an irregular loop in the northeast corner. The original A&R facility (Building 5) was planned at half its eventual size and the location of several functions were not yet assigned, such as much of the recreation facilities and some of the residences. Early plans for station do not include some support / storage facilities or facilities that required siting and design input from specialized departments. As dictated by their secondary function and/or for safety, some facilities were not placed within the formal hierarchal planning of the station's major functions or were placed away from more densely occupied portions of the station. These included magazines, locomotive repair shop, paint / oil storage, and engine test cells.

Functional and departmental requirements led to specific siting of some facilities and changes in the station's design and plans during the planned phased construction of the new station. The landplane hangars were repositioned parallel to the Airfield and aligned with a secondary axis (**Photograph 2**), and later the open space along the original east-west axis was filled with additional buildings. Placing the additional buildings in that space situated them near the industrial and storage facilities thereby maintaining functional efficiency. The axis from the BEQ quadrangle across the entry mall stretching to the Officers' Housing area thus received prominence. Station planners also increased the number of officers that could be housed in the northeast corner of the station by altering the original single-street loop to an egg-shaped configuration with curved streets (see **Illustration 4** and **Photograph 2**). This modification to the 1939-plan maintained the design concept of setting the Officers' Housing apart from the axial plan and orthogonal grid. Almost all of east side of the station, and its temporary type construction, emerged only with the demands of war. Despite these changes, the evolution of the station's layout during both the initial years of construction prior to U.S. entry into World War II

²⁹ Oswaldo A. De La Rosa, "The Planning of Naval Air Facilities," *Civil Engineering Corps Bulletin* 6, no. 3 (March 1952): 68. Current aerial photographs show that NAS Jacksonville has only some elements of this layout. It is unclear what components of this design were initially constructed and which were altered over time.

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and during the war left intact much of the station's original planning and its important principles of organization, functionality, efficiency, and hierarchy, adapting well to the enormous demands of war. The initial plans for a 1,000 personnel facility evolved during the war to function with 18,000 Navy personnel and 9,000 civilians working on the station.³⁰

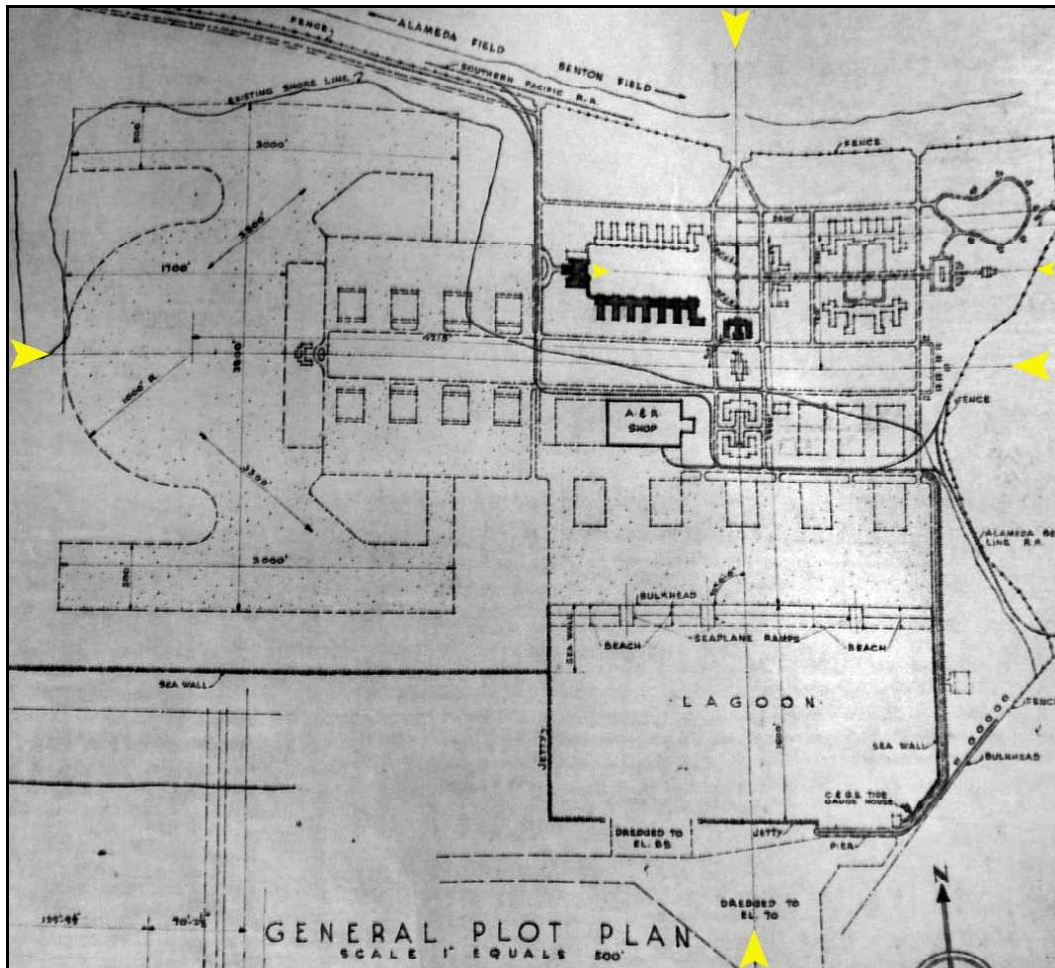


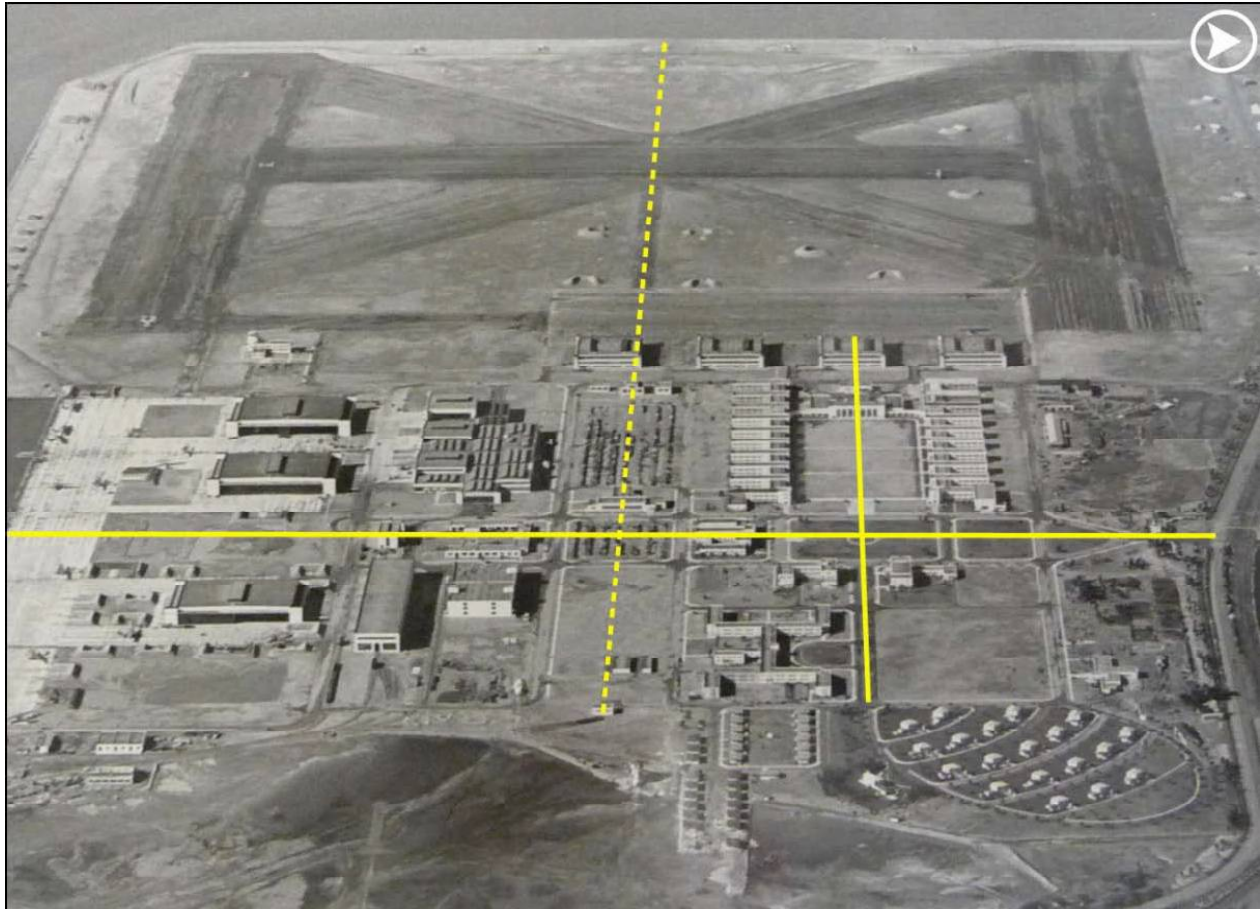
Illustration 4: 1939 Station Plan. Primary axes highlighted with large arrows; secondary axis highlighted with small arrows.³¹

³⁰ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former Alameda City Hall West, NAS Alameda, Alameda, California [hereafter Plans and Maps Room, Building 1 on former NAS Alameda]; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

³¹ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

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Photograph 2: January 28, 1942. Note landplane hangars, realigned from 1939 station plan, oriented to what was originally a secondary axis (solid east-west line), rather than the original primary axis (dashed line).³²

³² “NAS Alameda alt. 5000 ft. horizontal distance 15,000, 8 ¼ in. lens looking west, passive defense photo,” January 28, 1942, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

3.1.1.2 Construction of NAS Alameda

The construction of the air station began in February 1938 under the supervision of Commander E.C. Seibert of the Civil Engineer Corps. Working from a small shack, Seibert administered contracts to 25 companies for demolition of extant buildings and structures on site, dredging submerged land, and construction of the new facility. The grounds of the station were scarified in preparation for filling and grading, and fill was obtained through dredging the future sites of the ship channel, turning basin, and Seaplane Lagoon. Before dredging took place, a stone rip-rap seawall was constructed to contain the fill and help convert submerged and partially submerged lands. A suction dredge then drew silt from the three sites and deposited the material on tidal flats and marshes located within the seawall. More than 15 million cubic feet of fill was ultimately used to build the station.³³ **Photograph 3** and **Photograph 4**, taken in January and November of 1941, respectively, show the progress of the fill. Once crews completed filling and grading, underground utility installation and building construction began.



Photograph 3: Aerial Photograph of NAS Alameda January 20, 1941. Note the rows of dredged materials on what is now the Airfield.³⁴

³³ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California*, np; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 3.

³⁴ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum.



Photograph 4: Aerial Photograph of NAS Alameda November 12, 1941, showing infill and construction progress within the year.³⁵

The Navy phased construction of buildings at the station. (See Combined Specific Buildings Evaluation / Cold War Era Evaluation Report for additional discussion regarding construction of buildings and structures on NAS Alameda). Individual barracks, mess halls, and operational buildings were constructed in increments, with planned expansions. For example, only seven of the ten wings of BEQ Building 2 and two of the three mess halls in Building 3 were built in 1939. BEQ Building 4 and the third mess hall were shown on base plans, but construction and contracts were phased to allow growth in operations. Site plans and blueprints indicate that the General Storehouse (Building 8), Aircraft Storehouse (Building 9), Paint and Oil Storehouse (Building 13), Engine test cells (Building 14), and Bachelor Officers' Quarters (Building 17) were similarly phased (**Photograph 5**). Additional locations for hangars were also indicated on the initial plans. Building 1, the Administration Building, was completed in November 1938. By early 1940, many of other buildings were under construction – including Buildings 11 and 12, the seaplane hangars north of the lagoon.³⁶

³⁵ Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum.

³⁶ Bureau of Yards and Docks, "US Naval Air Station Alameda, Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed; "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).



Photograph 5: Aerial photograph of NAS Alameda 1941 showing construction of BOQ (Building 17).³⁷

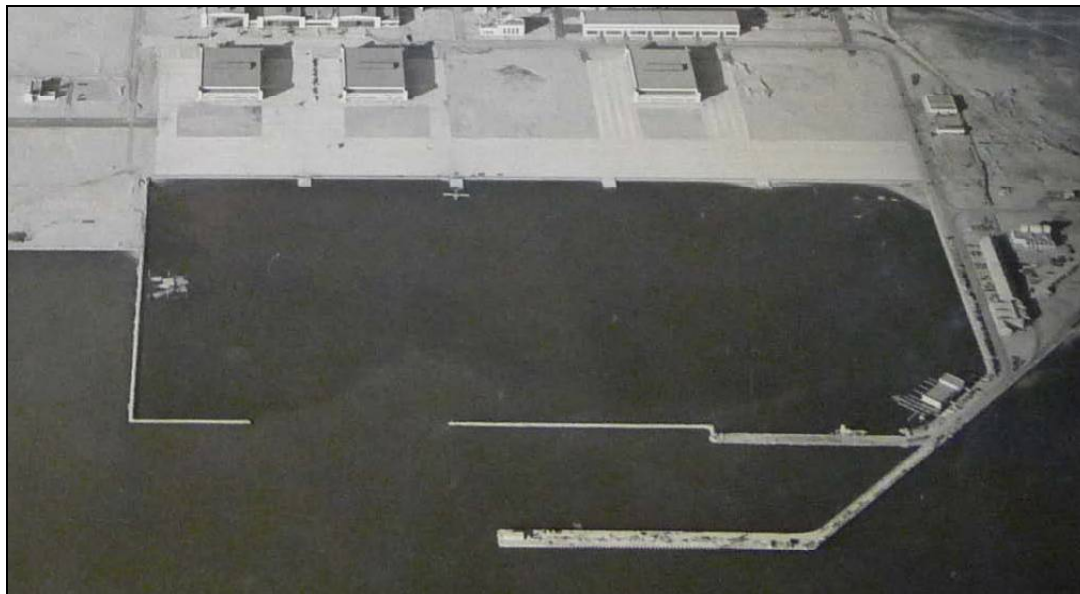
The construction of the Seaplane Lagoon and two of the seaplane hangars prior to building landplane hangars and the Airfield indicates the relative importance for the Navy, at the time, of seaplanes or ‘flying boats.’ These aircraft lacked the speed and maneuverability of land-based aircraft, but were excellent patrol, rescue, and transport craft. Prior to the widespread use of radar, patrol aircraft located targets for their assigned ships. Seaplanes moved slowly, but could stay aloft for long periods covering large areas of oceans. Their ability to land on water made it possible for them to search for, and rescue, downed aviators and sailors. The large boat hull allowed them to transport materials to locations inaccessible to other aircraft. Each of the air stations established or improved under the Hepburn Board plan included seaplane facilities. The Seaplane Lagoon on NAS Alameda was formed by dredging rather than utilizing a natural feature. Seawalls for the lagoon were formed with two sizes of rock and backfilled with dredged materials in two stages.³⁸ Construction of the lagoon was integral to the dredging operations and it was largely complete by 1940, when the first of the seaplane ramps were installed (**Photograph 6**).

³⁷ “History of Assembly and Repair Dept,” Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

³⁸ David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes and Amphibians* (London: Robert Hale, 1984), 70, 73, 102, 160; Bureau of Yards and Docks, “US Naval Air Station Alameda, Bulkheads, Jetties, Seawall, Dredging and Filling, Location Plan and Sections,” Yards and Docks #125969, December 29, 1937, Drawer A-11 Pier no. 1 Brows-Camels, Plans and Maps Room 143, Building 1 on former NAS Alameda, Alameda, California.

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Photograph 6: Seaplane Lagoon, November 12, 1941.³⁹

The beginning of hostilities in Western Europe in September 1939 stimulated the Navy to quicken the pace of construction on NAS Alameda. In July 1940, a month after Germany invaded France, Belgium, and the Netherlands, Congress approved an additional \$17 million for work on NAS Alameda. Johnson, Drake & Piper Construction Company was awarded the major contract to hasten the station's completion. The company, with main offices in Minneapolis, Minnesota and satellite offices around the nation, secured military construction contracts across the country and overseas during World War II. Whereas the Navy previously issued contracts for individual buildings or structures, Johnson, Drake & Piper's contract covered 35 items. Additions to the contract continued through 1942, and as a result Johnson, Drake & Piper was responsible for constructing most of the station.⁴⁰

On November 1, 1940, although still incomplete, NAS Alameda was commissioned and placed under the command of Captain Frank R. McCrary, with Rear Admiral A.J. Hepburn in attendance at the opening ceremony. The new base was expected to boost the local economy, but few expected the station to become as large as it did as a consequence of World War II. In February 1941, three months after the base opened, the author of an article appearing in the *Alameda Times-Star* speculated that nearly 800 local residents would work on NAS Alameda. The paper could not have anticipated that by the end of the war the thousands of military and civilian personnel stationed and working on the facility. The station's opening also prompted the

³⁹ US Navy, Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum, Port Hueneme.

⁴⁰ "Construction News," *Southwest Builder and Contractor*, August 2, 1940, 107; NOy-4165: contract; *Additional Aviation Facilities at the Naval Air Station Alameda California*, re: Johnson, Drake & Piper, Inc 3 July 1940- 25 July 1943, Box 25, NOy Contracts, Record Group 12, Bureau of Yards and Docks (1862-1966), NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme. Johnson, Drake & Piper ceased operations in the 1960s.

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creation of a number of on-base trade schools for aircraft maintenance, including the Aviation Metalsmiths' School, the Aviation Machinist Mates' School and the Aviation Radiomen's School. These training centers educated civilians as well as enlisted personnel in Building 132 (since demolished), which was located near the enlisted personnel pool.⁴¹

The first operational aircraft, a squadron of seven seaplanes, arrived on NAS Alameda in January 1941 along with the seaplane tender ship *USS Pelican*. These were the first of 200 aircraft to be assigned to the station.⁴² This squadron was able to operate from the completed Seaplane Lagoon, while dredgers were forming the land for runways. Dredging to create the runways continued until September 1941 although runway construction began on the filled land in April (see **Photograph 3** and **Photograph 4**).⁴³

3.1.1.3 Architectural Design on NAS Alameda

In addition to the careful master planning for the station following principles of organization, functionality, hierarchy, and efficiency, the Navy also designed prominent buildings on the station in a manner that corresponded with the efforts to create a modern and organized facility. This was achieved by adhering the station's plan to a Beaux Arts formal spatial layout and by designing most of its prominent buildings in the Moderne style, which blended neo-classical proportion, symmetry, and order with modern design concepts of the time.⁴⁴ The planning and architecture on NAS Alameda demonstrate trends that BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.

The NAS Alameda station plan had a comprehensive aesthetic design based on the Beaux Art planning used in City Beautiful planning. The City Beautiful movement heavily influenced planning in the United States in the first half of the twentieth century, and can be seen in city planning as well as institutional settings such as college campuses. The movement borrowed planning concepts from the French Ecole des Beaux Arts and organized elements through the use of primary and secondary axes, such as those employed on NAS Alameda. Various *partis* or

⁴¹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 3; Building 132, Box 59 Property Cards, RG#11.2.3, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

⁴² "First of Navy Planes Arrive" *Oakland Tribune*, January 4, 1941.

⁴³ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

⁴⁴ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320. The buildings on NAS Alameda have also been described as being Art Deco. The architectural styles of Art Deco and Moderne are sometimes used interchangeably, but this obscures the differences between them and the development of the modernistic styles in the United States during the 1920s, 1930s, and early 1940s.

shapes, such as courtyards, would then be arranged in harmony with the overall axial plan. Beaux Arts planning influenced civic planning and the design of public, governmental, and military facilities across the nation during the first half of the twentieth century. Important local examples of Beaux Arts plans include the Civic Center of the City of San Francisco built after the 1906 earthquake, the Pan Pacific International Exhibition (San Francisco) in 1915, and the Golden Gate Exhibition on Treasure Island in 1939. Early development of the campus for the University of California in Berkeley was also influenced by Beaux Art design. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. In many nineteenth century and early twentieth century examples of such plans, the buildings were also in the Beaux Arts style with Classically-derived ornamentation, but as styles evolved, buildings constructed on such plans were of a variety of styles, including the developing Moderne style used on NAS Alameda. The U.S. military had employed Beaux Arts inspired plans since World War I and continued to use such plans throughout the period between the two world wars.⁴⁵

Axial, orthogonal plans organized by bilateral symmetry such as the one present on NAS Alameda are particularly well suited for flat locations because the axial lines do not need to curve around natural features as they would in a hilly or mountainous area, a lesson earlier city planners learned through trial and error. In 1905-06, Daniel Burnham, the director of works for Chicago's 1893 Columbian Exposition, and early city planner known for his successful Chicago Plan (1909), designed a plan for a summer capital in a rugged region of the Philippines. In the design, he attempted to impose a geometrical and orderly arrangement onto the land for which he has been harshly criticized by his later peers. While this type of orderly arrangement was successful at the Columbia Exposition, on the flat lands by Lake Michigan, it did not translate well to hilly environments. In his 1971 study of landscape design, Norman T. Newton remarked, "Had it not occurred to [Burnham] that ground-consuming bilateral symmetry, and unduly extensive level areas, would prove unmanageable in this intricately rugged mountainous terrain...?" Newton further commented that a geometrical and orderly plan could have been worked out, but not with the bilateral balance that Burnham was trying to impose upon the mountainous land.⁴⁶ In the same period, Burnham also designed a plan for San Francisco that was never executed because the 1906 earthquake and fire halted the planning process. Although this plan paid some attention to the hilly topography of the city, with wide diagonal boulevards converging on hilltops, the plan essentially called for another system of linear streets and diagonal boulevards imposed over the already extant grid system. Again, Burnham placed

⁴⁵ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320.

⁴⁶ Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Massachusetts: Belknap Press of the Harvard University Press, 1971), 419-420.

higher ideals of balance and order above the reality of the natural topography.⁴⁷ In contrast, the flat land the Navy built at Alameda provided an ideal slate on which to design a plan using geometric shapes with bilateral balance and symmetry.

The field of landscape architecture had a closely parallel history with the City Beautiful planning movement following the influential 1893 Columbian Exposition. Shortly after the exposition renewed American interest in classical design and architecture, Charles A. Platt exerted considerable influence on the expanding field of landscape architecture in the United States, leading to a shift away from the relatively formless, romantic style “landscape gardens” that were the norm in the nineteenth century until the 1880s when architectural forms became more geometric and landscape designers integrated those geometric forms with buildings. This was the beginning of the Country Place Era of landscape architecture over which Platt exerted considerable influence. After an extended trip to Italy where he studied the character and form of the Italian Villa, Platt returned to the United States with an appreciation for the integration of indoor and outdoor space, and the integration of architecture and landscape architecture, each fit to their natural sites and designed to suit the needs of the period. Norman T. Newton noted that in both Platt’s work, and in the Italian Villa, space was organized based on a pair of fundamentals, lines of sight connecting one space or a series of spaces with one another, giving the observer a sense of inter-relationship, structure, and strength, and, defining or implying the boundaries of these visually connected spaces with vertical planes so that each individual space read as a distinct entity. In his landscape designs, Platt used geometric, usually rectilinear forms for individual spaces in order to achieve structural form. Integrating buildings and grounds resulted in strength and continuity of design. While bilaterally symmetrical spaces did occur in both Platt’s design, and the Italian Villas upon which he drew inspiration, this was not crucial to his designs, rather the sight-lines were the essential part of the design. Not only was Platt known for the overall strength of his design, but for attention to the smallest detail, which earned him the respect and admiration of a young generation of landscape architects through the 1920s. So astute was he at the integration of building and landscape, that in some cases he was commissioned to design plans for both. One of the first such commissions was an institutional project, Timberline at Bryn Mawr College. From the 1910s to the early 1930s, Platt was involved in many institutional projects where, working both solo and collaboratively, he created some outstanding works of landscape architecture to add to the design of existing buildings. He worked on plans for the University of Illinois, University of Rochester, and Phillips Andover Academy. The overall station design and planting plan for NAS Alameda reflects many of the principles of design popularized by Platt.⁴⁸

⁴⁷Gray Brechin, *Imperial San Francisco: Urban Power, Earthly Ruin* (Berkeley: University of California Press, 1999), 151-154; Newton, *Design on the Land*, 416-417.

⁴⁸ Newton, *Design on the Land*, 344-346, 372, and 416-417.

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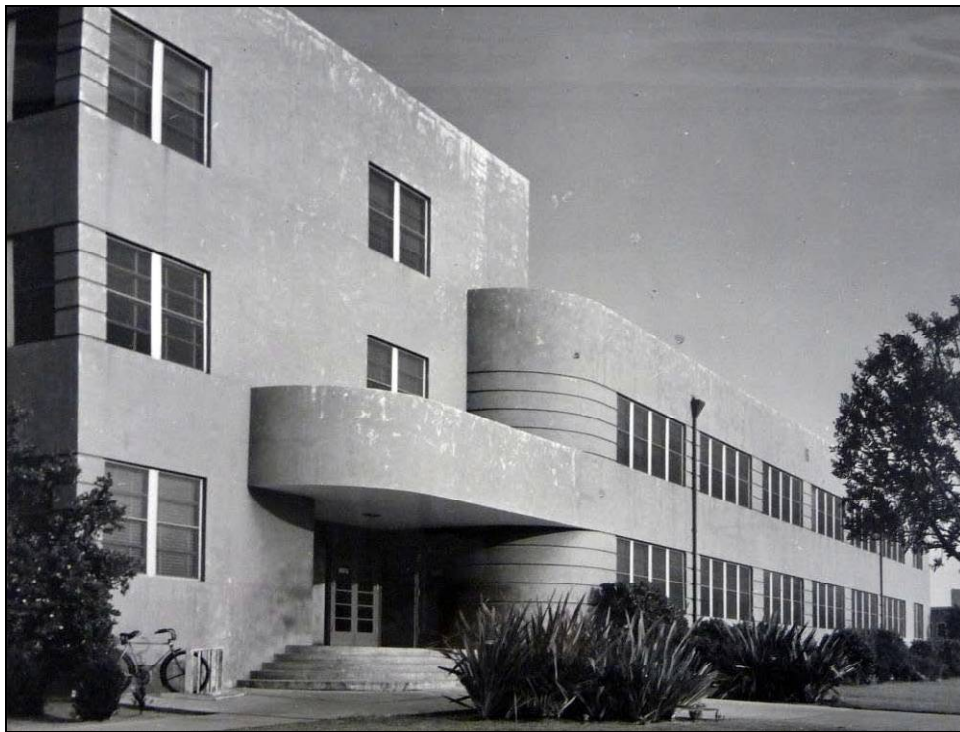
At the same time, Beaux Art and City Beautiful planning remained popular and prominent in civic and military design, architects worldwide began to abandon historical revival styles during the late 1920s and especially during the 1930s in favor of designs that consciously illustrated modernity and technological progress using simplified geometric forms and ornamentation. This trend developed mostly from European modernistic art and industrial design, but transferred to architecture wherein it presented sleek and spare designs. Often buildings designed in the new style(s) of the period retained proportion, symmetry, and order found in buildings inspired by Classical architecture, but without direct allusion to historical styles. Materials such as concrete, metals, and glass block – all of which were used on NAS Alameda – were prominently used to illustrate a directness regarding building fabric to help portray the machine / technological-inspired aesthetic. The “modern” architecture of the time evolved through various phases and was called by several names. Art Deco was the earliest phase. Its buildings often emphasized verticality and included intricate geometric ornamentation like stylized floral decoration or patterns such as chevrons. Prominent nearby examples include the Paramount Theatre on Broadway in Oakland. Many of the major buildings at the Golden Gate International Exposition on Treasure Island held in 1939-1940 were also in the Art Deco style. This was followed by Moderne (also referred to as Art Moderne or Streamline Moderne) that was less ornamental than Art Deco. As seen on the nearby Alameda Theater on Central Avenue in Alameda and on NAS Alameda, it expressed modernity by using curving wall surfaces and columns with highlighted simplified geometric ornamentation such as the wall panel striations (**Photograph 7**) and stylized Pegasus and eagle figures in the BEQ quadrangle (Buildings 2, 3, and 4) (**Photograph 8** and **Photograph 9**). Aspects of the station’s Moderne design were also implemented on operational buildings, such as the hangars, the designs of which included broad rectangular corner piers with decorative horizontal bands running from pier to pier across the façade, long industrial steel sash windows, and prominent copper flashing / roofing (**Photograph 10**). The International Style was also evolving during the 1930s, striving to create an aesthetic purposely devoid of any ornamentation in favor of highlighting efficiency in design as well as material and functional honesty. The three terms apply to the early modern architecture in the United States. Art Deco and Moderne were most prominent prior to World War II and International Style ascended to prominence following the war, as seen in the Ordnance & Optical Shop at Hunter’s Point Naval Shipyard (built in 1948) and in the Oakland and San Francisco skylines of the 1950s and 1960s.⁴⁹

⁴⁹ The development of Art Deco and Moderne is discussed in many general works on American architectural history and guidebooks of San Francisco Bay Area architecture, including: Sally B. Woodbridge, *California Architecture: Historic American Buildings Survey* (San Francisco: Chronicle Book, 1988); Carla Breeze, *American Art Deco: Architecture and Regionalism* (New York: W.W. Norton & Company, 2003), 9-33 and 222-277; Mark A. Wilson, *A Living Legacy: Historic Architecture of the East Bay* (Lexikos, 1987), 42, 56, and 59; David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties: 1931-1941*, 2nd edition (Los Angeles: Hennessey & Ingalls, Inc, 1989), 75-91; David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California* (Salt Lake City: Gibbs-Smith Publisher, 1985), 576-579. For discussion of International Style Modernism in Northern California see: Pierluigi Serraino, *Icons of Northern California Modernism* (San Francisco: Chronicle Books, 2006).

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The rapid evolution of aviation and other forms of transportation during the 1920s and 1930s particularly inspired designers to illustrate in architecture and industrial design modern society's departure from the past that seemed apparent, or was being sought, at the time. The expansion of civilian and military aviation was symbolic of modern technological achievement and streamline forms appeared in, and influenced the design of, seaplane and landplane aircraft as well as in the buildings of the growing nationwide network of civilian airports. The airport in Long Beach, California built in 1941 is a well known example of a civilian airport built in the Moderne style. Other examples include the Washington-Hoover Air Terminal in Washington, D.C. and the Swan Island Airport in Portland, Oregon, both of which were built in the late 1920s, Dinner Key Terminal in Miami, Florida built in 1934, and the Marine Air Terminal that became LaGuardia Airport in New York built in the late 1930s.⁵⁰ This design trend may have influenced design decisions BuDocks made for its new aviation facility at Alameda.



Photograph 7: Building 16, photo dated 1945.⁵¹

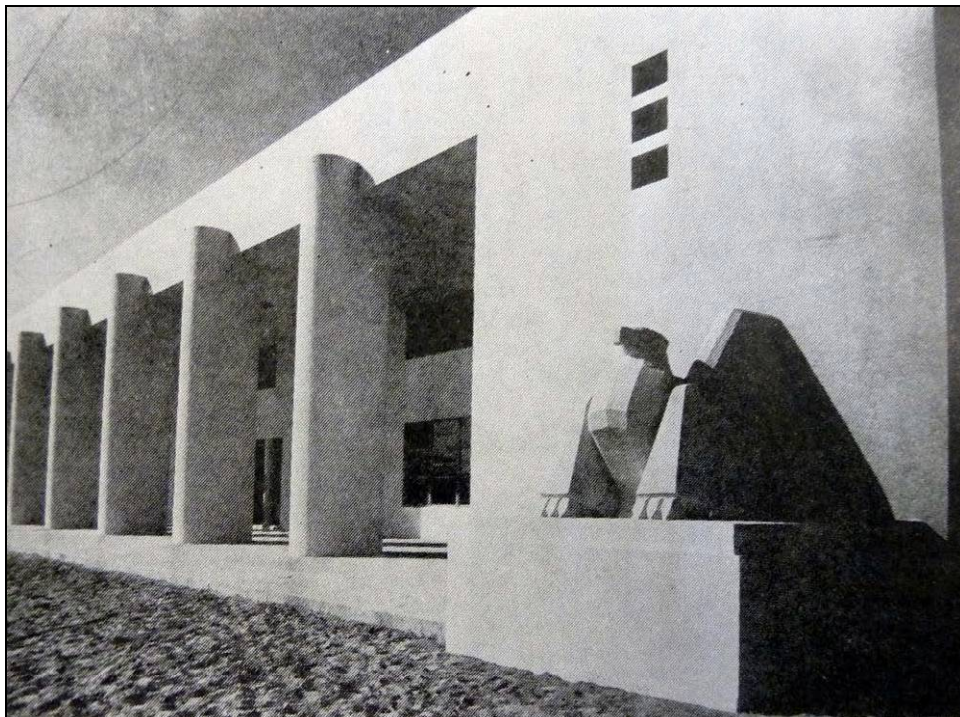
⁵⁰ Donald J. Bush, *The Streamline Decade* (New York: George Braziller, 1975), 26-42 ; Gerrie Schipske, *Early Aviation in Long Beach* (Charleston, SC: Arcadia Publisher, 2009); Allastair Gordon, *Naked Airport: A Cultural History of the World's Most Revolutionary Structure* (Chicago: University of Chicago Press, 2008); Geza Szurvoy, *The American Airport* (St. Paul, MN: MBI Publishing Co, 2003), 70, 82, and 90-95.

⁵¹ "Building 16," November 13, 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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Photograph 8: East end of Building 2, May 1945.⁵²



Photograph 9: Building 3, circa 1940.⁵³

⁵² “Alameda, California NAS, Enlisted Bks, and Mess,” May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁵³ *Oakland Tribune Yearbook*, 1941, 29.



Photograph 10: Building 23, circa 1945.⁵⁴

Architects working on Federal contracts during the 1930s developed a “style” that sought to maintain form, symmetry, and organization of the classical traditions that had guided Federal design since the early years of the Republic, but which drew upon the evolving modern styles of the decade that were increasingly popular in private construction. Various architectural historians have attempted to develop a specific name for this style, including “Starved Classicism” and “PWA Moderne.” The latter of these terms denotes the use of the style for buildings constructed from the Public Works Administration program, such as the Alameda County Courthouse in Oakland.⁵⁵ This is the style of the NAS Alameda Historic District, particularly in the Administrative Core Area. The style is found throughout California, particularly in the dozens of post offices built during the 1930s.⁵⁶ The style was rarely used, however, in the design of military buildings, and as a result they are treated as their own property type within the Statewide Study as “Concrete, Art-Deco Influenced Permanent Base Designs.”⁵⁷

⁵⁴ “Preservation & Flight Test Hangar (No. 23) A.A.&T Division,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

⁵⁵ See, for example, Lois A. Craig and Staff of the Federal Architecture Project, *The Federal Presence: Architecture, Politics, and Symbols in U.S. Government Building* (Cambridge, MA: MIT Press, 1984); David Gebhard, et al, *A Guide to Architecture in San Francisco & Northern California* (Santa Barbara: Peregrine Smith, Inc., 1973); David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California* (Salt Lake City: Gibbs-Smith Publisher, 1985). The Alameda County Courthouse was featured in the PWA publication: C.W. Short and R. Stanley-Brown, *Public Buildings: Architecture under the Public Works Administration, 1933-1939* (New York: A Da Capo Paperback, 1939, republished 1986), 62-63.

⁵⁶ Some of the best examples of this federal PWA Moderne / Starved Classicism style (also referred to as “Stripped Classicism”) are found in Los Angeles, as discussed in David Gebhard and Hariette Von Breton, *Los Angeles in the Thirties, 1931-1941* (Los Angeles: Hennessey & Ingalls, 1989).

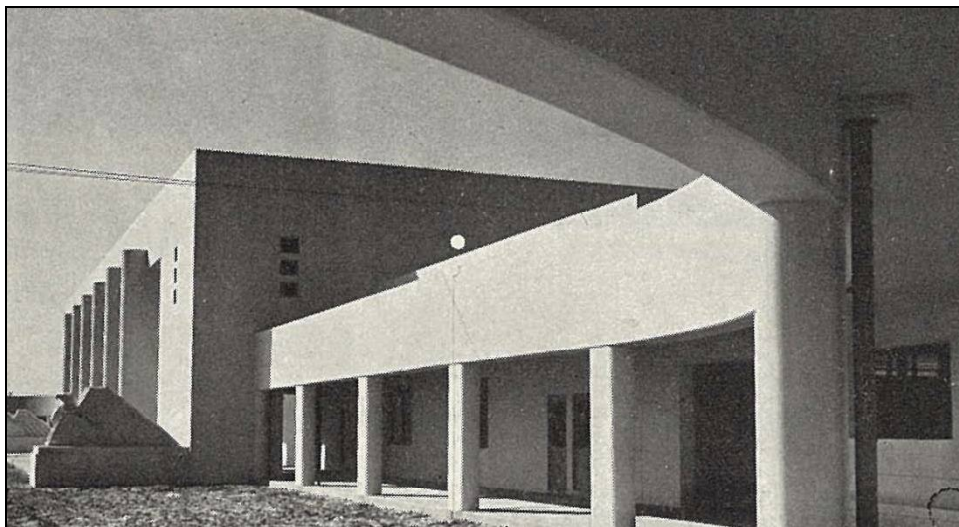
⁵⁷ JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-43 – 7-44.

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In California, there appear to be only two other examples of this style on military bases or buildings. One – another Navy-owned property – is the Naval and Marine Corps Reserve Center in Los Angeles. The other property, most comparable to NAS Alameda, is McClellan Air Force Base near Sacramento. The Reserve Center was designed by a private architect, Stiles O. Clements, while the buildings at McClellan AFB were designed directly by the Quartermaster Corps, at the time the Army’s equivalent of the Bureau of Yards and Docks.⁵⁸

BuDocks’ efforts to pursue modernistic design trends in the late 1930s and early 1940s was noted in design literature at the time and celebrated on NAS Alameda soon after the station’s construction. BuDocks and NAS Alameda are highlighted in an issue of *Architectural Forum* from November 1940 that presents the growing demand in military construction for national defense during the buildup prior to the United States’ entry into World War II. The “Naval Air Station, West Coast,” as NAS Alameda was labeled, was featured in a two-page photograph spread (**Photograph 11**) and touted as representing the “forward-looking trend in naval building.”



Photograph 11: Building 3, circa 1940.⁵⁹

The article went onto to point out BuDock’s exceptional efforts to create efficient designs following modernistic design trends, especially for standardized officers housing, rather than following the traditional architectural expressions of Colonial Revival or Spanish Revival for

⁵⁸ Mikesell (JRP Historical Consulting Services), “Guide to Preserving the Character of the Naval Air Station Alameda Historic District,” 7-8; JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-47.

⁵⁹ *Architectural Forum*, November 1940, 356. Some of the photographs taken for *Architectural Forum* were republished in the *Oakland Tribune Yearbook*, 1941, 28-29.

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housing seen elsewhere on military facilities.⁶⁰ The proposed standardized designs illustrated in the *Architectural Forum* article have remarkable similarities to the officer housing on NAS Alameda (**Illustration 5** and **Photograph 12 and 13**). As previously noted, the station's original design received an award at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939. One description of that award stated that the prize was for BuDock's design that combined "modern architectural beauty and simplicity of line with maximum effect."⁶¹ Furthermore, a few years after the station's construction, the Navy boasted about the modernity of its facilities in the station newspaper, observing several aspects of the design that contribute to its Moderne character. The BEQs and their quadrangle were noted for their symmetry, "classic lines," and "wide and circular arcade" that was "a pleasing study in squares and curves." The effect was promoted as being "modern in every respect."⁶²

Alameda was not the Navy's only naval air station that was designed in the Moderne style. Both NAS Jacksonville and NAS Quonset Point, the other two naval air stations newly built in response to the Hepburn Report, also had multiple buildings constructed using architectural language similar to NAS Alameda (**Photograph 11, Photograph 14, Photograph 15, and Photograph 16**). The BuDocks designs for Alameda may have influenced the architecture on Jacksonville and Quonset Point, as well as influenced the work toward standardized officers housing illustrated in *Architectural Forum*. No specific documentation identified for this report links the three stations architecturally, but available photographs and plans show there were distinct similarities that were even continued by private architect Albert Kahn for his designs on Quonset Point, albeit in brick rather than concrete. The implications of the similarities, along with the BuDocks design trends noted in *Architectural Forum*, are that the Navy was purposely employing modernistic designs as part of their expressed efforts to enhance efficiency and functionality at its new naval air stations in the late 1930s and early 1940s.

⁶⁰ "Military and Naval Buildings," *Architectural Forum*, November 1940, 342-373. The photographs of NAS Alameda and BuDocks officers housing designs are on pages 356-359. The entire issue is focused on building for national defense.

⁶¹ US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); WPA Writer's Program, *Alameda: The Island City*, 118 (available at the Alameda Free Library).

⁶² "Through these Portals," *The Carrier*, December 15, 1944, 2.

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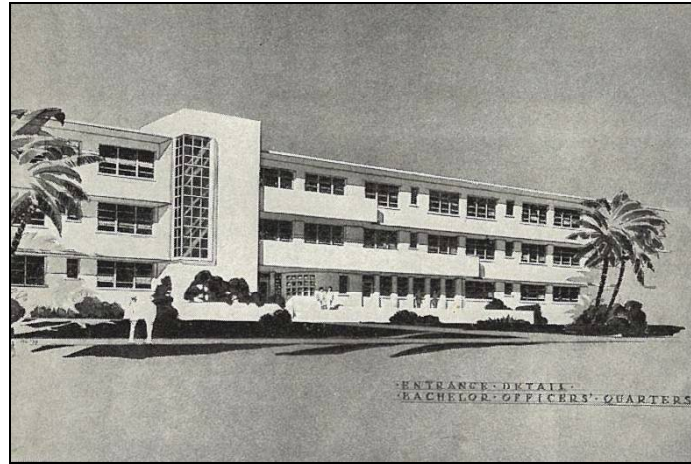
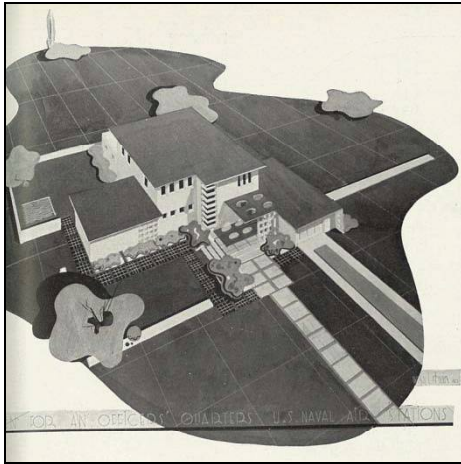


Illustration 5: BuDocks Officer Housing Designs, *Architectural Forum*, November 1940.



Photograph 12 and Photograph 13: NAS Alameda, Officer House B and Building 17, BOQ, 2009 and 2010.



Photograph 14: NAS Quonset Point, RI, Building 7, Administration Building, 1979.⁶³

⁶³ "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.

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Photograph 15: Buildings 30 and 31, NAS Alameda, 2009.



Photograph 16: Buildings 10 and 850, NAS Quonset Point, RI, 1979.⁶⁴

⁶⁴ “Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15,” Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habsshaer>.

Planting Plan

Initial plans for NAS Alameda did not include a designed planting plan; however, the need to vegetate the newly created land quickly became apparent to those living and working on the station. Because this end of Alameda was largely marshland and the station had been built on fill, it was susceptible to soil movement and erosion. Blowing winds created dust-storms that were abrasive to machinery, and also made it difficult to maintain acceptable standards of cleanliness for a military installation (**Photograph 17**). To alleviate the situation, in 1940 Johnson, Drake, and Piper contracted Emery A. LaVallee to design a planting plan for NAS Alameda that would cover the open areas of the station with vegetation. LaVallee was a landscape architect who designed the planting plan for the Sunnyvale Naval Air Station and who worked as an assistant horticulturalist for the 1939 Golden Gate International Exposition (GGIE). The plans for Alameda were completed in early 1941 and at that time, the Navy only made a small appropriation for planting the station. Fortunately, however, the GGIE was simultaneously being dismantled at Treasure Island, just a short distance northwest of NAS Alameda. Because Treasure Island had also been built on fill, the plants selected for that location were also ideally suited to NAS Alameda, and because the distance of transport was short, it was not an expensive proposition to move plants from Treasure Island to Alameda. Rather than transferring some of the delicate ornamental plants that had been sold after the exposition closed, the Navy transferred heartier plants: ice plant, acacias, coastal pines, and cypress. Ice plant had been used at the GGIE to create a stunning array of color referred to as the “Magic Carpet” (**Photograph 18**). Although the Navy transferred the plants from the exposition, planting plans for the ice plant on NAS Alameda depicted an orderly segregation of color, rather than the wild array planted on Treasure Island. The commanding officer of the station, Captain Frank R. McCrary, had a personal interest in gardening and was reportedly active overseeing the station planting. By June 1942, approximately one-fifth of the station was under cultivation, and the Public Works department maintained an on-site nursery where they grew iceplant and young acacia trees to line the streets of the station.⁶⁵

LaVallee designed a traditional planting plan for NAS Alameda that complemented the master station plan, existing buildings, and landscape by emphasizing the axes and orthogonal layout that organized functional areas and reinforced hierarchical distinctions. The planting plan also left the open sightlines intact along the main entry mall and BEQ quadrangle that visually tied different functional areas of the station together. LaVallee used a palette of plants in his plan that included a wide variety of species, many of which were drought-resistant, and not native to

⁶⁵ Johnny Noble, “Hundreds of Plants Hold Down Naval Air Station,” *Oakland Tribune*, June 24, 1942, 13; US Navy, “Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44,” Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum; Bureau of Yards and Docks, “Landscaping Street Tree Planting Plan,” December 1941, Drawer 170, Plan and Maps Room, Alameda City Hall West.

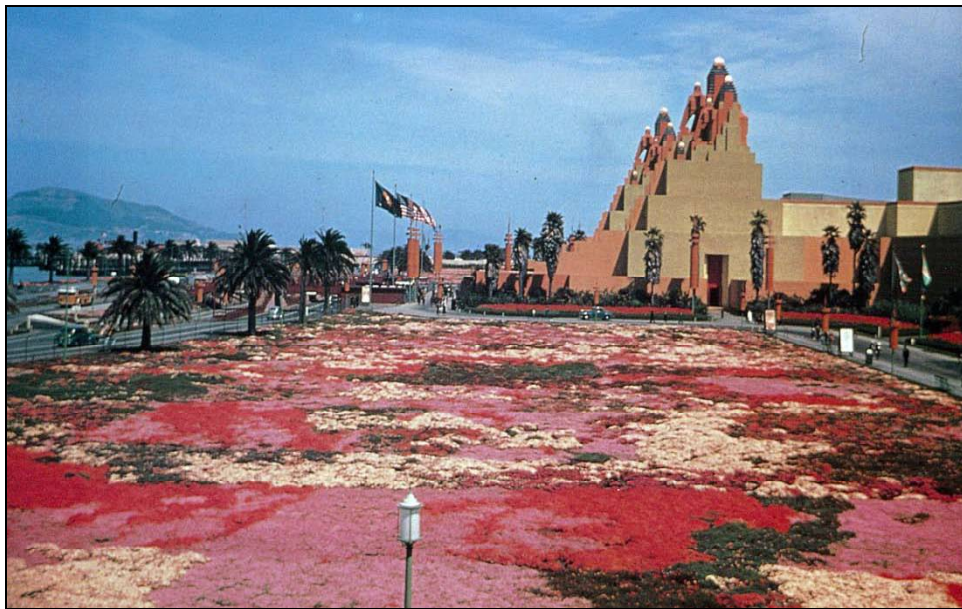
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California. Although research revealed little information about LaVallee, it is likely that he gained a wide knowledge of plant species that thrived in the San Francisco Bay Area climate while working at the GGIE. The varied palette of plants that LaVallee drew upon resulted in a rich, yet still traditionally designed planting plan.



Photograph 17: January 1941, note lack of vegetation throughout station.⁶⁶



Photograph 18: "Magic Carpet" of ice plant at main entrance to GGIE on Treasure Island, ca. 1939.⁶⁷

⁶⁶ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.

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The planting plan focused on the northern portion of the station in the administrative areas, housing (for both officers and enlisted personnel), and northern station border (**Illustration 6**), including the Main Gate. This formally designed plan called for single species tree-lined streets laid out with consistent spacing and setback from the sidewalk, street trees flanking building entries, ground cover, consistently spaced shrubbery at building foundations, and clusters of trees punctuating the corners of the large quadrangles at the station core. At the entry mall in front of Building 1, the plan included a patterned arrangement of different colors of ice plant (*mesembryanthemum*) with the center circle planted with gazania and trees accenting the corners of the space (**Illustration 7**).

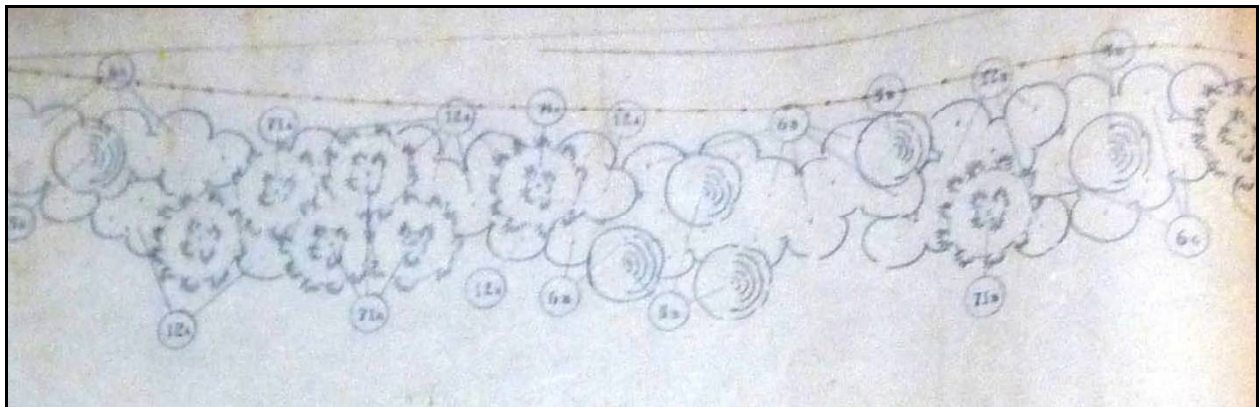


Illustration 6: Portion of the 1941 planting plan for the north border of the station. This dense line of trees was designed to extend from the Main Gate, northeast along the station border.⁶⁷

Decoratively designed plantings of ice plant (*mesembryanthemum*) were also slated for the circle drive on the north side of the BOQ (Building 17). As with other orthogonal blocks in the administrative and residential areas of the station, the plan for this block also featured tree-lined streets and shrubbery at the foundation of the building. Other plantings planned for this block included a single tree in each of the two triangular spaces between the north side of the building and the circular drive, and trees lining the parking areas on the east and west ends of the block (**Illustration 8**).

The planting plan for the BEQ quadrangle (Buildings 2, 3, and 4) mirrored the bilateral symmetry of the open space formed by the surrounding buildings. Rows of broadleaf trees lined the walkways on the interior edges of the quadrangle. Paired plantings demarcated the pathways approaching each of the building entries and clusters of Monterey Pines accented the western corners of the quadrangle. The plans called for the quadrangle to be planted with Kikuyu grass (*Pennisetum clandestinum*), the preferred turf for the station (**Illustration 9**).

⁶⁷ Photograph credit: Karl Jacobs in Patricia F. Carpenter & Paul Totah, eds., *The San Francisco Fair, Treasure Island: 1939-1940* (San Francisco: Scottwall Associates, 1989), 26.

⁶⁸ Johnson, Drake, and Piper, "Landscaping Section 1, Unit A – Pt. 3 Planting Plan," July 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

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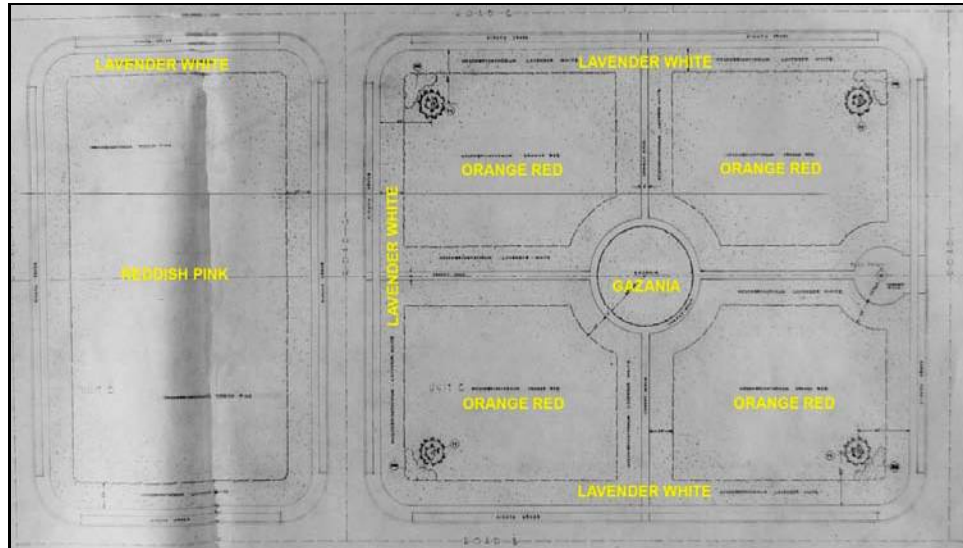


Illustration 7: Entry mall, 1941 planting plan. Indicates color scheme of ice plant (*Mesembryanthemum*); also note trees punctuating the corners of the main quadrangle. It is unclear whether gazania was ever planted in the center circle.⁶⁹

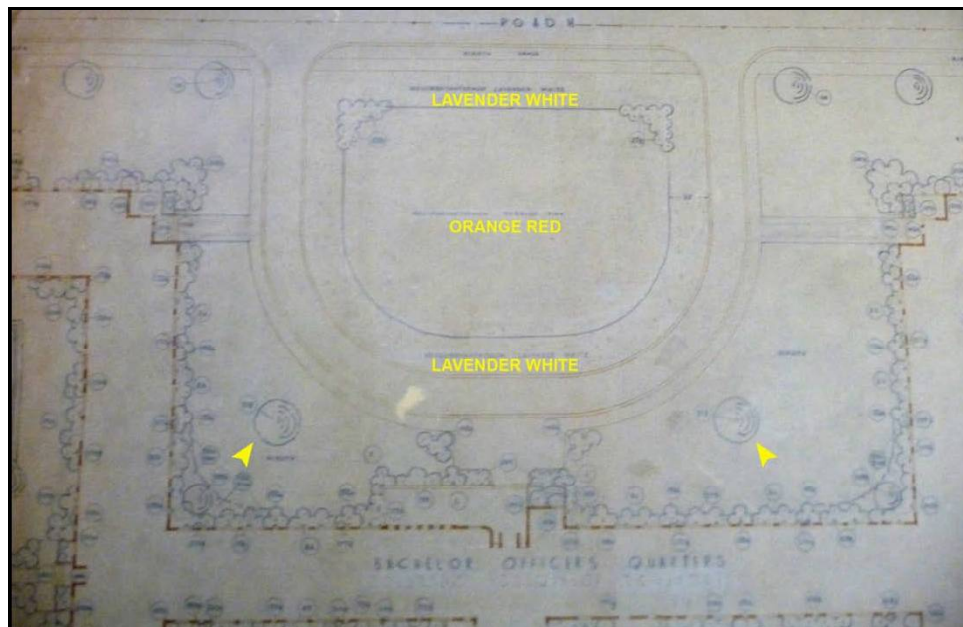


Illustration 8: Portion of BOQ (Building 17) block, 1941 planting plan. Note decoratively planned planting of ice plant within bilaterally symmetrical space formed by circular drive and single trees emphasizing spatial symmetry.

Planting just south of the Main Gate continued the planting scheme of the entry mall into the triangular shaped area, calling for a lavender white ice plant around the perimeter and golden ice plant within. Single conifer trees were placed at the two southern points of the triangle. Trees lined the streets south of the gate, and dense vegetative cover wrapped around the curved parking

⁶⁹ Johnson, Drake, and Piper, "Landscaping Section 7 Units C & D Planting Plan," illeg. 1941, Aperture Card 49627, BRAC PMO West Caretaker Site Office, Treasure Island.

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area. Kikuyu grass filled in the open spaces between scattered clusters of trees of either side of the triangle (**Illustration 10**).

Tree lines, particularly those composed of black acacia (*Acacia melanoxylon*), were designed to line many of the streets in the northern part of the station, particularly in the administrative and residential areas, which emphasized the orthogonal layout of the station plan. Also common to the planting plans for the administrative and residential areas were mixed varieties of shrubbery placed at building foundations. Plans laid out street trees on all sides of the orthogonal blocks that contained Buildings 1, 16, and 18 (**Illustration 11** and **Illustration 12**).

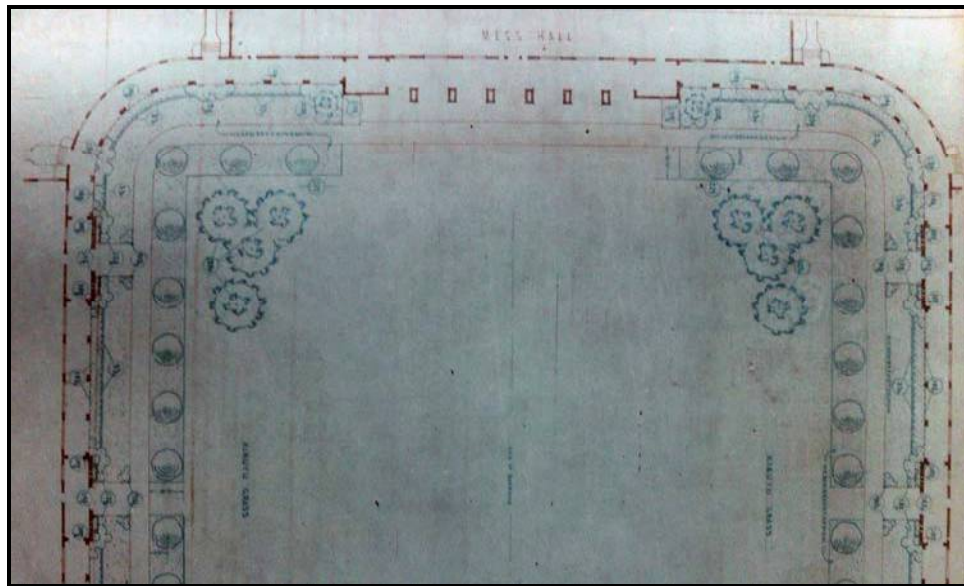


Illustration 9: Portion of 1941 planting plan showing west end of BEQ quadrangle. Note bi-laterally symmetrical plan with tree-lines along walkways, paired trees at building entries, and two clusters of trees punctuating corners of the quadrangle.⁷⁰

The planting plan accentuated the median demarcating West Essex Drive as a main axis, rather than a typical interior roadway, with a single line of plantings of fan palms (*trachycarpus*), cross-leaved speedwell (*Veronica decussata*), and New Zealand Flax (*Phormium tenax*) (**Illustration 13**).

The plans also called for tree lines along the curvilinear interior streets of the Officers' Housing and formal gardens behind each officer's house. In addition to the gardens, each officer's house also had an informal sheltered drying yard to the side of the residence (**Illustration 14**).

⁷⁰ Johnson, Drake, and Piper, "Landscaping Section 7, Unit A – Pt. 1 Planting Plan," August 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

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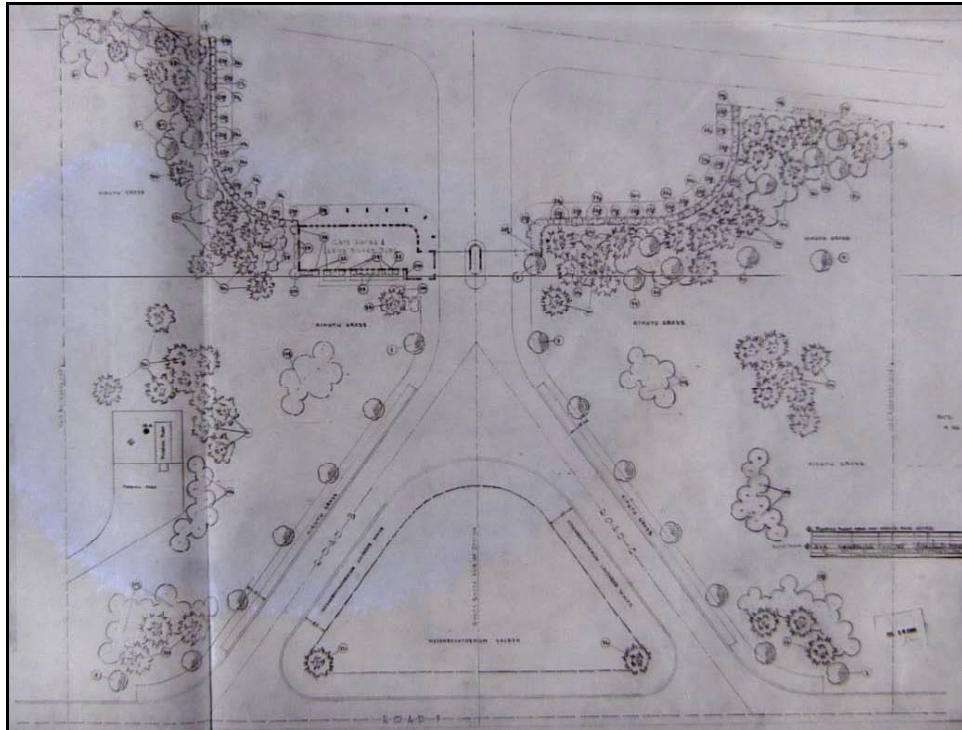


Illustration 10: Portion of 1941 planting plan showing Main Gate. The patterned planting of ice plant extends north from entry mall into the triangular area.⁷¹

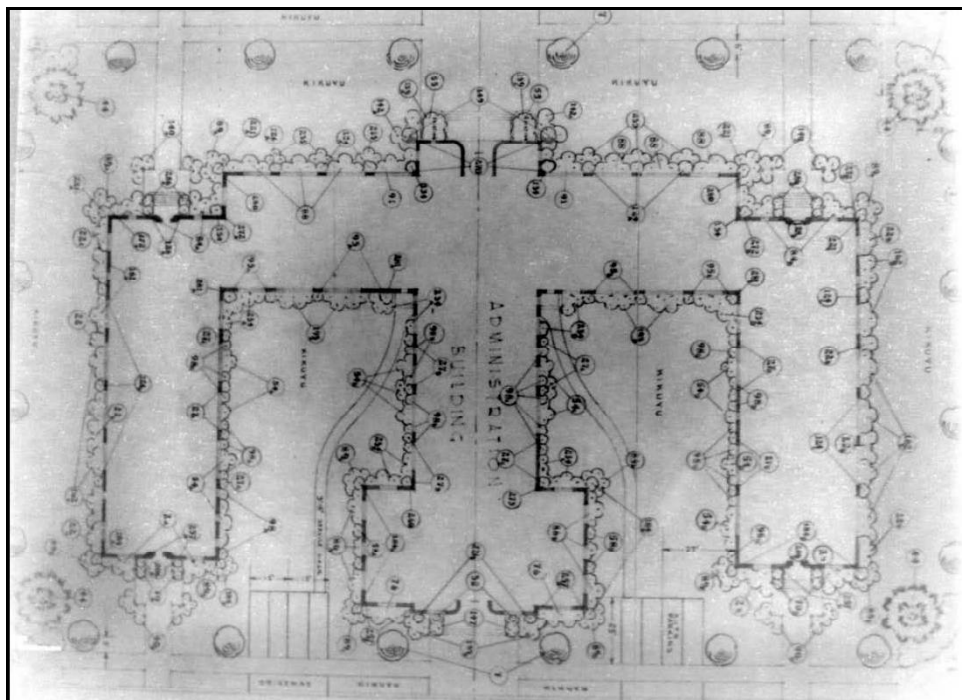


Illustration 11: Building 1 from 1941 planting plan. Note tree lined streets and foundation shrubbery.⁷²

⁷¹ Johnson, Drake, and Piper, "Landscaping Section B – Unit C Planting Plan," July 1941, Aperture Card 49574, BRAC PMO West Caretaker Site Office, Treasure Island.

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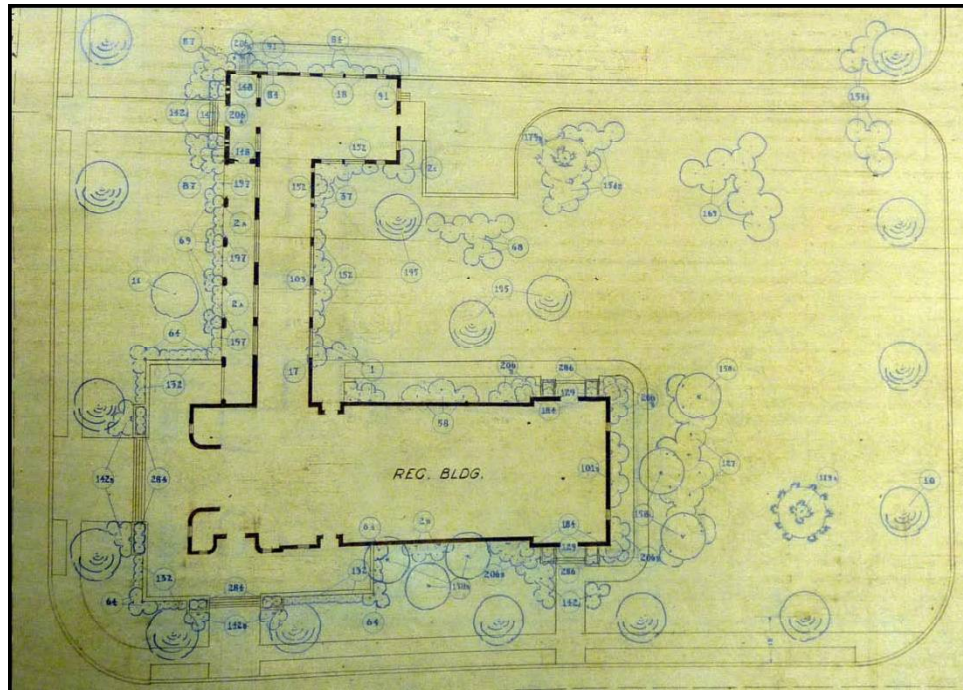


Illustration 12: Building 18 from 1941 planting plan. Note tree lined streets and foundation shrubbery.⁷²

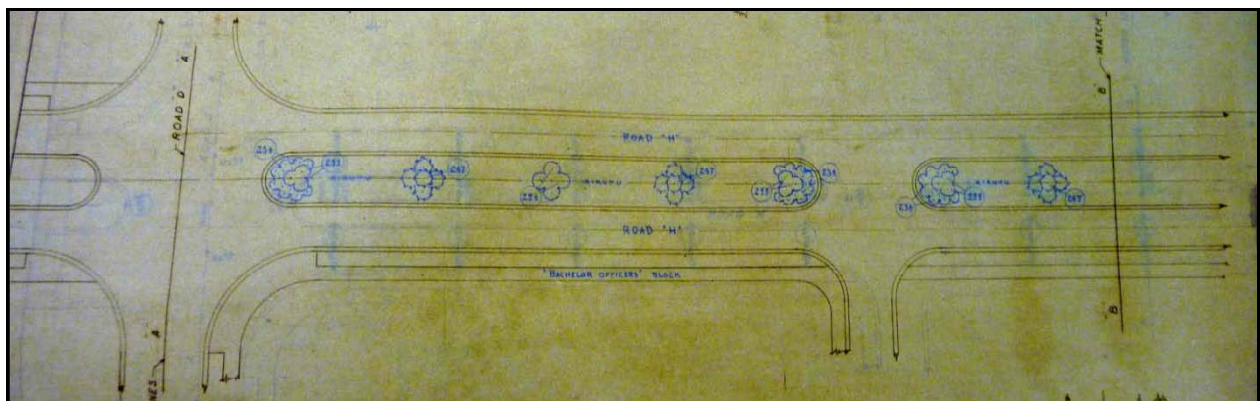


Illustration 13: The only median on the station was located on West Essex Drive.

⁷² Johnson, Drake, and Piper, "Landscaping Section 7 – Unit B Planting Plan," April 1941, Aperture Card 49628, BRAC PMO West Caretaker Site Office, Treasure Island.

⁷³ Johnson, Drake, and Piper, "Landscaping Section – 1 – Unit – C, Planting Plan," August 13, 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

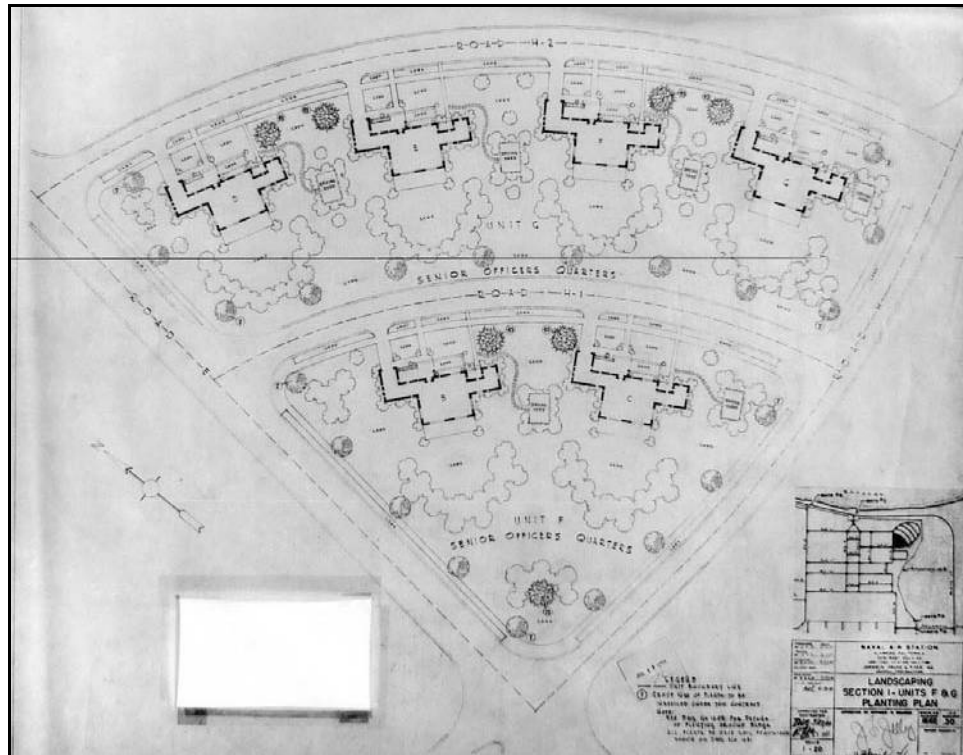


Illustration 14: Portion of the 1941 planting plan for the Officers' Housing.⁷⁴

Although wartime contingencies prevented full installation of LaVallee's planting plan because funds and effort focused on completion of buildings, housing personnel and vital station activities, the administrative and residential areas of the station all received at least modest, and in some instances, modified implementation of the plan, as discussed herein.

3.1.2 World War II (1941-1945)

The demands on naval aviation during World War II transformed NAS Alameda dramatically, requiring the new station to adapt to increased demands and an expansion of its capability. This resulted in additions to and alterations of the station's original design, particularly in the intentionally unplanned, secondary spaces. Although adjustments to the original plan were necessary to accommodate wartime mobilization, the primary elements of the plan – axial layout, spatial relationships, land use, circulation pattern, sightlines – remained generally unaltered from the original execution of the plan during the initial phases of construction. After transferring trees and plants from the GGIE in Spring 1941, the Navy began executing the planting plan Johnson, Drake, and Piper subcontracted Emery LaVallee to design.

⁷⁴ "Landscaping Section 1- Units F & G Planting Plan, June 1941," Aperture Card No. 49587, Plans Room, Treasure Island.

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In some cases, the need for additional facilities resulted in modifications to the station's original 1939 plan. In peacetime the Navy had a phased program to build the station, which likely would have taken years to complete. Many of these phases were rapidly sped up and completed during the war years. Pre-war construction tended to be of permanent concrete construction, while most buildings constructed under President Roosevelt's national emergency declaration and wartime contingencies were of temporary, wooden construction.⁷⁵ Along with different building designs and materials, the changing war needs resulted in additional construction and modifications to the station's original 1939 plan. Original plans called for the primary east-west axis to create a wide spatial division between the administrative and industrial functions of the station (see **Illustration 4** and **Photograph 2**). Although this axis was first abandoned before the first phase of construction when the landplane hangars were aligned parallel to the Airfield, during the war, the space was filled with shops and training facilities (**Photograph 19**). Initial construction through the space was small, consisting of two engineering buildings (Buildings 42 and 44) and a small weapons shop (Building 43) at the west end. Construction continued in the area with the civilian cafeteria (Building 62) in 1942, Ground Training Building (Building 101) in 1942, Ordinance Office (Building 102) in 1943, Public Works Shop (Building 114) in 1944, and Storage Racks (Building 191) in 1944.⁷⁶ The last portion of this axis to be filled was the northern expansion of Building 5, the Interim Overhaul Building, in 1945, which was usually referred to as Building 5A. This addition had not been included in the original station plans and nearly doubled the size of Building 5. Construction through the space originally slated as the primary east-west axis further elevated the primacy of the east-west axis stretching from West Essex Drive through Building 3.⁷⁷

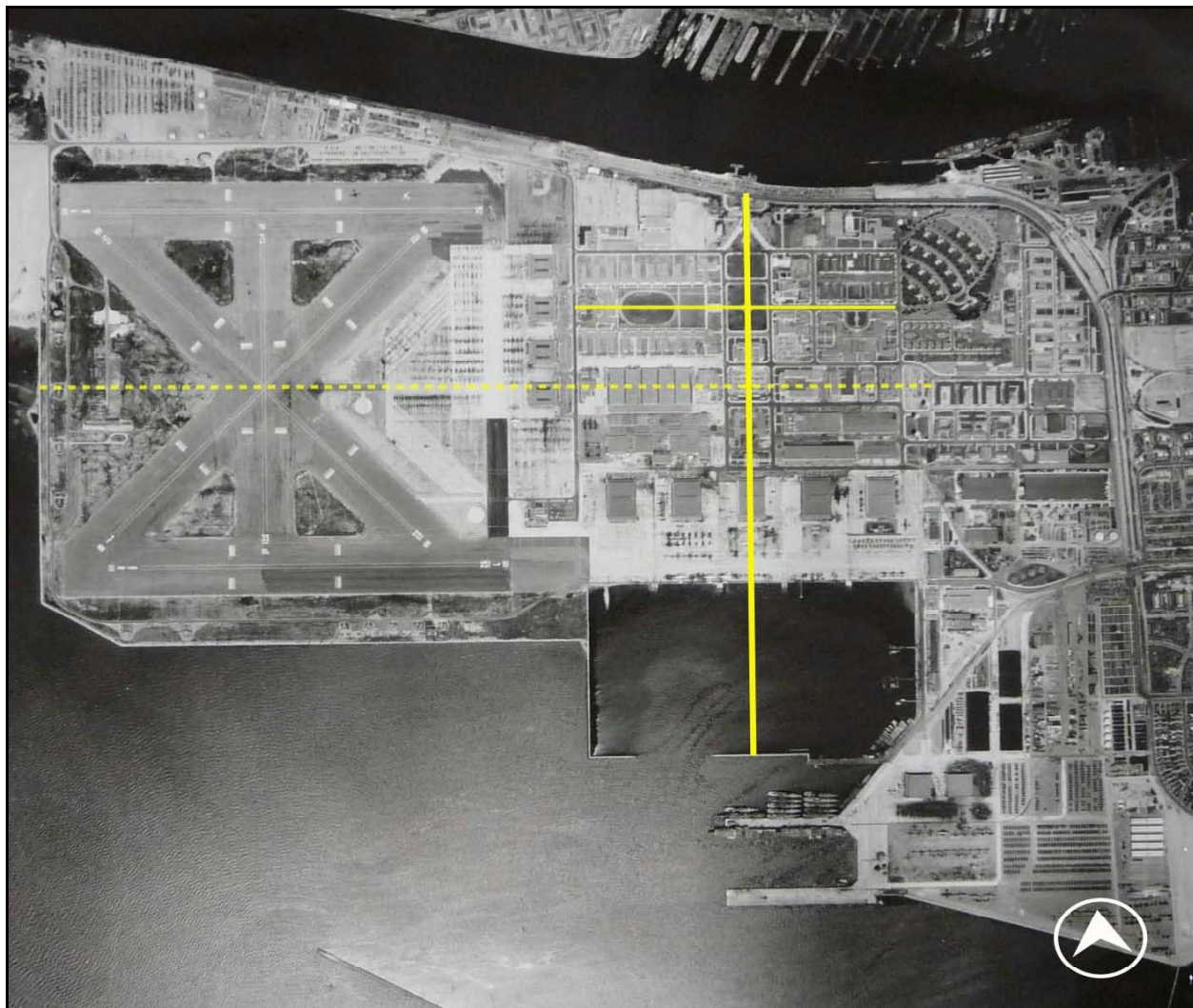
Some wartime construction completed the station's 1939 plan, as some buildings were placed appropriately within the functional layout of the station's original plan, and many buildings were constructed during the war in areas that had been previously unplanned. The Navy, for example, expanded Building 10 in 1945 into the area between Lexington Street (Second Street) and Saratoga Street (Third Street) in order to accommodate additional generators. This building completed the symmetrical design that had been intended for that location.⁷⁸

⁷⁵ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

⁷⁶ Buildings 42, 43, 44, 62, 101, 102, 114, 191, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Bureau of Yards and Docks, "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Jones & Stokes, "Historic Properties Inspection Report for the Naval Air Station Alameda Historic District Alameda, California, Final" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, July 2007), 6-73.

⁷⁷ Bureau of Yards and Docks, "US NAS Alameda, California, Interim Overhaul Building, Elevations and Sections A, B, C, D, &E," Yards and Docks #291658, December 16, 1945, Drawer 47, Maps and Plans Room 146, Building 1 on former NAS Alameda, Alameda, California.

⁷⁸ US Navy, "History of U.S. Naval Air Station Alameda, California, First Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 – 1992, RG 181, NARA (San Francisco).



Photograph 19: NAS Alameda axes illustrated on 1948 aerial photograph. The dashed line is the station's initial east-west axis that was not built.⁷⁹

The expanding Supply Department constructed wooden warehouses (Buildings 91 and 92), built in alignment with Buildings 8 and 9, filling in space that had been intended for storage facilities. Increasing numbers of personnel during the war made necessary the expansion of the Enlisted Barracks (Buildings 2 and 4) from 14 to 20 wings, completing their original designs. Previously unplanned buildings included temporary buildings, like the corrugated metal Armco Huts and wood frame barracks.

Growth in station personnel and activities pushed the Navy toward quicker development of unplanned, secondary spaces outside the original design's axial and formal layout. This initially occurred in the triangular shaped area on the east side of the Seaplane Lagoon delineated by railroad tracks and spurs, hemmed in by marsh and undeveloped land (**Photograph 20**). The

⁷⁹ Aerial photograph of NAS Alameda, 1948, Box 1, RG 10, CEC / Seabee Museum, NBVC, Port Hueneme.

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tracks roughly paralleled the extension of Atlantic Avenue west of Main Street before turning southwest to the single pier that was built with the Seaplane Lagoon. A spur turned northwest providing service to the supply department's buildings in the southeast quadrant of the station core. The original East Gate was located west of where it eventually was placed. It was originally located on the extension of Atlantic Avenue where Orion Street is now. This entry was the apex of the triangular land form. The initial plans had treated the area as secondary to the station's main functioning, placing hazardous facilities in the area, such as paint and oil storage and engine test cells. The angular borders prevented a clear orthogonal plan.

During the war, the Navy expanded the Supply Department in this triangular shaped area, east of the Seaplane Lagoon. Assembly and Repair (A&R) would not have been functional without the Supply Department, established on station along with A&R in 1940. It managed purchase and inventory control of aircraft and parts for A&R, aviation supply for forward overseas stations, and station supplies for the exchange, mess halls, and cafeterias. As NAS Alameda's operations expanded, the Supply Department also provided material for the system of outlying fields and auxiliary fields that provided safe landing and operational bases for patrol and carrier squadrons attached to NAS Alameda.⁸⁰ In 1941 the supply staff grew from 50 to 100 and its materials on hand increased from several hundred items to over 20,000. During the first year of the war the department received over \$1.5 million worth of materiel a month and doubled in physical size. Tons of equipment were accepted and shipped from NAS Alameda and sent to the Pacific theater. To support this activity the supply department began warehouse operations in Building 105 (since demolished) along the east side of the Seaplane Lagoon in 1940.⁸¹ In 1942, four new support buildings (Buildings 66, 67, 77, and 98) were constructed in this area east of the Seaplane Lagoon.

In 1942 – 43, the Navy also expanded the station into the former Peralta land grant between the tide lands and Main Street (**Illustration 15**).⁸² Dredging added land to the station east of Piers 1 and 2 (**Photograph 21**). This allowed for the construction of the two wharfs and Pier 3 in 1945. The original East Gate was moved eastward to its current location (and the location where the East Gate buildings were removed in the 2000s, near Building 90). New buildings constructed in this eastern portion of the base were utilitarian and standardized types, and not in the station's cohesive Moderne architectural style.

This area was also outside the boundary of the planting plan LaVallee designed for the primary parts of the station. This newly reclaimed land was immediately divided into a grid, but unlike

⁸⁰ "Know Your Station: The Story of Supply" *The Carrier*, December 29, 1944, 8.

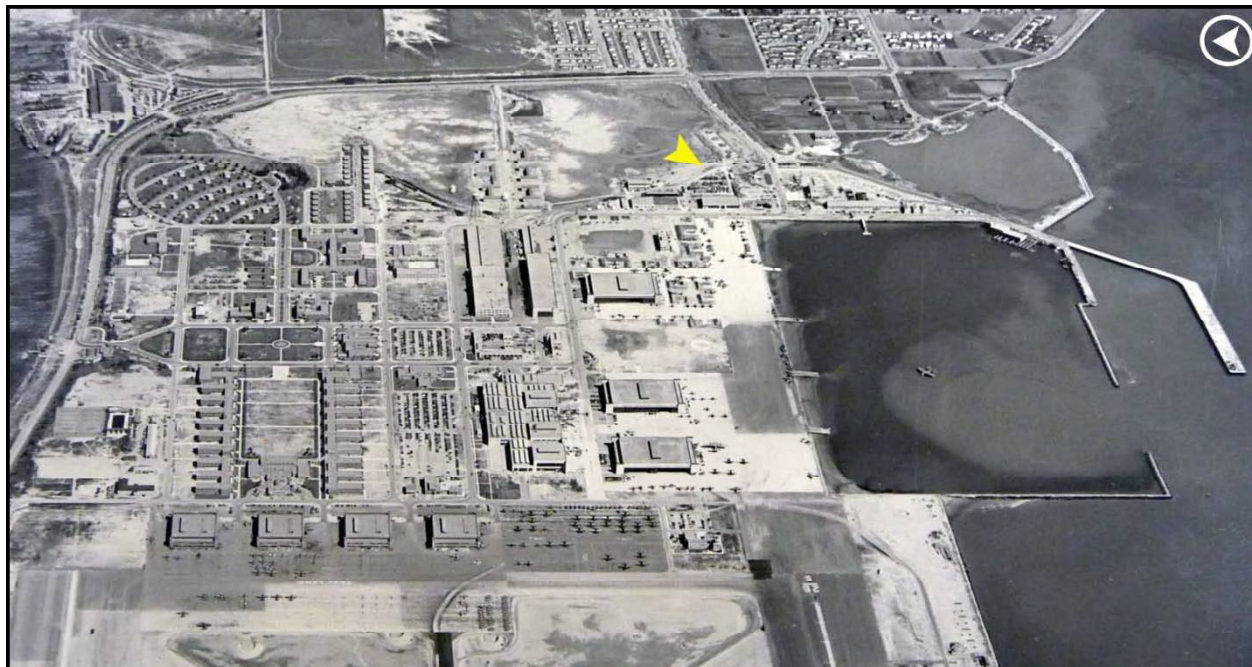
⁸¹ US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958," Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco).

⁸² Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

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the main station north of the Seaplane Lagoon, this area did not have a major central axis, nor did it correspond directly to the station's major north-south axis. Its street and block layout was further differentiated in that the blocks south of Atlantic Avenue and the East Gate were oriented in a more north-south direction, while those in the core area of the station were oriented east west.



Photograph 20: June 1943. Triangular area east of Seaplane Lagoon (area indicated with yellow arrow) was secondary to the station plan. As the Supply Department expanded during the war, the area developed a utilitarian layout and landscape.⁸³

The railroad tracks following Atlantic Avenue running diagonally across this portion of the station also disrupted the grid pattern. These tracks pre-dated the Navy's occupation of the site and had determined the southeastern corner of the Seaplane Lagoon and the angle between Piers 1 and 2. The Navy needed rail service and retained them, as well as constructing new spurs to serve Pier 3. Railroad spurs constructed to serve the supply area of the station aligned with the orthogonal plan in the area west of Pan Am Way.⁸⁴ Other changes to the overall size and shape of this part of the station included improvements to navigation that addressed silting in the pier area and turning basin⁸⁵

⁸³ Aerial photograph of NAS Alameda, June 17, 1943, Box 27, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme

⁸⁴ Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial photograph, 1943, NOy 4165, folder 23 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum.

⁸⁵ "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

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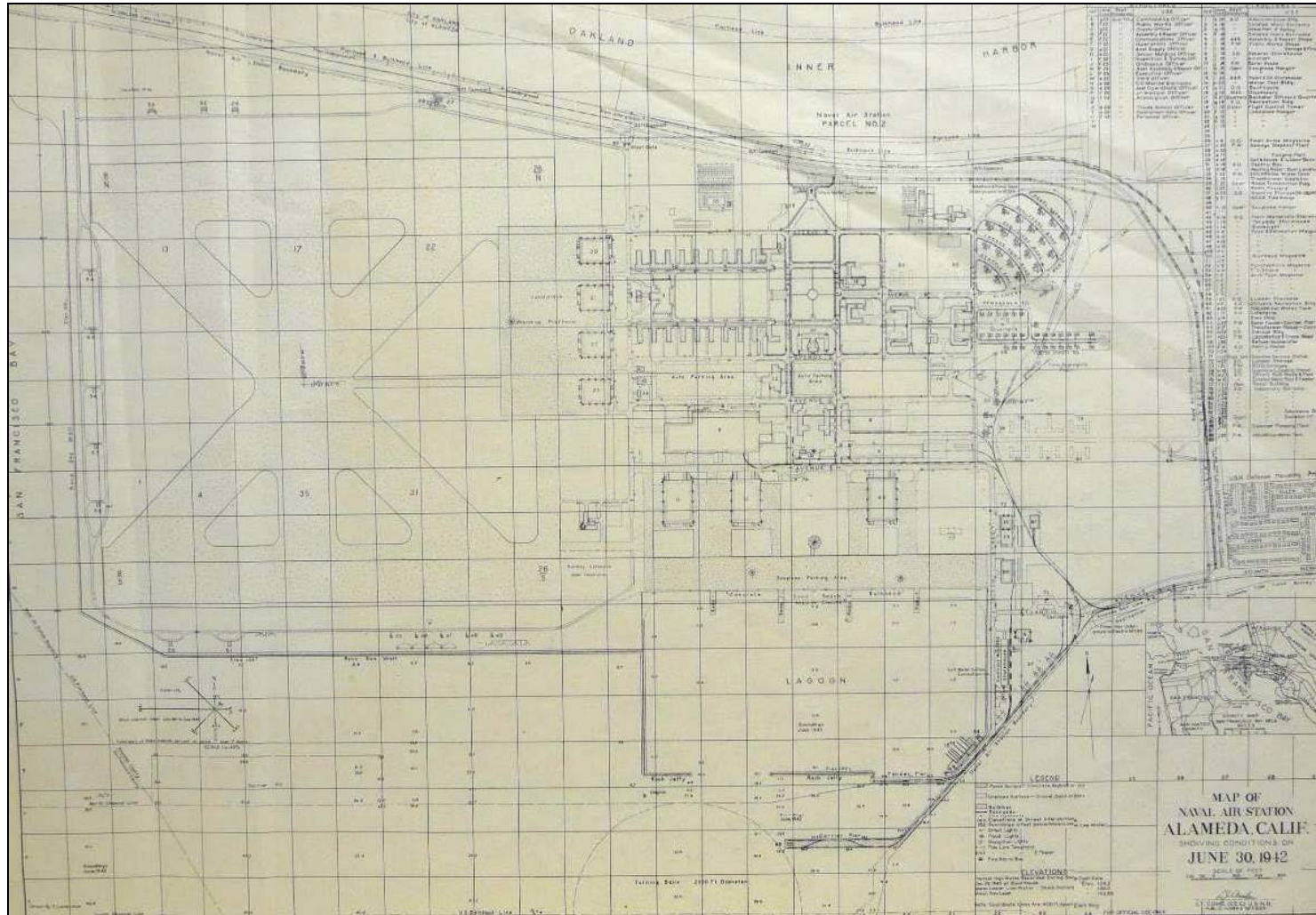


Illustration 15: 1942 Station map showing the encroachment onto Peralta grant land and the addition of buildings east of the Seaplane Lagoon.⁸⁶

⁸⁶ Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum.

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Photograph 21: November 1944. Newly dredged and filled southeast portion of the station. This area was outside the original station plan, and outside the original planting plan. (Numbers and labels from original photo identification.)⁸⁷

These new east and southeast areas of the station, largely built as part of the Navy’s response to World War II, provided additional space for the supply and A&R departments on NAS Alameda. Warehouses and outdoor storage occupied most of the area south of Atlantic Avenue and the landscape and architecture reflected this utilitarian use (**Photograph 22**). Areas surrounding the additional warehouses and shops were paved to provide easy access for loading and unloading materials into them and the remaining area was either paved roadway or fallow. Southeast of Pier 2, the area remained open for aircraft parking.⁸⁸

⁸⁷ “NAS Alameda Homoja Housing looking southwest, Alt. 1000,” November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁸⁸ NAS Alameda ceased using the Homoja housing in 1968 although the Quonset huts remained in place for several more years. The Navy dismantled the civilian labor camp shortly after World War II. Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum; United States, Building the Navy’s Bases in World War II, 374. According to *Popular Science* in March 1946 (page 67), Homoja is a compound word derived from the names of Admirals Horne, Morcell, and Jacobs.



Photograph 22: September 1945. Southeast portion of the station retained a utilitarian appearance throughout World War II, distinct from the formal design of the core of the station. (Numbers from original photo identification.)⁸⁹

The need for station housing – like almost every aspect of activities on the station – increased throughout the war. In 1942 the Navy planned for five new temporary barracks on NAS Alameda.⁹⁰ They were also located in one of the unplanned, secondary spaces of the original station plan, south of the original east-west axis and east of the storehouses. The five temporary barracks (Buildings 78 through 82) were constructed according to the Navy’s B-1 plan for H-type barracks.⁹¹ The Navy had adopted the B-1 barracks design at the end of World War I, and used it through 1942. Only one of these barracks (Building 78) remains on NAS Alameda.⁹² These barracks did not solve the housing problem, so the Navy built additional standard barracks south of Midway Avenue (Avenue C), again in one of the originally unplanned spaces. These barracks used the B-1-B standard plan developed after 1942 that utilized fewer construction materials.⁹³ On NAS Alameda, three rectangular B-1-B barracks were arranged in U shapes. These were constructed in two phases in 1943 and 1944, and filled the remaining northeast

⁸⁹ “History of Assembly and Repair Dept,” Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

⁹⁰ US Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 48.

⁹¹ USGS, *Oakland West Quadrangle* (Washington, D.C.: USGS, 1949); US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 50.

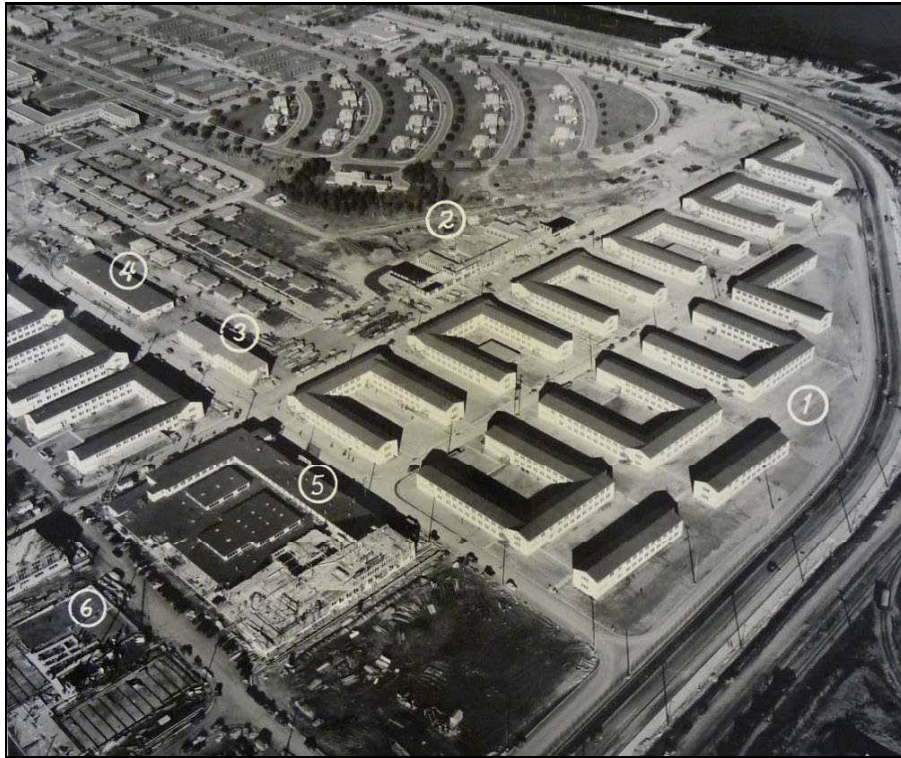
⁹² US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 48; Building 78, *iNFADS*, 2008.

⁹³ US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.

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corner of the station from Tower Avenue (Avenue F) to Main Street (**Photograph 23**).⁹⁴ Quonset huts were erected south of the East Gate under the Homoja Program for temporary housing of sailors' families staying on base for 60 days or less.⁹⁵ All of the temporary housing in the east portion of the station bound by West Midway Avenue to the north, Orion Street to the east, West Tower Avenue to the south and Moonlight Terrace to the west, except Buildings 78, 135 and 137, were subsequently demolished over several decades following World War II.



Photograph 23: Construction of temporary style barrack on east end of NAS Alameda, 1944. Numbers indicated specific projects on original photograph.⁹⁶

Completion of the runway system on NAS Alameda was a pressing wartime concern. Dredging and landfill created the Seaplane Lagoon and central portion of the station first, with construction starting on station buildings before the Airfield was complete. The initial runway layout was a sideways W shape; however, the Navy modified this plan by 1940, opting for a layout of five runways that resembled a capital “I” superimposed over a capital “X.” Two short runways ran

⁹⁴ Naval Operating Base San Francisco, California, Twelfth Naval District, “Naval Air Station Alameda California, B-1-B Barracks Triple Unit Plan and Details,” Yards and Docks Specification # 12146, November 24, 1943, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Naval Operating Base San Francisco, California, Twelfth Naval District, “Naval Air Station Alameda California, B-1-B Barracks, Bachelor Officers Quarters and Sea Plane Hangar Foundation Plot Plan Barracks Area,” Yards and Docks # 317552, April 10, 1944, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

⁹⁵ United States, *Building the Navy's Bases in World War II*, 374.

⁹⁶ NAS Alameda B1B Barracks Looking NW, Alt. 1000', November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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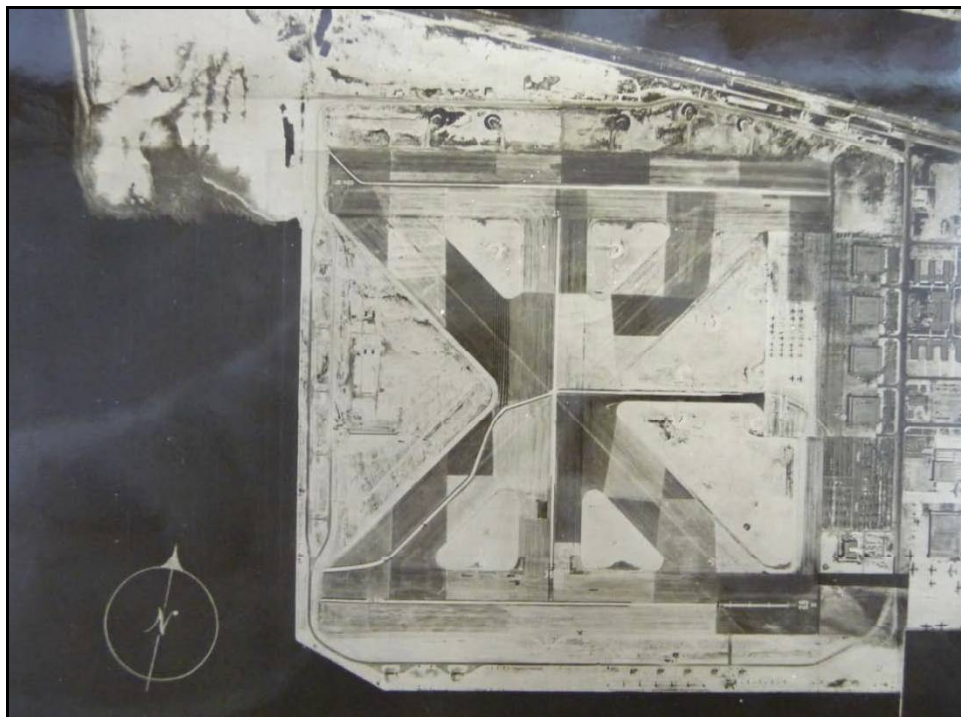
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west to east and formed the top and bottom bars of the “I” and a single, north-south runway formed the center stem of the “I.” Two runways, running northwest to southeast and southwest to northeast respectively, formed the “X.” The center axis of the three runways was aligned with the main east-west axis of the station (**Photograph 24**). The number of runways and their alignment were designed to ensure that aircraft could operate regardless of wind direction. Construction of the Airfield lagged behind the rest of the station as the extensive dredging project worked to generate enough fill to create more than 348 acres of land. Dredging continued until September 1941 and two months later, despite work having barely begun on the Airfield, the Navy began using it. Entry into World War II hastened completion as station authorities quickly built earthen revetments on the Airfield and near the hangars for the protection of aircraft and materiel. The Navy also installed weapons magazines around the edge of the Airfield to keep hazardous items a safe distance from other station activities. Despite its flat appearance the grade of the Airfield was slightly domed to assist drainage. By November 1942 the combined I and X shaped runway system was complete and was installed with no traditional landscaping.⁹⁷

During the war the Navy further modified the Airfield to accommodate growing station activities. The warm-up and parking apron was increased from a rectangle in front of Buildings 20-23 to a larger triangular shaped area set between two diagonal runways. On the north edge of the Airfield, there was storage for aircraft requiring repair and a supply department salvage yard. The station landfill at the northwest corner of the Airfield continued to expand the station’s landmass.⁹⁸

⁹⁷ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; and Michael D. Roberts, *Dictionary of American Naval Aviation Squadrons* (Washington, D.C: U.S. Department of the Navy, Naval Historical Center, 2000), 737.

⁹⁸ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum.



Photograph 24: The Airfield in 1943.⁹⁹ Note shape and size, compared to modifications made in the 1950s (see below). Also note that it is a vast, paved space without formal plantings.

The station workforce expanded to 18,000 military personnel and 9,000 civilian workers during the war, putting a strain on available transportation and newly established circulation patterns on station.¹⁰⁰ The orthogonal organization of roads within the station continued to function well; however, the need to get civilian workers efficiently on and off station challenged officials. Public transportation in the form of buses, trains, and ferries, left workers at the station gates, and the increasing numbers of workers who carpooled to the station parked at the north and later east gates, also had to walk relatively long distances. Inadequate parking space was a problem from the beginning and continued to plague the station throughout the subsequent Cold War era. Parking was originally provided for officers in their housing areas and there was some limited parking in the administrative areas, but it fell woefully short of the spaces needed. Station officials developed an early solution by creating additional parking along the former east-west axis and around shop facilities. A transportation hub was created in the center of the station just south of the Administration Building (Building 1) at the center of the main axis (**Photograph 25**). Parking in the administrative area increased significantly south of Building 16 (where

⁹⁹ “Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰⁰ Jean Ebbert and Marie-Beth Hall, *Crossed Currents: Navy Women from WWI to Tailhook* (Washington, D.C: Brassey’s, 1993) 27-34; Susan H. Godson, *Serving Proudly: A History of Women in the U.S. Navy* (Annapolis, Maryland: Naval Institute Press, 2001), 106-112, 117-119; and Allbrandt, *History*, 5; “Wave Lengths,” *The Carrier*, January 28, 1944; “Wave Lengths,” *The Carrier*, May 5, 1944; “Girls in Blue Perform Many Tasks at NAS,” *The Carrier*, August 20, 1945, 3.

Building 7 now sits) during the war (as well as during the 1950s to 1980s), and filled a quarter of the block. The station constructed parking for the CPO Housing in 1945, just as the war came to an end. Throughout the changes made to address the growing need for parking, the station retained the open spaces at the entry mall and BEQ quadrangle.



Photograph 25: War time shift change at Building 5 showing transportation pool behind Building 1 and Building 6 on the right. Also note building setback, lawn and foundation shrubbery at Building 6.¹⁰¹

Execution of the Planting Plan during World War II

By January 1942, one month after the United States entered World War II, many of the trees transferred from Treasure Island, and called for in LaVallee's plan, had been planted on the station. Black acacias lined the curvilinear streets of the Officers' Housing, clusters of trees punctuated the four corners of the entry mall, the south corners of the triangle south of the main entry, and the west end of the BEQ quadrangle, and the median along West Essex Drive had an evenly spaced row of plantings (**Photograph 26** and **Photograph 27**).

¹⁰¹ *The Carrier*, December 15, 1944.



Photograph 26: January 1942. Street trees in Officers' Housing (1); Plantings along West Essex Drive (2); Clusters of trees planted at west end of BEQ quadrangle (3); Clusters of trees planted at four corners of entry mall (4); and trees planted at south corners of entry mall triangle (5).¹⁰²



Photograph 27: Housing for married officers circa 1945 as seen from back (southwest side). Implemented landscaping included foundation plantings and shrubs and street trees.¹⁰³

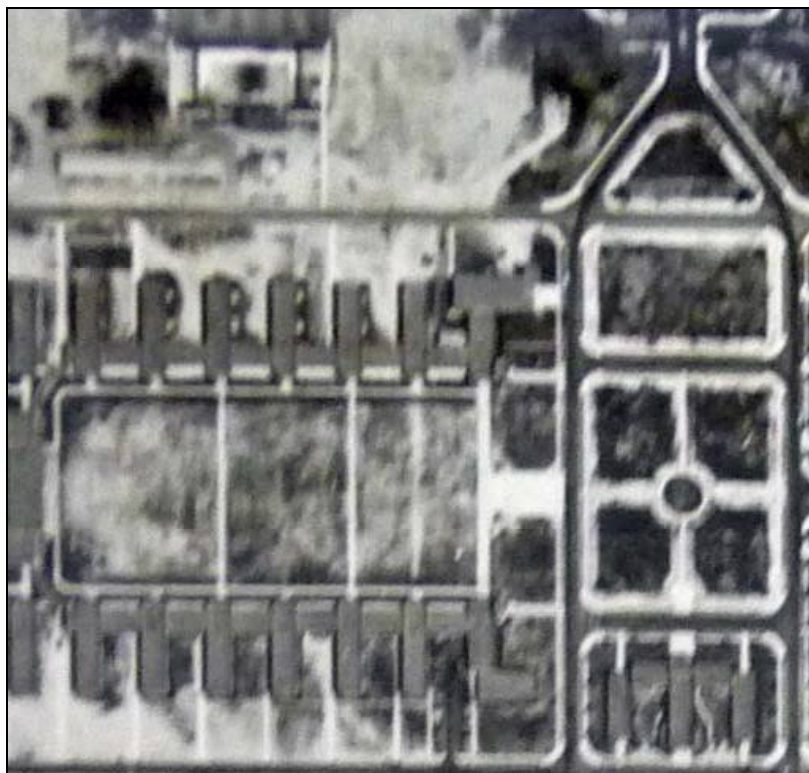
¹⁰² Graphic base from "NAS Alameda, Alt. 5000 ft horizontal distance 10,000 8 ¼ in lens looking west, passive defense photo," January 28, 1942, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰³ Photograph 121-3, circa 1945, RG 5, CEC / Seabee Museum.

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Aerial photographs indicate that by 1943 the Navy had implemented the planned decorative planting of ice plant throughout the entry malls and triangle (**Photograph 28**). Colorized postcards depicting the station feature the ice plant prominently, exaggerating the vibrancy of the colors (**Photograph 29** and **Photograph 30**). By 1945, historic photographs indicate that the iceplant had become rather unruly with an uneven, un-manicured appearance (**Photograph 31** and **Photograph 32**).



Photograph 28: 1943.¹⁰⁴ Monochromatic sections of ice plant plantings visible around edges of entry mall and through paths and around circle large quadrangle.

¹⁰⁴ “Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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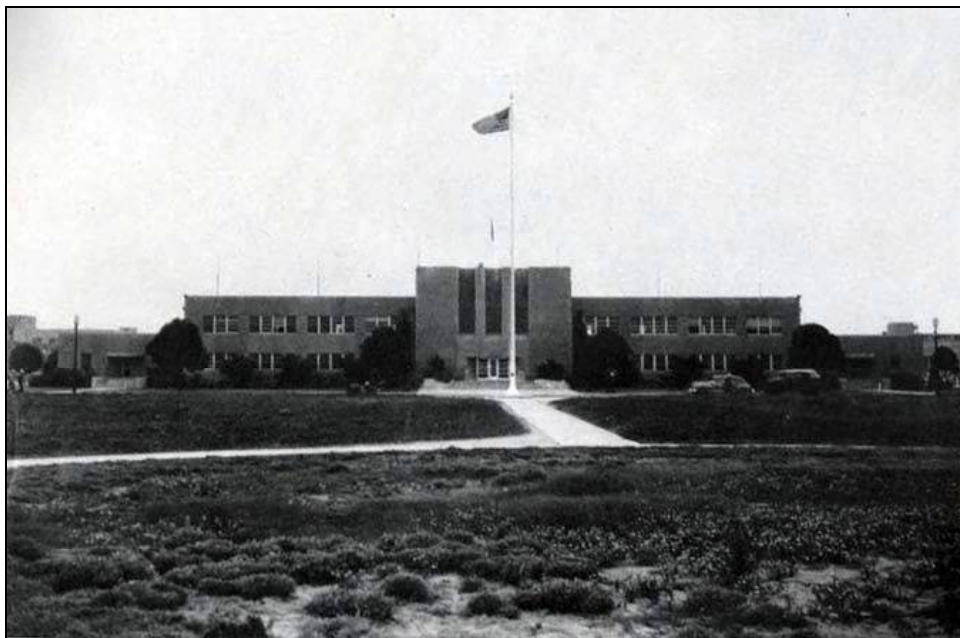
Photograph 29: Period postcard depicting Building 1, circa 1943. Colorized postcard exaggerated the vibrancy of ice plant in entry mall.



Photograph 30: Period post card depicting Building 94, circa 1943. Colorized postcard produced contemporaneously with **Photograph 29**. Again, vibrancy of the color scheme of ice plant is exaggerated. The photo does, however, indicate that the bi-chromatic planting scheme was executed.



Photograph 31: 1945. Photo taken from northeast side of large entry mall facing west toward BEQ quadrangle. Tree at right foreground is at the northeast corner of the entry mall; trees at right background are those located at northwest corner of entry mall. Also note unmanicured groundcover in entry mall and sporadic coverage in planting strip in foreground.¹⁰⁵



Photograph 32: 1945. Building 1, facing south from circular space in the center of the entry mall.¹⁰⁶

¹⁰⁵ “General View of Enlisted Barracks & Mess,” May 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰⁶ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California*, 27.

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The formal entry mall was not the only area of the station that received vegetation during World War II. As the war progressed, the Navy made continued progress executing the primary elements of the planting plan in the designed areas. Administrative buildings and major buildings in the Administrative Core received formal plantings – street trees, foundation shrubbery, and ground cover. Neatly tended grass, foundation shrubs, and street trees were planted at buildings along the entry mall. Paired plantings were found throughout the planting plan, and many of these were also executed during the war, particularly flanking the walkways at the approaches to the BEQ (**Photograph 33, Photograph 34, Photograph 35**).¹⁰⁷

The Shops Area, a functional area expanded during the war, also had some formally planted areas, particularly at the buildings adjacent to the main north-south axis, Buildings 6, 8, 62 (see **Photograph 33**), and 114. Buildings at the northwest corner of the Shops Area – Building 42, 43, 44 and 102 – also had deep setbacks planted with lawn and foundation shrubbery.¹⁰⁸



Photograph 33: 1944. In addition to the plantings present by January 1942, this photograph indicates the presence of foundation shrubbery around the east ends of Buildings 2 and 4 (1), and on the south side of Building 18 (2). Street trees are present around Building 1 (3). Also present are paired plantings flanking the pathways approaching the east ends of Buildings 2 and 4 (4) and the BEQ quadrangle (5). Parts of the Shops Area also had formal plantings, as seen here at Building 62 (6).¹⁰⁹

¹⁰⁷ Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/ Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/ Seabee Museum.

¹⁰⁸ Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/ Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/ Seabee Museum.

¹⁰⁹ "Assembly & Repair Department, NAS Alameda- January 1, 1944," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

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Photograph 34: 1945. Building 4 at left, camera facing west. The tree line depicted in the planting plan had been executed (right), and like other buildings in the Administrative Core, Building 4 had foundation shrubbery.¹¹⁰



Photograph 35: 1945. Building 18 taken from center circle of entry mall. Note consistent spacing of foundation shrubbery on west side of building and free-standing concrete planter left of entry.¹¹¹

¹¹⁰ "Alameda, California NAS, Enlisted Bks, and Mess," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹¹¹ "Theater," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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Between 1944 and 1945 adaptations were made to the large quadrangles in the Administrative Core, both the entry mall, and the BEQ quadrangle. The east-west path bisecting the large entry mall was extended through the circular center circular path, creating a more direct route across the quadrangle. In the BEQ quadrangle, the westernmost path was removed and a sporting field was added. The addition of the field did not appear to have disrupted other plantings in the immediate vicinity (**Photograph 36**).



Photograph 36: September 1945. The western pathway bisecting the BEQ quadrangle was removed to make room for a sporting field. Also note the extension of the path through the circular area in the center of the entry mall.¹¹²

Summary of the World War II Era

By the end of the war, the station had grown to accommodate 158 buildings with remarkably little interruption to the original 1939 station plan. The operational units remained intact, with only minor adjustments to their boundaries (Shops Area expanded north to West Midway Avenue) as the Navy built core portions of the original layout. Extensions of the functional areas were developed during the war in the southern and eastern portions of the station. Station personnel and employees, of course, quickly nicknamed various areas. The massive concrete BEQ constructed before the war was known as the “Marble Mansion,” whereas the temporary wooden barracks became known as “Splinterville.”¹¹³ Splinterville, first used to orient quickly-inducted Navy personnel to military life, was initially the Receiving Unit, and operated semi-

¹¹² Graphic base from: “Assembly & Repair Buildings, NAS, Alameda-September 1, 1945,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

¹¹³ Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

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autonomously. Later official records refer to the area as East Barracks.¹¹⁴ Land at the northern edge of the Airfield where damaged aircraft were stored before overhaul was commonly known as “Siberia.”¹¹⁵

Throughout the war the Navy continued construction to increase the operational capacity of the station. Pier 2, the aircraft carrier pier, was constructed of reinforced concrete on cast concrete pilings in 1941.¹¹⁶ Pier 3, a second, larger carrier pier, was added in 1945 late in the war to accommodate the Navy’s ever larger ships. Navigation in the station’s channels was hampered by silting in the pier area and turning basin. In 1945 the Navy hired the Basalt Rock Company of Napa to build another mile-and-a-quarter breakwater south of the piers, to protect them from storm damage and reduce silting in the channel and turning basin.¹¹⁷ The new breakwater was the result of three years of design and testing by the Army Corps of Engineers.¹¹⁸

Vegetation was added throughout the Administrative Core, the Residential Area, and to a lesser degree, the Shops Area. In most cases, the vegetation that was planted followed the planting plan LaVallee designed in 1941, however, adjustments, modifications, and editing also occurred in the implementation of the planting plan.

Throughout the war years, NAS Alameda served a valuable role in naval operations and demonstrated the critical role aviation had within Navy strategy and operations. Swarms of Navy and civilian personnel carried on activities aimed at providing support services to the striking arm of the fleet. Its training facilities prepared service personnel for duties in forward areas, and air crews in flight operations. Its shops and repair facilities assembled aircraft and returned battle-damaged aircraft to the fight. It provided a homeport for combat ships, and a resupply and service location for their crews and equipment. In all of this, NAS Alameda was like the many naval facilities around the San Francisco Bay, along the Pacific Coast, and along the Atlantic seaboard – it helped keep the Navy fighting.

¹¹⁴ US Navy, “History of U.S. Naval Air Station Alameda, California First Quarterly Installment, 1945,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹¹⁵ Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

¹¹⁶ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

¹¹⁷ “History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹¹⁸ R. A. Jackson and R. Y. Hudson, United States Department of the Army, Corps of Engineers, Mississippi River Commission, *Technical Memorandum No. 2-242, Breakwater Location U.S. Naval Air Station, Alameda, California, Model Investigation* (Vicksburg, Mississippi, Waterways Experiment Station, December 1947), 1-2.

3.2 Cold War Era (1946-1989)

At the end of World War II, the United States and Soviet Union emerged as the world's two major powers. Fueled by a clash of ideologies, a new state of hostile relations between the United States and its allies against the Soviet Union, the Peoples' Republic of China, and their client states developed into a "Cold War" of propaganda, economic pressure, and covert actions. From its beginning in 1946 until the dismantling of the Berlin Wall in 1989, the Cold War era was a period of great military expansion to meet the perceived threat from the nation's adversaries. While the United States followed its policy to contain communism, the international community widened its influence in dealing with conflicts around the world through the efforts of the United Nations. In the United States, the race to develop and deploy advanced weapons for defense and deterrence led to the rise of an extensive defense industry, which provided the military with a flow of new technologies and improved equipment. Although the Cold War was marked by expanding nuclear capabilities, conventional weapons and strategies were the major instruments used by the U.S. military to shape the outcome of conflicts throughout the period. Specialized facilities of this period – for example what is now Naval Air Weapons Station China Lake – contributed to the improvement, development, testing, and evaluation of new weapon technologies; however, NAS Alameda, like most stations, continued to support active military and routine missions and operations. Through the early Cold War, NAS Alameda and other air stations adapted to service new technologies and equipment developed elsewhere by adding facilities to accommodate and maintain jet aircraft and other conventional weapons. However, technology outpaced the station's development. The expansion of San Francisco Bay Area urban development, expense of maintaining facilities, and reorganization of Naval shore establishments with changing missions and military requirements led to the eventual decommissioning of the station after the Cold War ended.

The conclusion of World War II with the atomic attacks on Japan encouraged a belief that future conflicts would involve strategic nuclear bombing. The Army and Air Force took the view that the Navy, despite its successes in World War II, was obsolete. The Navy struggled for survival, focusing on efficiency, modernization, and fighting limited to conventional warfare. During this period the Navy increased carrier capacity to accommodate strategic bombers, updated aircraft technology, and initiated guided missile programs. This placed the Navy in a strong position when the Korean War, a limited conventional war, began in 1950.¹¹⁹

In the years immediately following World War II, NAS Alameda's main role was storage. Seventeen ships of the Pacific reserve fleet were moored at the station. The A&R department continued to process aircraft, applying coating parts to preserve them. The Navy stored aircraft and aircraft components both on the station and in other repositories nationwide. Meanwhile

¹¹⁹ Nathan Miller, *The US Navy: A History* (Annapolis, Maryland: Naval Institute Press, 1997), 247-250.

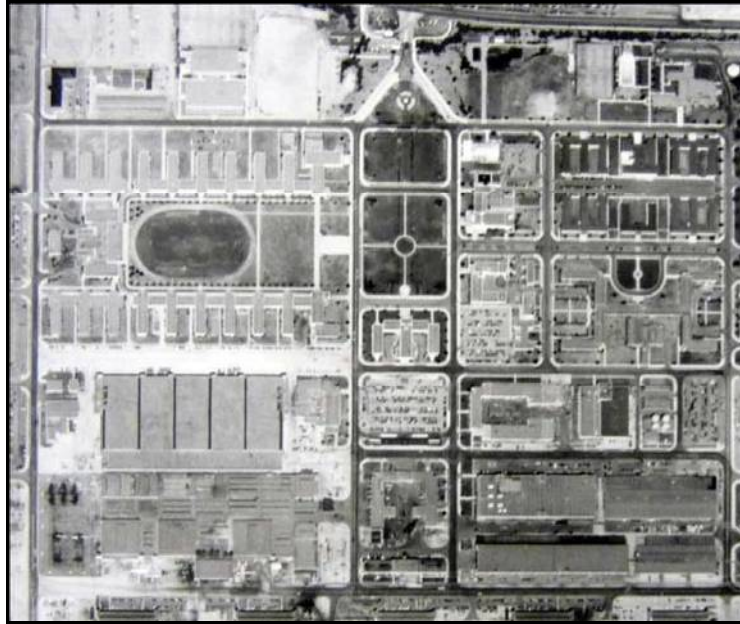
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tons of equipment, supplies, and parts were returning from the Pacific Theater and the supply department processed these for sale or reuse.

NAS Alameda, like many other military installations in the immediate aftermath of World War II, experienced a rapid reduction in force. The Navy's demobilization plan called for the service to shrink to one-third its 1945 size. By August 1946, a year following the Japanese surrender, the station's force had been reduced from 18,000 military personnel to 187 officers and less than 1,800 enlisted personnel. Aircraft and aircraft parts were preserved and stored for future use; and seventeen vessels, including two decommissioned aircraft carriers, *Enterprise* (CV-6) and *Hancock* (CV-19), were moored at piers on NAS Alameda as part of the Pacific Reserve Fleet. The reduction in staff and material led to a station-wide emphasis on efficiency and the goal of completing more with less. Consolidation of activities and the development of new services helped keep NAS Alameda an active part of the Navy's operations.

The elements of the landscape that had taken shape during initial construction and wartime – station layout, circulation patterns, land use areas, sightlines and view sheds, and implementation of the planting plan – remained intact during this period of NAS Alameda's development. The planting plan, the most transient of landscape elements, matured in the early years of the Cold War, and elements of the original planting design were modified, particularly in the entry mall. Rather than the wide swaths of ice plant bisecting the entry mall as depicted in the original design and implemented by 1943, shortly after the war, the swaths were replaced by two lines of plantings running north-south through the entry malls (**Photograph 37** and **Photograph 38**).



Photograph 37: Ariel Photograph, 1948.¹²⁰ After World War II, vegetation matured, more trees were planted along the northern border, and the planting plan in the entry mall was altered.



Photograph 38: Oblique aerial photograph, 1950.¹²¹ Entry mall, facing south. Planting plan has been altered from original design to include the lines of plantings running north-south through the entry mall. Also note installation of new planting around monument in triangle.

¹²⁰ "N.A.S. Alameda, Calif. Vertical alt. 10,000' F-6," May 10, 1948, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹²¹ *The Carrier*, October 19, 1950: 1.

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By the early 1950s, the Public Works department on NAS Alameda had a crew of 24 workers whose job was to keep the grounds of the station in “park-like shape.” In 1951, *The Carrier* published an article that listed the inventory of vegetation on station as 60 acres of lawn, 8,000 – 9,000 trees and shrubs, and acres of flower beds. The gardener in charge of the greenhouse was tasked with making sure there were always enough plants available to “replace plants past their peak or to go into new locations.”¹²²

NAS Alameda entered the jet age as a well-organized and complete air station at rest, but the Korean War catapulted the station back into action. In June 1950 communist North Korean forces crossed the 38th parallel and invaded South Korea. The United States, in conjunction with United Nations forces, came to the defense of South Korea. Unlike the nuclear war for which the Air Force and Army had prepared, this was a limited conventional war. Because of small targets and fewer bases in the combat theater for bombers, most aerial combat operations fell to the Navy and its aircraft carriers. Successful operations in Korea resulted in additional funding for the Navy, construction of the larger *Forrestal* class aircraft carriers, and accelerated conversion to jet aircraft.¹²³

The outbreak of the Korean War in 1950 prompted the Navy to expand operations on NAS Alameda. With President Harry Truman’s authorization of U.S. air and sea forces to assist South Korea, NAS Alameda-based Carrier Division 3 launched the first air strikes against North Korean troops. The station itself returned to a wartime footing with well-understood organization, both administrative and spatial. NAS Alameda inaugurated a 48-hour workweek and the O&R Department (name changed from A&R to reflect the change in tasks that did not include aircraft assembly) instituted 10-hour shifts. The Navy brought back into service nearly 270 mothballed aircraft, re-commissioned previously decommissioned ships, and called in reservists. A thousand additional civilians were hired to meet expected wartime demands for aircraft repair and support. By the fall 1951, NAS Alameda was the largest naval air station in the county with 15,000 military and civilian personnel in eight departments.¹²⁴ As during World War II, NAS Alameda teemed with activity as an industrial facility, airfield, and small city. There was constant activity on base, punctuated by civilian employee commuting rush hours that were handled in three shifts to accommodate the great number of personnel coming aboard and leaving the base (**Photograph 39**). Most of the activity occurred in the facilities that had been built and used during World War II.¹²⁵

¹²² *The Carrier*, “PW Crew Keeps Station Green,” June 1, 1951: 6.

¹²³ Miller, *The US Navy*, 251 and 253.

¹²⁴ Allbrandt, “History of the Naval Air Station & Naval Aviation Depot at Alameda, California,” 9-10.

¹²⁵ Baack, oral history interview, December 8, 2009; Bronson “Chief” Parry, former Navy Chief Petty Officer who served on NAS Alameda (1966-1976), oral history interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 22, 2009.

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Aircraft technology had changed since the beginning of World War II through the outbreak of the Korean War and as a result, NAS Alameda updated its facilities to accommodate these new aircraft. The new faster, larger, and heavier aircraft required longer runways and maintaining them required larger engine re-work facilities and test facilities. Modifications would change the relationship between the Airfield and the rest of the station and continue filling the entire station with operational facilities.



Photograph 39: Overhaul & Repair Department shift change, Building 5A, ca. 1954.¹²⁶

The changed position of the United States in the world meant that demobilization following the Korean War was more limited than that following World War II. This new position, along with the introduction of new technologies to the military continued the expansion of NAS Alameda that began during the Korean War into the following decade. The station received additional facilities to support jet aircraft and updated facilities for nuclear powered ships. Between 1947 and 1952, the percentage of jet-powered Navy aircraft increased from less than one percent to almost 20 percent. By the late 1950s, more than half of the engines that propelled Navy aircraft were either turboprop or turbojet. The Navy operated nearly 10,000 aircraft, making it the third largest air force in the world behind the U.S. Air Force and the military of the Soviet Union. By the early 1960s, NAS Alameda was no longer servicing propeller aircraft. More sophisticated jet aircraft had more demanding maintenance requirements, and NAS Alameda was among the

¹²⁶ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

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Navy's facilities best suited to do so.¹²⁷ The Navy's growing reliance upon new technology also required a highly trained support staff. Retention of military personnel with such expertise required upgraded housing, morale, and recreational facilities.

Following the end of the Korean War, the United States and Soviet communist forces met largely in proxy wars using conventional weapons. The Navy continued to be an important tool in these conflicts because it was able to project force around the world, illustrating support for U.S. allies. This period, however, was exemplified by deployment of many new, technologically-advanced weapons developed in the previous years. The launch of Sputnik in 1957 accelerated the arms race. No longer were aircraft required for the delivery of nuclear warheads. The Air Force, Army, and Navy all developed their own Intercontinental Ballistic Missiles (ICBMs). The Navy's Polaris ICBM could be launched from a submarine. The Navy constructed new nuclear powered ships armed with guided missiles. Throughout this period the Navy, like the other service branches, focused on developing and deploying these and other new military technologies.¹²⁸

Although American military advisors had been involved in Vietnam since the 1950s, direct involvement in the conflict of personnel stationed on NAS Alameda did not occur until North Vietnamese torpedo boats reportedly fired upon two American destroyers operating in the Gulf of Tonkin. The incident resulted in passage of the Gulf of Tonkin Resolution by Congress in August 1964. Thereafter President Lyndon Johnson increased the United States role in 'containing' the North Vietnamese Communists. The Navy participated in bombing targets in North Vietnam and operated blockades and patrols in the Mekong Delta. With increased involvement in Vietnam, the Navy faced the challenges and increased demands were placed upon military personnel. Physical and metal hazards as well as casualties increased, and repeated deployments to Vietnam were challenging for personnel and their families. During this time, Secretary of the Navy Admiral Elmo Zumwalt initiated a program focused on paying more attention to MWR needs of personnel. NAS Alameda worked to improve its MWR facilities on station, as well as repair and supply facilities, to support military personnel during increased Vietnam operations. As part of the morale boosting efforts of the station when incoming carriers from Vietnam came to port on NAS Alameda, there was an effort to honor returning military personnel with large welcoming crowds.¹²⁹

Following the Vietnam Conflict the U.S. military entered a period of uncertainty as the nation's foreign policy adapted to new conditions. After 1977, President Carter's administration focused

¹²⁷ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 12 and 15.

¹²⁸ Nathan Miller, *The US Navy*, 255-260; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-6 – 8-10.

¹²⁹ Nathan Miller, *The US Navy*, 263-270; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-10 – 8-12; Baack, oral history interview, December 8, 2009.

on supporting the North Atlantic Treaty Organization rather than exceeding the Soviet military build-up. As a result, Congress cut budgets for new ships and deferred improvements to the Pacific Theater forces. The military also became a completely volunteer force, necessitating changes in recruitment, retention, and advancement policies for military personnel. This continued the demand for increased attention for MWR facilities. The trend for reduced spending and the European focus of the late 1970s was completely reversed in the 1980s by the Regan administration, with increased spending on new and technologically-advanced ships and submarines. The new focus was on technologically superior weaponry, and quick military responses required the use of naval forces to dispel unrest around the world through the end of the Cold War. Congress again cut military spending in the late 1980s and the Cold War ended with the dismantling of the Berlin Wall that accompanied shifts in power in Eastern Europe in 1989. Contracts for new ships, submarines, and aircraft were cancelled. During this period, Congress initiated a process known as Base Realignment and Closure (BRAC) to reduce the number of military installations to sustainable levels.¹³⁰

Evolution of the NAS Alameda Landscape during the Cold War

The following discussion addresses the evolution of and changes over time to NAS Alameda and its landscape during the Cold War period (1946-1989). It is presented by functional area, as shown on the Land Use diagram in **Appendix A2**, to correspond with the description of existing conditions and analysis presented in Section 4. The functional areas are: Administrative Core, Shops, Residential / MWR (morale, welfare, and recreation), and Operations. These functional areas were first established as an organizational tool for understanding the station's design in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District." This CLR changes the name for one of the functional areas. The Hangars Area from the 1997 report is now the Operations Area, reflecting the wider functions of the area in which the hangars are situated and their relationship with adjacent spaces including the Seaplane Lagoon and the Airfield. The Operations Area also includes the waterfront / piers area.

Administrative Core

Through the Cold War period, the entry mall continued to serve NAS Alameda as a formal space at the center of the Administrative Core. By the late 1950s, aspects of the entry mall had been altered, perhaps to provide a suitable space for parade grounds. A photograph dated May 1958 shows that the decorative plantings bisecting the entry mall that were present in the early 1950s, until at least 1954, had been removed and the ice plant had been replaced with turf throughout the entry mall (**Photograph 40** and **Photograph 41**). Also visible in the 1958 photograph are sailors in formation on the streets around the entry mall. The following year, another photograph

¹³⁰ Miller, *The U.S. Navy*, 272-278; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-13 – 8-15.

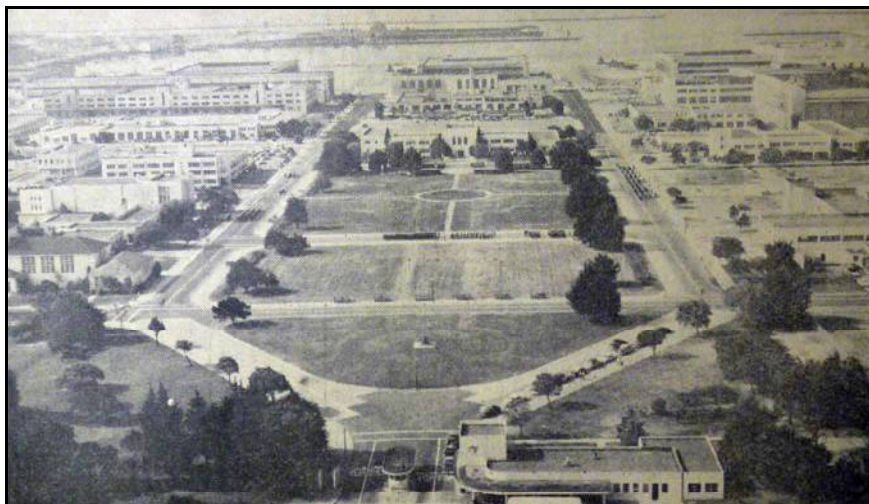
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shows the sailors in marching formation in the entry mall itself (**Photograph 42**). This photograph also indicates that the planting strips originally designed and constructed around the entry mall had been removed to create wider perimeter sidewalks. At this point, vegetation in the large entry mall also included trees flanking the east-west walkway on the west side, trees along the south border, and low shrubbery bordering the quadrangle on the east and west sides. The pathway bisecting the circular area in the center of the quadrangle had been removed and the area was planted with groundcover encircled by turf and the walkway.



Photograph 40: Photograph featured in 1954 NAS Alameda Yearbook; note long views down main north-south streets, Lexington and Saratoga.¹³¹



Photograph 41: May 1958. Entry mall, looking south from Main Gate. Note that decorative plantings bisecting the entry mall have been removed, and ice plant appears to have been replaced with turf throughout the entry mall.¹³²

¹³¹ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

¹³² *The Carrier*, May 23, 1958.

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Photograph 42: July 1959. Plantings and hardscape in entry mall have been modified to include turf, additional trees, perimeter shrubbery, and wider sidewalks. The pathway bisecting the center of the circular area has been removed.¹³³



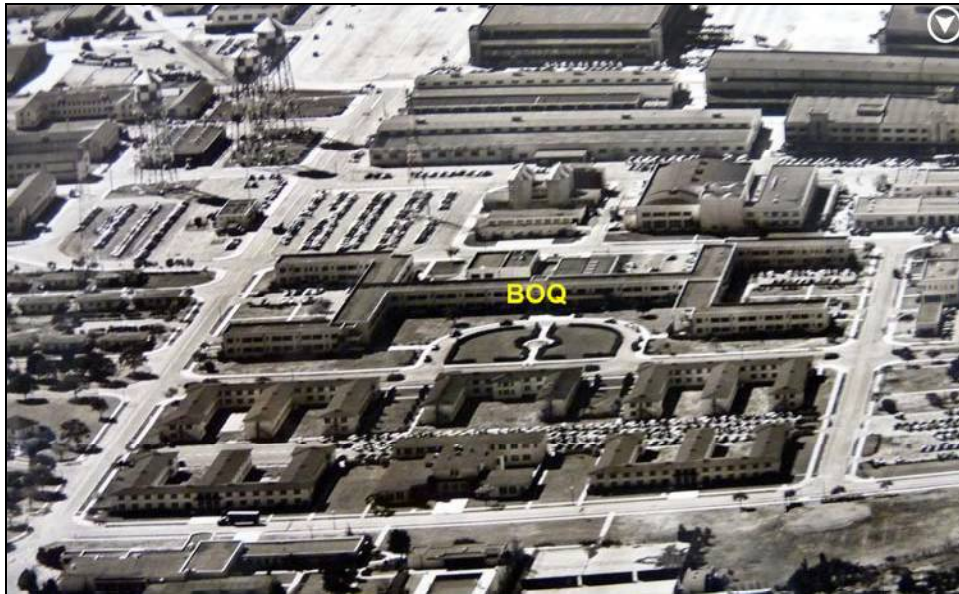
Photograph 43: July 1963. Facing south toward Building 1 from north end of entry mall. Note decorative planting in center of entry mall, and maturation of trees.¹³⁴

The permanent versus temporary nature of the housing in the east side of the Administrative Core became apparent during the Cold War period. The Navy removed most of the temporary barracks north of West Essex Drive, however, the BOQ (Building 17) remained relatively unchanged through the Cold War. In 1952, the BOQ appeared much as it did at the end of the war, and much as it does today. Both vegetation and circulation features accentuated the symmetry of the building. Carefully manicured hedges lined the curved drive on the north side of the building, and paths in the courtyards on the east and west ends of the building were mirror

¹³³ *The Carrier*, July 10, 1959.

¹³⁴ *The Carrier*, July 12, 1963.

images of one another (**Photograph 44**). Over time, the introduction of new plants at new locations around the building, and reduced maintenance altered some of the vegetation around the building (see Existing Conditions, Section 4.1).



Photograph 44: 1952. East side of Administrative Core showing BOQ Building 17 (labeled) and temporary barracks (adjacent to BOQ in foreground).¹³⁵

Unlike the block containing the BOQ, changes in the number of officers housed on the station and shifts in functions on station during the Cold War had a substantial visual impact on the block containing the temporary BOQs. The Navy constructed five temporary barracks and a subsistence building opposite the permanent BOQ during World War II, in lieu of a mirror image permanent BOQ originally planned for the site. Improved housing elsewhere on station and reduced personnel levels and rendered the temporary buildings obsolete. The station demolished Building 124 (**Photograph 45**), centermost on the south side of the block, by 1958, and three more temporary barracks were demolished between 1968 and 1973 (**Photograph 46**). The station replaced the barracks with paved parking areas as the use of automobiles continued to increase throughout the station, necessitating increased parking demands. The two remaining buildings, Building 135 and 137, became morale, welfare, and recreation facilities, housing day care, youth recreation, family services, and Officers Wives' Clubs.¹³⁶ As the station continued to improve personnel services it constructed a new CPO Club in the southwest corner of the block and a new electrical substation on the eastern side of the block. Neither of these buildings

¹³⁵ US Navy, *US Naval Air Station's Photograph Album, Alameda, California, c. 1952*, Oakland History Room, Oakland Public Library, Oakland, California.

¹³⁶ USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer; Building 553 and 585, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

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maintained the setback established by the original temporary BOQs and without this common setback, the block lost some of its definition that it originally had (**Photograph 46**). Portions of the lawns between the original buildings were retained, but this did not define the space as well as the two-story barracks and adjacent landscaping.



Photograph 45: Circa 1965. Building 124 (temporary barracks) was removed to create more parking. Building 17 (background) has retained its symmetrical design characteristics.¹³⁷



Photograph 46: Aerial Photograph, 1985. Only two temporary barracks remain in block north of the BOQ (Building 17).¹³⁸

¹³⁷ 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹³⁸ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

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Despite the reduction of force on the station after World War II, parking remained an issue as changing social economics increased car ownership. The station added parking on the north side of Building 4 following the war. In a single year, between 1948 and 1949, the parking space at this building was expanded from the area between two wings to spanning four wings.¹³⁹

Changes to playing fields in the officers' recreation area to the east of the main gate and the BEQ quadrangle changed vegetation patterns in these areas. The football field in the BEQ quadrangle was dismantled in the early 1960s and was eventually replaced with two baseball fields (and more recently was converted to soccer fields). Open green space east of the main gate that was the station plant nursery, became a six-hole 'pitch and putt' golf course in 1960. Infrastructure improvements to the station, including an improved sewage treatment system clipped the eastern side of the enlisted baseball field west of the main gate, resulting in a truncated right field.¹⁴⁰

The Navy modified recreational facilities throughout the station core in the mid-1960s. The Brunswick Company constructed a new, 24-lane bowling alley (Building 525) east of Building 18, in an area that had previously been open space.¹⁴¹ This new, large building was sited with a narrower setback than typical of other buildings in the area. The new building and its accompanying parking lot, adjacent to the south, filled in a space that had previously included open green space (see **Photograph 46**) and a Chaplain's Office.

Throughout the Cold War, the vegetation on station required periodic maintenance when diseased or dead plants required removal, or storm damaged trees needed clearing. In 1970, *The Carrier* reported that 50 cypress trees were being removed on the station because they had been found to be infected with a serious fungal disease. Most of the infected trees were located in the northeast portion of the station in the area between West Midway Avenue and the north border. Plans were approved in 1977 for spraying, pruning, and removing the cypress trees on the station. Also in the late 1970s, the Facilities Management Office coordinated the planting of 200 trees and shrubs to replace plants killed by drought, disease, and storms (a storm in 1958 felled several trees on station). Trees planted in this period included blackwood acacia, Aleppo pine,

¹³⁹ Aerial Photograph 1948, Folder 03-02, Box 2, RG 10, CEC/Seabee Museum, Port Hueneme; Aerial Photograph 1949, RG-10, CEC/Seabee Museum.

¹⁴⁰ "Aviation Historical Summary (OPNAV form 5750-2) 1 October 1960 – 31 March 1961," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Building 562 and 525, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer.

¹⁴¹ US Navy, "Aviation Historical Summary(OPNAV Form 5750-2), 1 April 1966 – 30 September 1966," and "1967 Command History, U.S. Naval Air Station Alameda, California," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," and "1970 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).

and Chinese evergreen elm. Ivy was also planted along the perimeter fence on Main Street to replace the screening effect of the removed cypress trees.¹⁴²

Renovations continued in 1979 with refreshing of planters in front of residential and administrative buildings and installation of informal groupings of shrubs that utilized a mixed variety of plant materials. The program updated each of the planters at the BOQ, moving trees from other portions of the station, and adding new material. Material removed from the foundations of Building 8 thinned the groupings and was replaced with more tree-like vegetation. Trees now lined the walkway to the building in addition to the street. Designers created a bermed screen for the parking lot at the northeast corner of the former temporary BOQ block to provide a more pleasing view for the adjoining Officers' Housing and Officers' Club. The Officers' Club landscaping included gardens flanking the sidewalk. At the theater (Building 19), trees were relocated from the grassy verge to the planters, closer to the building. Additional shrubs were added to the informal grouping of trees and shrubs at the southern end of the mall. This landscaping improvement project in the late 1970s introduced trees into new locations on the station, particularly the cypress tree in the center of the entry mall (**Photograph 47**), the line of Chinese elms in front of (east side) Building 3, and new trees throughout the Officers' housing area.¹⁴³

Subsequent changes in the station's landscape were relatively minor. In 1987, landscapers removed and replaced dead and ailing trees from the entry mall. More plantings added new groups of trees at the southern end of the mall deepening the groups flanking the flagpole and approximately two-thirds of the shrubbery surrounding Building 1 was replaced.¹⁴⁴

¹⁴² *The Carrier*, "50 Cypress Trees To Be Removed," September 25, 1970: 1 (col. 1); *The Carrier*, "Planting Project yields new 'roots' for NAS," August 11, 1978: 1 (col. 1); US Navy, "1976 Command History, U.S. Naval Air Station Alameda, California," and "Naval Air Station Alameda Command History 1978," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); Naval Facilities Engineering Command, "Spray Prune & Remove Cypress Trees," August 12, 1977, Drawer 141, Plan and Maps Room, Alameda City Hall West.

¹⁴³ Naval Facilities Engineering Command, "Landscape Renovations Planting Plan," June 28, 1979, Drawer 141, Plans and Maps Room, Alameda City Hall West.

¹⁴⁴ Navy Public Works Center, "Entrance Mall Repair at Main Gate Landscaping and Irrigation Improvements, Planting Plan," 1987, Drawer 141, Maps and Plans Room, Alameda City Hall West.



Photograph 47: Oblique Aerial, early 1980s. Note Cypress tree at center of large entry mall, and long views south down Saratoga Street (left) and Lexington Street (right).¹⁴⁵

The Navy added one Shops building to the Administrative Core during this period. Naval Depot (NADEP) Alameda (successor command to the A&R / O&R department on the station) initiated a number of new construction projects that improved its competitiveness with private industry in the 1980s and these projects included the completion of a new 15,000 square-foot Material Engineering Laboratory (Building 7) in 1986.¹⁴⁶ While the clean unornamented lines of the modern building could have blended well with the existing Moderne architecture, the selection of a landscaping plan inconsistent with the surrounding blocks of the Administrative Core differentiates it from the whole. The building did retain the setback established by the Medical Clinic (Building 16) to the north and its corner location highlighted the orthogonal plan.

Shops Area

Following World War II, NAS Alameda had been designated a repair and overhaul facility for several new aircraft engines, including reciprocating engines used on large transports and jets; however, few specialized facilities for these new tasks had been constructed. In 1947, the Navy began to request appropriations for jet engine test cells on NAS Alameda and these requests were not funded until the expansion of naval aviation facilities in 1951, in response to the Korean War, when NAS Alameda received approval for major runway improvements, NAS Alameda also received funding for a new engine overhaul and repair shop (Building 360), and neighboring

¹⁴⁵ 1980s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

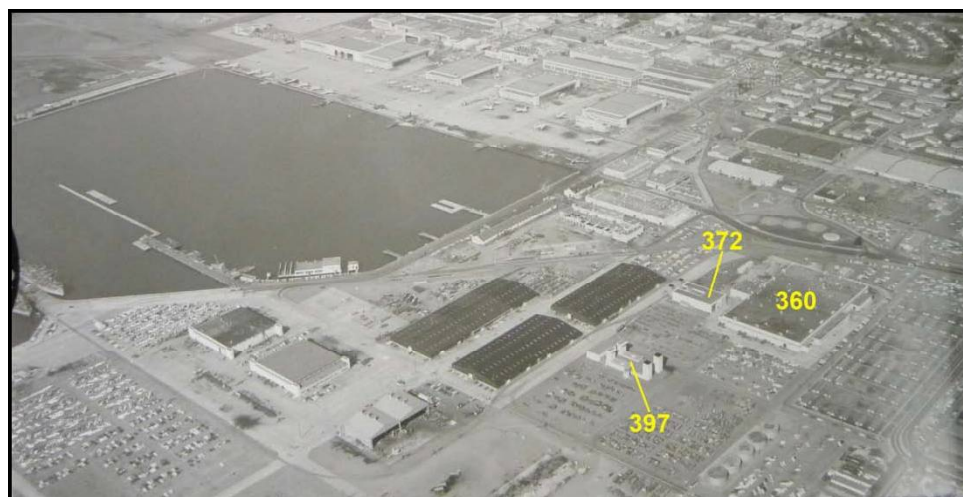
¹⁴⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 21-22.

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turbo prop test cells (Building 372) (**Photograph 48**).¹⁴⁷ Construction of these facilities occurred along the eastern edge of the station, just south of Atlantic Avenue in an area previously used for outside storage. Like many of the buildings south of Atlantic Avenue, Building 360 was large, nearly four acres in area.

NAS Alameda continued to evolve during the Korean War as construction increased in the southeastern portion of the station and the Navy called its reserve ships back to service, emptying the piers and the disestablishing the Alameda Group of the Pacific Reserve Fleet in June 1951.¹⁴⁸ Other major changes that year included Navy acquisition of new land east of Main Street to construct new storage facilities,¹⁴⁹ which opened former exterior storage areas for additional development.¹⁵⁰



Photograph 48: Aerial view, 1960s. Buildings 360, 372, and 297 have been built in the southeast portion of the station in the additional Shops Area.¹⁵¹

Additional test facilities for air turbine and turbo jets were added in 1957 and 1958 (Buildings 397 and 398) and air turbine overhaul test cells were installed in Building 399 among the existing engine overhaul facilities north of Atlantic Avenue in the Shops Area in the southeast portion of the station. While the new construction filled some of the empty space in that part of the station, the layout of these buildings did not continue the station's orthogonal pattern in the

¹⁴⁷ General Information for Supporting Requests for Additional Public Works Projects, February 15, 1946, California – Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum.

¹⁴⁸ US Navy, "History of U.S. Naval Air Station Alameda, 1 January 1951 to 30 June 1951," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁴⁹ This land has since transferred out of Navy possession and is not a part of this study.

¹⁵⁰ US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); "Construction Project Nears Halfway Mark," *The Carrier*, February 13, 1953. The warehouse buildings east of Main Street are not a subject of this study.

¹⁵¹ 1960s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

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area. These buildings also did not have a unifying architecture like those built during World War II. As a result, the southeast portion of the station did not develop a unified landscape or design aesthetic because the new construction simply continued the general industrial landscape of the area. The only non-industrial uses in this area of the station were the temporary camps that had been established along Main Street south of East Gate, and these camps were disappearing as the Navy demolished the former civilian labor camp near Pacific Avenue and Main Street and built a parking lot for the CPO Club, then located near Pacific Avenue (Avenue K).¹⁵²

In the 1960s, the area south of Building 118 had served as outdoor storage and included several earthen bunkers that were removed for construction of new facilities, including restaurants, banking, and shopping surrounded by plenty of paved parking. Removal of fences, piles of supplies, and the bunkers created a new flatter landscape. The new buildings constructed south of Building 118 were contained within the orthogonal street pattern, but their placement along the center of the block or in the center of the parking area did not highlight the orthogonal plan or tie it aesthetically to other station construction. The architecture of these buildings includes a variety of styles, rather than a single, cohesive style like that found in the Administrative Core.

Closer to the southern end of the station, the Naval Air Rework Facility (NARF), formerly A&R / O&R, constructed several new facilities to increase its shop capabilities. A new cleaning facility (Building 410) was constructed east of Buildings 166 and 167. As the station serviced more missiles, it needed more space for the program and constructed Building 530 in 1973. Both of these moderately sized buildings occupied former open air aircraft parking. Construction of small buildings to house infrastructure improvements, ship services, and hazardous materials handling south of Ticonderoga Avenue also broke up that open space. Again the construction was utilitarian and lacked a continuity of style. The results of this construction created an industrial space with large irregular paved areas set with buildings of all sized and no clear plan. As plane storage no longer dominated the area, rows of automotive angled parking took its place **(Photograph 49)**.

¹⁵² US Navy, "History of U.S. Naval Air Station Alameda, 1 January 1950 to 30 June 1950," Box 1 of 2, NAS Command Histories, 27 Volumes 1940-1992, RG 181, NARA (San Francisco) 20.



Photograph 49: 1985. Aerial photograph showing portions of the Shops Area. Infill of buildings in southeast portion of station.¹⁵³

NAS Alameda had two primary entrance points: the Main Gate on the north side of the station and the East Gate, which was moved in 1944 to its location closer to Main Street in order to provide easy access for workers arriving from Alameda via the city street system. The Main Gate, while ornamental, faced the Inland Harbor rather than Alameda, and was less convenient for personnel working in the operational areas. Paved parking areas were provided at both gates. From 1944 until 1977 a parking lot adjoined the East Gate and civilians and visitors parked outside the gate and either walked or were escorted aboard the station. The Main Gate had similar parking areas along the Inland Harbor. As vehicular access rules changed, less off-station parking was necessary. The parking outside the East Gate was removed in 1977 and replaced with a landscaped entry, including curbs and sidewalks that lined Atlantic Avenue and the parallel railroad track. The former parking lot was lined with a variety of shrubs including Pacific wax myrtle (*myrica*), buckthorn (*rhamnus*), and photinia and groups of red flowering gum (*Eucalyptus ficifolia*) adorned the northeastern and southeastern corners. A third group was planted just north of the actual gate and grass filled the area between the lining shrubs and the sidewalk. The overall intent was to create a more attractive gateway between the station and the city, and as California recovered from drought and became more water aware, the landscaping

¹⁵³ Naval Facilities Engineering Command Southwest, Aerial Photograph, “1985-A-38_AV-2655-3-13_5-13-1985,” provided by the Navy.

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utilized non-potable water and low maintenance materials.¹⁵⁴ The newly landscaped area subsequently underwent several modifications. The station added trees along the edges in 1978, and in 1979 created raised berms within the plantings replanting dead or damaged plants. A lighted sign was also installed in the green space to greet and direct visitors, along with the sign spanning the arch over the guardhouse (now demolished). Improvements continued southward from the East Gate as the station planted Algerian Ivy in the narrow planting strip to the south.¹⁵⁵

Atlantic Avenue and the parallel railroad tracks had divided space in a manner unlike any other on station since it was incorporated into the station in 1943. This was emphasized by the placement of underground storage tanks north of the tracks just west and inside the original East Gate. Control structures northwest of the tanks prevented a circular traffic pattern until 1987. As a part of continuing station beautification efforts the underground tanks were removed and replaced by a decorative oval lawn set with a mounted A-7 *Corsair* that created a central focal point. While original plans included informal clumps of trees in the oval, they were never planted. A single cypress at the east end that had been in place since the 1960s was and is the only tree on the oval. A row of trees and shrubs planted on the southern side of Atlantic Avenue formed a boundary between the landscaped oval and the industrial area. Later, the addition of large planters along north of Atlantic Avenue was an attempt to increase the formal border and provide traffic control. This oval became the only formal space in the southeastern portion of the station and its oval shape also differentiates it from the formal orthogonal plan in the core of the station and does not contribute to the overall station plan.¹⁵⁶ Changes such as this reflected the relatively small scale and incremental changes to the landscape that occurred in the Shops Area during the Cold War period. These landscaping projects were beautification projects with modest goals to improve the aesthetic appearance of a specific area of the station. While following general landscape architecture practices of their period, they do not themselves represent important examples of developments in the theory and practice of landscape architecture from the latter half of the twentieth century.

Residential / MWR Area

The most substantial change made to the housing areas on NAS Alameda during the Cold War was the elimination of temporary housing barracks constructed during World War II and the

¹⁵⁴ US Navy, "Naval Air Station Alameda East Gate Improvements Planting Plan," 1977, Drawer 170, Maps and Plans Room, Alameda City Hall West; C.A. Heinrichs, "Progress-Removing Concrete and Planting Trees," *The Carrier*, August 19, 1977; "East Gate Improvement Project Nears End," *The Carrier*, May 20, 1977; US Navy, "Naval Air Station Alameda Command History 1977," NAS Command History, 30 Volumes 196801997, 5757-1b, RG 181, NARA (San Francisco).

¹⁵⁵ US Navy, "Alameda Naval Air Station Landscape Renovation Planting Plans," 1979, Drawer 141, Maps and Plans Room, Alameda City Hall West; US Navy, "Landscape Improvement from East Gate to Gas Station Planting Plan," 1978, Drawer 141, Maps and Plans Room, Alameda City Hall West.

¹⁵⁶ US Navy, "Landscape East Gate Circle Irrigation and Planting Plan," 1987, A-7 Pedestal East Gate, Building History Files, Maps and Plans Room, Alameda City Hall West.

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addition of new family housing on the east side of the station. Construction of Capehart family housing units during the Cold War resulted in the reshaping of the roads in the northeast part of the egg-shaped Officers' Housing, however few other changes were made to the Officers' Housing, CPO Housing, or the Commanding Officers' Quarters (Quarters A). Vegetation changes throughout the Cold War period were made in response to the loss of trees and shrubs to storm-damage and disease. The biggest change made to the vegetation was in the Officers' Housing area. Additional MWR facilities and areas were added to the station as older structures were removed, and new housing areas were installed.

With the construction of NAS Alameda just prior to and during World War II when the number of military personnel would expand, the base included housing for officers (19 "Big Whites"), 30 units for married enlisted men (CP-1 – CP-30, see **Photograph 23**), and plenty of housing for single enlisted men in permanent barracks (Buildings 2 and 4) and temporary barracks (now demolished, previously situated between Midway Avenue and Tower Avenue, and the eastern base boundary and Orion Street).¹⁵⁷ The station was also centrally located in the San Francisco Bay Area, providing its personnel plenty of off-base housing opportunities. Consequently, NAS Alameda did not receive any housing improvements until the 1960s.

The Navy had constructed temporary housing on NAS Alameda throughout World War II and this continual construction prevented the installation of a detailed landscape elements. The orderly and repetitive form of the U-shaped barracks defined the residential area on the east side of the station from the time of their World War II construction through their demolition in the 1960s. The Navy generally sought to provide recreational facilities and other amenities that would help retain service members during the Cold War era, and examples of this program include three baseball fields created west of Orion Street north of Corpus Christi Road. A community garden behind Quarters A is the only remnant of these fields. Basketball and volleyball courts were also added between several of the barracks. The landscaping of these areas was typified by rectilinear walkways, courtyards, and lawns. Cars were relatively absent in this area of orderly blocks with an orthogonal street pattern offset from the rest of the station. Parking remained limited just like the area around the BEQ, with one parking lot located east of the Commissary (Building 152).¹⁵⁸

¹⁵⁷ Buildings A-U and CP 1-30, *iNFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968). The term "Big Whites" is a common nickname for Naval officers' housing, these being usually the largest quarters at a station and were usually painted white.

¹⁵⁸ Kuranda, "Housing an Air Force and a Navy," 18-19; US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, "Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C," Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Alameda City Hall West.

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The Navy planned NAS Alameda at the beginning of the automotive age. While the Navy selected the location because of its relative isolation, allowing for expansion, it anticipated that many of the employees and personnel would live on or near the station. Throughout World War II the Navy constructed civilian workers' housing on the edges of the station. The station encouraged the use of public transportation with transportation centers and ridesharing pools. Following the war, emphasis on public and shared transportation waned. The number of automobiles on station steadily increased. Residential areas gained the most parking. The area between the southwest wing and core of the BOQ (Building 17) became parking by 1955. Parking replaced one of the temporary BOQs between 1955 and 1958. Removal of the island planting strips along West Essex Drive between 1956 and 1958 provided horizontal parking. Parking on station continued to expand through 1960 as the transportation parking lot behind Building 1, previously used for public transit and rideshares, was transformed into private parking.¹⁵⁹

Changing modes of housing rendered the dense, regulated, orthogonal plan for the housing obsolete and the temporary housing area east of the permanent housing outlived its usefulness in the 1950s. In 1947 NAS Alameda converted the temporary World War II barracks formerly referred to as "East Barracks" into married enlisted housing dubbed the "Carrier Courts." The work consisted of dividing the barracks into apartments and adding separate entrances for the units.¹⁶⁰ In this east area one Carrier Courts building was demolished, and portions of a subsistence building were demolished leaving concrete foundations and reducing the orderly rhythm of the development. The temporary housing was declared substandard in 1958; however, replacement housing units were not completed until 1963.¹⁶¹

The first improvements to the residential area on the east side of the station were carried out under the Capehart program. In 1963 NAS Alameda completed the first and only Capehart housing program on station. Under the Capehart program, the military planned and managed the housing, while private contractors secured mortgages to construct the housing and were paid back through the rental fees for the units. The Capehart program was discontinued in 1962 as the

¹⁵⁹ "New Parking," *The Carrier*, February 19, 1960, 4; Aerial Photograph, 1955, RG 10, CEC/Seabee Museum; Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010.

¹⁶⁰ Kuranda, "Housing an Air Force and a Navy," 18-19; US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, "Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C," Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

¹⁶¹ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958," "Aviation Historical Summary (OPNav form 5750-2) 1 October 1961 – 31 March 1962," "Aviation Historical Summary (OPNav form 5750-2) 1 October 1962 – 31 March 1963," "Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

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first developments were under construction on NAS Alameda. BuDocks constructed additional family housing in the following years through direct appropriations. Housing built under either program followed the same guidelines regarding total square footage and architectural styles and cannot be visually differentiated. On NAS Alameda, Capehart and appropriated fund housing replaced existing World War II housing between Midway and Tower roads and east of the older officers' quarters. Additional units were built east of Main Street and north of Webster Street (this area was transferred to the City of Alameda in 2000 and is no longer under Navy control). Most of the units in that area have since been demolished. NAS Alameda constructed a total of 200 units under these programs.¹⁶²

During this period, the Navy instituted family housing to help retain skilled personnel, and was influenced by civilian federal housing programs. It developed its own set of standards that referred to civilian Federal Housing Authority (FHA) guidelines. In 1960 the Navy developed what it called a "family" of standard floor plans. Exterior alterations and variations were acceptable, but deviation from the floor plan required bureau level authorization. However, standardized building materials introduced after World War II were required for all buildings. BuDocks and the Navy preferred single-family units and duplexes, actively avoiding row houses and larger multifamily buildings. NAS Alameda combined multi-unit housing into four and six-plexes, a slightly irregular exemption (**Photograph 50**).¹⁶³

The new programs promoted overall neighborhood development and encouraged curving streets for traffic control and aesthetics (**Illustration 16**). This altered the orthogonal plan of the east side of NAS Alameda as the housing was reconstructed in the 1960s. Housing density was limited to five units for each acre for semi-detached units at the densest, and four units per acre for single family houses. The Navy deemphasized landscaping in favor of constructing the largest and most comfortable houses for the available funds. Sidewalks were located on a single side of the street, except for the southernmost section of CPO Housing, which has sidewalks flanking Corpus Christi Road, and sidewalks are lacking where the officer and enlisted housing adjoined each other. The Navy encouraged the inclusion of family friendly amenities like playgrounds during this period, yet, these were not constructed until 1967. The station created six playgrounds amid the multifamily housing that included play structures of metal poles installed in the lawn areas.

Residents cleaned up one of the play areas west of Orion Street in 1975, and all playgrounds were improved the following year. The station's Seabees installed concrete curbs to contain a new sand ground cover for the playgrounds and connected play structures, with a space theme,

¹⁶² Kuranda, "Housing an Air Force and a Navy," 83-84, and 93; Buildings FH-730-837, *iNFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968).

¹⁶³ Kuranda, R., "Housing an Air Force and a Navy," 68, 88-89, 91, and 114.

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replaced some of the earlier equipment. None of this play equipment remains, although current tenants have renovated two playgrounds, adding new play structures.¹⁶⁴

These construction programs resulted in subareas of new housing with different characteristics. The single family officers' houses were single story, while the multi-family buildings were two-story. Single family homes also used a variety of materials on the exterior to give visual interest and break up the volume in space.



Photograph 50: Typical Capehart multiple family unit, Building 754, camera facing northeast, November 12, 2009.

¹⁶⁴ “Kids Benefit from ‘Self-Help’ Effort,” *The Carrier*, July 21, 1975; “Playgrounds Undergo Cinderella Change,” *The Carrier*, August 27, 1976; Kuranda, “Housing an Air Force and a Navy,” 118-119, 129, and 132.

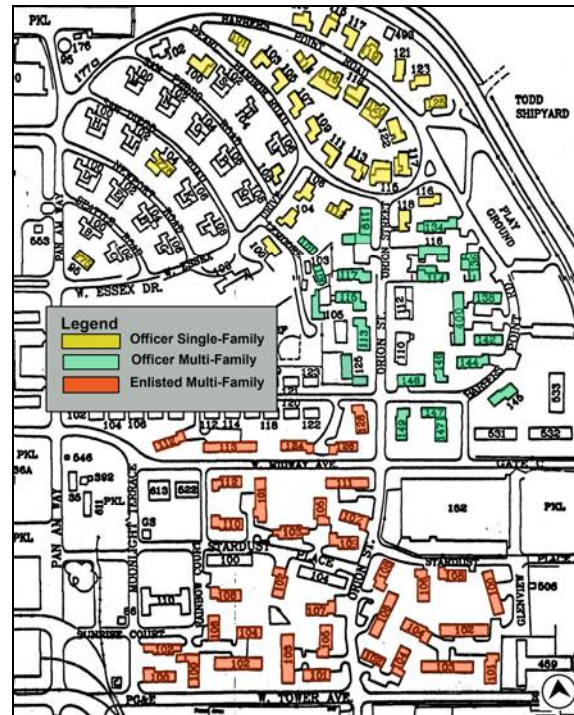


Illustration 16: Map showing housing area in northeastern portion of NAS Alameda with 1960s construction highlighted. Note realigned loop at the northeast area of the Officers’ Housing, and scattered, rather than orderly, siting of new housing units to the south.

The multi-family units used fewer materials and appeared larger in the more open landscape. The new housing also accommodated the changing role of the automobile in American life. In accordance with Navy specifications one parking space was provided for each unit; in warm climates, like California’s and NAS Alameda’s, carports were preferred to garages. Single family residences had carports attached to one side of the house, bridging the outdoors and indoors. Multi-family buildings either had attached carports or incorporated carports into the mass of the building. In addition, communal uncovered parking adjoined the multifamily units. Later residential developments, consisting of six buildings constructed in 1966, no longer incorporated carports into the multifamily dwellings and instead the station provided separate open-sided covers for communal off street parking. Multifamily housing also included drying yards that bridged the divide between indoor and outdoor at the ends or back of the buildings. Each yard had a concrete pad surrounded with a tall, wood screening fence and hooks provided anchors for clothes lines which stretched across the area. From afar they often read as a part of the building.¹⁶⁵

The additional new and improved officer and enlisted housing constructed in the 1960s to replace the temporary World War II barracks meant that the last of the Homoja units, temporary

¹⁶⁵ Kuranda, “Housing an Air Force and a Navy,” 87-88, 91, 114-116, and 118-119.

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Quonset hut housing, could be removed from the southeastern part of the station in 1968.¹⁶⁶ The station retained the green space instead of converting it to outdoor storage or parking which typified the adjacent area and built a soccer field on the former Homoja housing area in 1985. This was also an unusual inclusion of green space within the southeastern portion of the station. This area, however, had always been an anomaly in the area providing housing in an area typified by industrial shop uses and warehouses.¹⁶⁷

Between 1962 and 1965 the station relocated the Exchange from Building 2 to Building 118 in the southern portion of the station. This relocation placed the Exchange in proximity to the family housing area which was also being updated, while a smaller exchange operated in the former location in Building 2 to provide the basic needs of the enlisted sailors. The relocation of the Exchange and subsequent construction of other buildings to provide amenities to station personnel replaced prior supply activities.

Following the Korean War, the Navy constructed ever larger aircraft carriers and as these new carriers came to call NAS Alameda home, the station needed to increase facilities for the personnel assigned to those ships. Beginning with a recreational marina in 1958 the station provided new recreational opportunities along the southern edge of the station, including a complete recreational complex of several playing fields and a recreation center that was completed in 1975 (**Photograph 51**). The Marina area picnic area received a facelift in 1985, and the same year a picnic area was constructed at the Fleet Recreation Center, as well as two new softball fields. In 1993 a new basketball court was also constructed at the Fleet Recreation Center.

¹⁶⁶ US Navy, "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," Box 1 of 2, Naval Air Station Command History, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); and "Housing 'Deferred' in Cutback," *The Carrier*, January 6, 1966.

¹⁶⁷ US Navy, "Command History 1985," Command History 1985, NAS Command History, 30 Volumes 1968-1977, 5757-1b, 2 of 2, RG 181, NARA (San Francisco).

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Photograph 51: Circa 1990, MWR area added to southern end of station in 1975 and expanded in 1985.¹⁶⁸

These changing functional uses altered the landscape of the southeastern portion of the station. The recreation center created an unusual planted space at the end of the station separated from other planted areas. Because the area was mainly playing fields, grass dominated the landscape with a few trees planted between Hornet Avenue and the recreation center building. The recreation center included baseball fields, tennis courts and a picnic area with covered pavilions.

Changes to vegetation in the Residential / MWR area during the Cold War period largely occurred with the removal and replacement of diseased or damaged trees. By the mid-1980s, this maintenance work had resulted in a substantial shift in the vegetation in the Officers' Housing area. Many of the evenly placed street trees had been removed, and new trees scattered throughout (**Photograph 52** and **Photograph 53**).



Photograph 52 and Photograph 53: Officers' Housing, 1944 (left) and 1993 (right).¹⁶⁹

¹⁶⁸ 1990s oblique aerial, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹⁶⁹ "NAS Alameda B1B Barracks Looking NW, Alt. 1000," November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; Naval Facilities Engineering Command Southwest, Aerial Photograph, "1993- A-33_5009-2-1_9-30-1993-Images from the Navy-D2," provided by the Navy.

Operations Area

The Seaplane Lagoon, Airfield, and Control Tower, the primary elements of the Operations Area, remained functionally important to the station during the Cold War era (**Photograph 54**). Modifications were made to accommodate the aircraft developed during this period. The main support areas, the landplane hangars (Buildings 20-23) and seaplane hangars (Buildings 11, 12, 39, 40, 41), underwent some changes in function and setting as portions of the Operations Area became more functionally associated with the Shops Area.

The addition of JRM *Mars* aircraft, among the largest seaplanes operated by the Navy, at the end of World War II required new docking facilities at the Seaplane Lagoon, as well as alterations to the seaplane ramps. Three docks were added to the east side of the lagoon, two of which were large enough to allow aircraft to be accessed from both sides simultaneously for easy loading and unloading. The station also added a dock alongside Ramp 4 on the northern edge of the lagoon. The lagoon itself maintained its original size and shape.¹⁷⁰

During the 1950s new construction in the Operations Area mainly occurred on the Airfield and in the southeast portion of the station; however, the construction of Building 400, a substantial building between the former hangars Buildings 11 and 12, also began in 1955. The seaplane hangars had been symmetrical and evenly spaced to either side of the central north south axis. Building 400 filled the space between the western-most hangars creating an Electric and Electronic Overhaul Building with more mass than any of the hangars. While Building 400 had distinct functions, it created a complex of the three buildings and its location between the two hangars significantly altered the formerly separate seaplane hangars (**Photograph 55**).¹⁷¹

¹⁷⁰ US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁷¹ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum.



Photograph 54: Operations Area at the end of the Korean War period, ca. 1954. Note long views west toward San Francisco from the landplane hangars, and general scarcity of vegetation in this area.¹⁷²

Airfield expansion was the major project for NAS Alameda during the 1950s. The Bureau of Aeronautics located four carrier wings, two landplane patrol squadrons, two seaplane patrol squadrons, and a Fleet Logistics Air Squadron on NAS Alameda in 1952 and the station responded to meet the demands of the new assignments. The increased size of aircraft following World War II and the introduction of jet aircraft made the original runways obsolete. Requests to lengthen the runways were first made in 1945 and appeals continued until 1951 when Congress appropriated funds for a naval runway expansion program. The runway improvements were part of a \$270 million project to update runways at 32 Naval Air Stations and Marine Corps Air Stations and BuDocks allocated \$2,886,000 for NAS Alameda to update its runway system. This project reconfigured the runway system, strengthened and lengthened the northern most east-west runway, creating the new Runway 7-25, and included construction of Runway 13-31. The latter was a new southeast-northwest runway that required additional filled land between the Seaplane Lagoon and western edge of the runway (**Photograph 56**).¹⁷³

¹⁷² NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

¹⁷³ Naval Air Station, Alameda, California PW 1946, March 12, 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; “Navy Leaders Make Tour of Alameda Aircraft Base” *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); Structure 201253 and 201254, *iNFADS*, 2008; “Air Facilities Dominate ’51 – ’52 Public Works Programs,” *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.



Photograph 55: 1960s oblique aerial showing Building 400 in the foreground, located between Hangars 11 and 12.¹⁷⁴



Photograph 56: 1954 aerial photograph showing the expansion of NAS Alameda runway system. Elements of the World War II-era runways can be seen in the middle of the field.¹⁷⁵

¹⁷⁴ 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹⁷⁵ "Oblique NAS Alameda, Calif. Looking east, Alt. 8000ft.," July 23, 1954, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum.

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Preparation for the construction of Runway 7-25 forced the relocation of Boone Baseball field from its location north of Building 20 of the landplane hangar row in the early 1950s. The field had been the primary baseball field for the station, but the area was destined to become the east end of Runway 7-25, so the Navy improved the field (now known as Building 422), east of the gymnasium (Building 134) and pool (Building 76), to serve as the main baseball field. The station also added new pick up, or less formal fields, to the BEQ quadrangle east of the football field, in opposite corners of the remaining open space west of the wide walk and stairs.¹⁷⁶

The original World War II runway system was not only designed to serve the aircraft of that era, it was also scaled to mirror components of the Administrative Core of the Beaux Arts plan, projecting the orderly orthogonal plan of the station out into the Airfield. Although the runways were not orthogonal, the east-west runways aligned with the north and south boundaries of the station and the overall foot print of the original system of runways was symmetrical and continued the axial theme of the station. The reconfiguration of the overall runway system and construction of the two new runways affected the relationship between the runway system and the station. The new runways were asymmetrical in plan and aligned to prevalent wind directions and not with the major axes of the station plan. The east-west runway (Runway 7-25) was several degrees off from the original northern east-west runway and obliterated the northern corners of the early runway system. The diagonal northwest-southeast runway (Runway 13-31) was also several degrees off from the original diagonal runways (**Illustration 17**).

Construction of the runways also affected other aspects of the Airfield. The Airfield itself expanded to accommodate the runways and the northern end of the runways took over the former landfill area. The station constructed a new seawall westward from the Seaplane Lagoon as it expanded the field to the south in 1952. Dredging reclaimed more land in the area in the following years, and additional seawalls constructed to the west established an area for a new landfill. Unlike the dredging carried out in the 1940s to create the station, the entire dredged area was not graded. Contractors only graded the area for the runways and taxiways. As a result, marshy areas and ponds developed adjacent to the active areas of the airfield.¹⁷⁷

¹⁷⁶ NAS Alameda Photo Album, Oakland History Room, Oakland Public Library; Aerial Photograph, 1951, RG 10, CEC/Seabee Museum; "Open House Here Sunday," *The Carrier*, May 19, 1950, 1; "NAS Alameda's Open House Attracts Record Crowds," *The Carrier*, May 25, 1956, 5; *The Carrier*, May 23, 1958, 4.

¹⁷⁷ "Navy Leaders Make Tour of Alameda Aircraft Base" *Oakland Tribune*, March 29, 1950; "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

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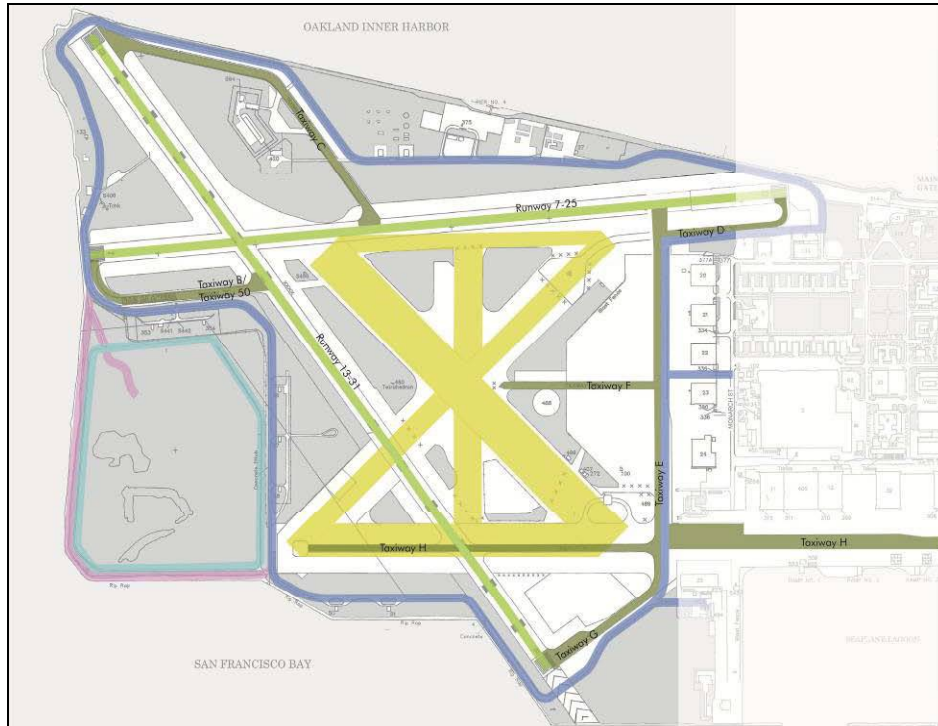


Illustration 17: Airfield diagram showing remaining components of original runways (yellow) and added runways (green). Taxiways (dark green) and other roadways (blues and red) are shown too.¹⁷⁸ Graphic prepared by PGAdesign.

The expansion of the airfield also required the relocation of magazines originally located along the southern edge of the Airfield. The station constructed new magazines along the northern edge of the airfield previously used for aircraft parking. Establishment of the supply department annex east of Main Street, begun in 1953, reduced the need for the salvage yard along the northern edge of the station. The relocation freed the northern edge of the Airfield for new development. A new fuel storage and distribution area developed on the site. Facilities for the fuel area included tanks and a wooden pier (Pier 4) extending into the Oakland Inner Harbor.

Along with constructing two new runways, the Control Tower instrumentation was improved, allowing for instrumented landings. The new runways posed a problem because the east end of Runway 7-25 was not visible from the Control Tower. The solution was to build of a secondary control tower on the roof of seaplane hangar Building 20, to provide a partial view of the east end of the runway.¹⁷⁹

¹⁷⁸ Labels for taxiways were reassigned in the 1990s. Mapping when the station was decommissioned provided letter labels for the taxiways. Former Taxiway 1 became B; 2 became C; 3 became D; 4 became E; 5 became F; 6 became G; and H became 7. There was no Taxiway A.

¹⁷⁹ US Navy, "History of U.S. Naval Air Station Alameda 1 January 1952 to 30 June 1952," and "History of U.S. Naval Air Station, Alameda, 1 July 1952 to 31 December 1952," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); "Navy Leaders Make Tour of Alameda Aircraft Base," *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS,

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While much of the functional plan devised by pre-World War II planners continued to be used during the Cold War period, changes in use were necessary to keep the station functional. Perhaps one of the most notable changes was the cessation of seaplane operations in the Operations Area as the Navy's increased reliance on jet aircraft led to the decline of the use of flying boats. Transportation Squadron 2 (VR-2), which had been stationed on NAS Alameda since 1942, was disestablished in 1958. Following additional shifts in patrol squadron assignments, NAS Alameda was without a permanent seaplane squadron beginning in 1960, and although the station continued to maintain the seadrome landing area through 1966, it completed only periodic seaplane operations.¹⁸⁰ Following the termination of seaplane operations, the Seaplane Lagoon facility received little attention. The extended piers constructed to accommodate the *Mars* seaplane deteriorated and were removed. The station remodeled one former seaplane pier into a recreational fishing pier on the east side of the lagoon in the 1970s. The seaplane hangars, no longer supporting seaplane operations, became maintenance shops. These changes did not require major physical modifications to the buildings or structures that were converted, but indicated the increasing dominance of the role of aircraft maintenance and repair on the station. The former seaplane apron in front of the seaplane hangars became Taxiway H during this period.

At the end of World War II, waterfront operations largely consisted of the three piers built before and during the war, railroad tracks, a large crane on tracks, and some small buildings. These were situated adjacent open spaces that had been used for aircraft parking and there was no vegetation. The piers were modified and changed over the following decades and new buildings added to the area. Some railroad tracks and the crane were removed, and changes were made to power ships berthed at the piers so that they could be serviced more effectively. The southernmost portion of the southeast area was converted for use as the Fleet Recreation Center in the 1970s.

Pier 2, for example, was extensively modernized in the early 1970s, including a 200 foot extension of the pier to accommodate larger vessels, installing a sewer to receive sanitary waste discharge of berthed ships, and upgrading the pier's utility system. In the interim, to supply power to Pier 2, a Mobile Utility Support Equipment (MUSE) boiler was installed along with a new electric line, and temporary steam, potable water, and compressed air lines. The electric line ran from south to north across the pier and provided cold iron power, i.e. power supplied by ports to berth vessels to permit vessel to continue operating onboard equipment such as

Oakland West 7.5 minute Quadrangle (Washington D.C.: USGS, 1959); "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁸⁰ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 14. By 1968, the Navy had completely replaced its seaplanes with the P-3 *Orion*. US Navy, "Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 - 31 March 1961," and "Aviation Historical Summary (OPNav form 5750-2) 1 October 1965 - 31 March 1966," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

refrigeration, cooling, heating, and lighting. These changes also necessitated moving the MUSE Transformer located at from Pier 3 (installed in 1971) to Pier 2.¹⁸¹ Today, Pier 2 is presently undergoing construction to move electrical transformers below its deck. The pier continues to berth many types of large seagoing vessels.

In 1977, the continuing demand for power to the pier was resolved when the Pier Utilities Boiler Plant (Building 584) was built and went online. This was a permanent power plant that could support cold iron power requirements to ships at both Piers 2 and 3, and replaced the MUSE system of cold iron power. The ability to berth the *Nimitz*-class aircraft carriers at Pier 3 enabled Alameda to become one of two naval air stations on the West Coast to support all phases of carrier aviation.¹⁸² In 1981 as the aircraft carriers increased in size and the demand for cold iron power grew, Pier 3 electrical systems were upgraded to provide a *Nimitz*-class vessel – among the largest aircraft carriers ever built at 1,040 feet in length – to shut down its nuclear reactors and use land-based energy. This upgrade was completed in June 1983 and allowed Pier 3 to provide power both the supercarrier *Enterprise* and a *Nimitz*-class carrier.¹⁸³ Such changes continued the pattern of development on NAS Alameda during this period, wherein the station adapted to continue its core functions of servicing the fleet, modifying facilities (and the landscape) as needed.

3.3 Post-Cold War to Closure (1989-1997)

In 1989, the Cold War that had defined global politics after World War II came to an end, and with it came changes to the sprawling military force that had developed in the latter half of the twentieth century. The First Persian Gulf War (1991) notwithstanding, policymakers looked to reduce the facilities of the American armed forces through the BRAC process. In 1990, Secretary of Defense Richard Cheney proposed closing all Navy facilities in the San Francisco Bay Area. Despite his recommendation, and with local support, NAS Alameda avoided the initial rounds of BRAC closures. In March 1993, Cheney's successor as Secretary of Defense, Les Aspin, renewed the call for the closure of NAS Alameda and other San Francisco-area naval facilities, and in September, Congress accepted the BRAC commission's recommendation to

¹⁸¹ US Navy "Map of NAS Alameda, Calif. Showing conditions on June 30, 1942," CEC/Seabee Museum, NBVC, Port Hueneme, California ; "\$7 million NAS Construction program told," n.p., 5 September 1973, NAS Alameda General Clippings File, Naval Air Station VII 6/22/73 – 4/19/74 Clipping File, Alameda Free Library, Alameda, California; and United States Navy, *NAS Alameda Command History 1973*, 85-86, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco).

¹⁸² "Celebrating 40th anniversary: NAS looking forward," *Alameda Times-Star* 1980 Progress Edition, July 4, 1980.

¹⁸³ "NAS prepared for Nimitz-class nuclear-powered aircraft carrier," *Alameda Times-Star*, September 25, 1980, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California; "NAS construction gets green light," np, December 19, 1981, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California.

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close NAS Alameda. NAS Alameda was closed in 1997.¹⁸⁴ At the time of the station's closure, Naval Aviation Depot (NADEP) Alameda employed 2,861 military personnel and 4,025 civilians. Many NADEP Alameda employees were able to transfer to other stations, including a group of NARF maintenance workers who relocated to Naval Base San Diego.¹⁸⁵ Closing ceremonies for NADEP Alameda took place on April 25, 1997 after 57 years of naval operations.¹⁸⁶

¹⁸⁴ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009)

¹⁸⁵ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); York, oral history interview, December 8, 2009.

¹⁸⁶ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); *The Carrier*, final edition, 23 May 1997.

4. ANALYSIS AND EVALUATION

This section of the CLR provides the data and analysis to support the conclusions of this report. Section 4.1 provides a description of existing features and functions of the landscape on NAS Alameda; Section 4.2 analyzes and assesses the character-defining features of the historic designed landscape taking into account the existing conditions and the historic narrative presented in Section 3; and Section 4.3 provides evaluation of the cultural landscape on NAS Alameda using NRHP / CRHR criteria.

4.1 Description of Existing Conditions

The description of existing conditions of the landscape on NAS Alameda is presented by the portions of the station within the boundary of the NAS Alameda Historic District and by those portions of the station outside the historic district. The existing conditions are described in terms of functional land use areas; spatial organization; views and vistas, topography; vegetation; circulation; water features; and structures, furnishing and objects. Current street names and Navy assigned building numbers are used in this description. The existing conditions are also presented on DPR 523 forms in Appendix B. **Appendix A2** contains a complete list of the palette of trees and shrubs present on the station.

Designed architectural and landscape features on NAS Alameda are calibrated at different scales dependent on the function or purpose of the landscaped area. Design of some of the “grander” spaces, like the main entrance, entrance mall, and BEQ quadrangle are larger and more embellished versions of more modest areas with different functional purposes. Spatially, the main portion of the station is oriented around a rigid cross axis that runs north-south from the main entrance, south to the Seaplane Lagoon, and east-west through the BEQ quadrangle from Building 3 along the center of West Essex Drive to the Officers’ family housing. The intersection of the axes in the entrance mall demarcates the center of the main Administrative Core of the station. The highest concentration of sculpture, art, and monuments exists within the Administrative Core. Other functional areas, broadly defined as Shops Area, and Residential / MWR Area, and Operations Area surround this Administrative Core. With a couple of notable exceptions, streets are sited in a rigid orthogonal pattern throughout the Administrative Core, Shops and Operations areas on the station. In some places, planting of trees and shrubs emphasizes this orthogonal pattern, and in some places obscures it. Circulation systems in each functional area reflect whether the area was designed to accommodate pedestrians, vehicles, aircraft, ships, or a combination thereof. Circulation requirements in each functional area are evidenced in the ratio of hardscaped versus softscaped areas. The location of the station on an island, with only a single side land-bound, elevates the position of bodies of water in the landscape as well as the relevance of viewsheds. Panoramic views of the City of San Francisco and the Port of Oakland feature prominently in the cultural landscape of the station.

Note: Stated dimensions are approximate in descriptions of existing conditions.

4.1.1 Description of Cultural Landscape in NAS Alameda Historic District

4.1.1.1 Administrative Core

Most of the Administrative Core is located within the historic district. The only portion of the Administrative Core not within the boundary of the historic district is the former enlisted personnel recreational area located north of West Redline Avenue, west of Lexington Street.

Spatial Organization

The Administrative Core within the historic district is a generally rectangular space laid out on an east - west grid. The area is 3,000 feet in the east - west direction, and 1,580 feet at its greatest north-south depth. The core area is bound by Main Street (beyond which to the north is the Oakland Inner Harbor), the north gate parking area, West Midway Drive and the Shops Area to the south, Monarch Street and the landplane hangars to the west, and Pan Am Way and the Residential / MWR Area to the east.

The axis that organizes the layout of the main portion of the station crosses perpendicularly in a ceremonial open space in the center of the Administrative Core. This space is formed by a bilaterally symmetrical entrance mall that stretches from the sentry house (Building 31) at the north gate to the Administration Building (Building 1) and then further south into other functional areas. This entry mall is formed by three panels of lawn, sidewalks, and formal plantings (**Photograph 57** and **Photograph 58**). A circular path around a single cypress tree in the largest, southernmost panel of lawn is planted at the intersection of the organizing axes and is a secondary focal point. Building 1, in line with the north-south axis, is the primary focal point in the Administrative Core. Driving lanes, with wide sidewalks on both sides, run north-south along both sides of the mall.

The east-west axis runs through the centerline of a large quadrangle (BEQ quadrangle) defined by a U-shaped complex formed by Buildings 2, 3 and 4 (**Photograph 59**). The axis runs east down the center of West Essex Drive, the only divided road within the Administrative Core. It is divided by a median that was planted until 1955-56 when it was paved and converted to diagonal parking spaces. Double-headed cobra-style lights situated off-center of the axial line dividing West Essex Drive line the median. This street divides the east half of the Administrative Core into equal quadrants. Each end of this axis has a strong focal point. To the east, the front façade of Building 3, framed by Buildings 2 and 4, parallel rows of Chinese elm trees (caliper ranges from 3' 9" to 4' 4"), and two groups of Monterey pine trees is the primary east to west focal point.



Photograph 57: Administrative Core, 2005 aerial photograph. Roads, in line with the primary axes that cross at the center of the entry mall serve as strong spatial organizers.¹⁸⁷



Photograph 58: Entry mall, camera facing south, triangular lawn panel in foreground.

¹⁸⁷ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.



Photograph 59: BEQ quadrangle formed by Buildings 2, 3, and 4 is the focal point of the east to west axis. Rows of Chinese elms line the quadrangle, and two groups of Monterey pines mark the west corners. Also note wide plaza in foreground, flanked by planters, connecting entry mall to BEQ quadrangle.

The Monterey pines in the northwest corner of the BEQ quadrangle have calipers of 9' 0", 8' 6", and 12' 9" and those in the southwest corner measure 9' 8" and 12' 9". One of the cypress trees in the southwest corner was removed in 2010 and the stump has a caliper of 11' 6". The focal point on the east end of the axis is the park at the end of West Essex Drive that separates the Officers' and CPO Housing (**Photograph 60**).



Photograph 60: Park in right background is the visual termination of the west to east axis, and also serves to separate the Officers' Housing from the CPO Housing.

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Buildings, roads, sidewalks and paths within the historic district are laid out in a formal orthogonal pattern throughout the Administrative Core (**Illustration 18**). Generally, this formal pattern is reinforced by vegetation. Rows of trees line streets and most buildings have foundation shrubs planted in straight beds that parallel building facades. Non-orthogonal, curved roads occur in only two locations – at the north entrance of Building 17 and west side of Building 3 (**Photograph 61**). There is also a curved path at the west end of the BEQ quadrangle that follows the curve in the arcade walkways connecting Buildings 2 and 4 to Building 3.

Land use within the Administrative Core includes offices for the City of Alameda in Building 1; parking on streets and surface lots throughout the area (some striped, some with curbs or wheel stops, and mostly diagonal); pedestrian and vehicle circulation; loading docks; ornamental plantings; utility and trash areas at various locations throughout the area, recreational zones including horseshoe pits, tennis courts, barbecue grills, soccer fields, basketball courts, and baseball fields; storage areas including storage of new, potted trees and storage of hazardous waste east of Building 60. Historically, this area included the station's original Main Gate, administrative headquarters, medical facilities, post office, bachelor residential facilities, and recreational facilities.

Throughout the Administrative Core, buildings are setback with broad expanses of lawn between the sidewalk and building façades. In most locations, spaces between buildings, and within the courtyards formed by buildings, are also planted with lawn and / or shrubs (**Photograph 62**). In some places, these areas have been paved for parking. Spaces between buildings are not divided by fencing or hedgerows, except for some instances of temporary security fencing. With the exception of the parking area west of Pan Am Way and south of West Redline Avenue, the balance of the density between buildings and open space is relatively uniform. There are many landscaped courtyards, enclosed by buildings on three sides. These spaces vary in size from long, narrow spaces between the wings of Building 135 to large, rectangular spaces at the east, west and north sides of Building 17.

The area north of West Redline Avenue is less well defined than the areas south of this street. The north edge of the Administrative Core is porous and stacks of containers in the Port of Oakland and docked ships are visible to the north. The area east of the Main Gate entry is informal and includes an unordered collection of picnic areas and other remnants of recreation features. The layout of the tennis courts and handball court are on the grid.

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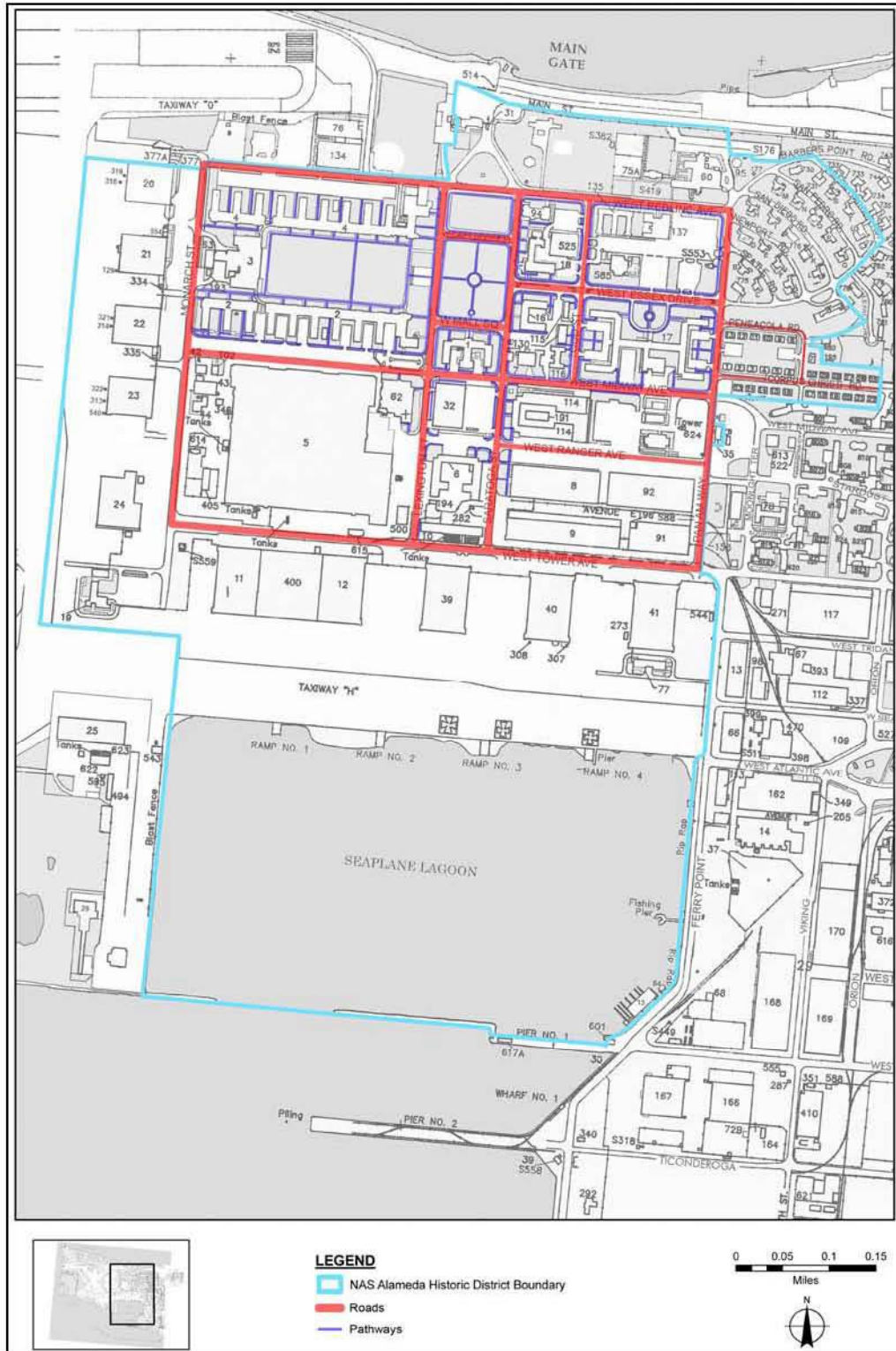


Illustration 18: Orthogonal layout of roads and pathways in the Administrative Core and Shops areas.



Photograph 61: Curved drive on north side Building 17. Yellow arrows indicate entry and exit points.



Photograph 62: Typical courtyard found in Administrative Core, Building 135; facing north.

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A flattened U-shaped parking area provides the setting for the approach from Main Street to the north entrance (**Photograph 63**). The scattered line of trees along the northern border of the base breaks for the entire span of the parking lot. The focal point of the entry plaza is the relatively small sentry house, Building 31, which was the entry portal to the facility.



Photograph 63: Parking lot and waiting area at Main Gate; Buildings 30 and 31 at right.

Views and Vistas

The views and vistas from within the Administrative Core encompass elements of the built environment of NAS Alameda and elements exterior to the station. The longest interior views are the north-south and east-west axial views across the entrance mall. Looking north from Building 1, the viewshed takes in the entry mall, the monuments within, and a limited view of the Port of Oakland across the channel with its associated containers and cranes. From this vantage point the cypress tree in the center of the entrance mall is a primary focal point and interrupts the long view north (**Photograph 64**). Looking south along this axis, from the main entrance, the viewshed also takes in the central cypress tree, pedestal and associated planting, and Building 1. From the cypress tree there are long east-west axial views down West Essex Drive and west across the BEQ quadrangle (**Photograph 65**). The cypress tree, however, obstructs longer views between the quadrangle and West Essex Drive (**Photograph 66**). There are also east-west axial views along West Redline Avenue, allowing views of the Officers' Housing to the east, and a glimpse of San Francisco to the west.



Photograph 64: View looking north from Building 1; monuments in foreground, Monterey cypress tree at center, and crane in background at right.



Photograph 65: Long axial view facing east from Monterey cypress in entrance mall.

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Photograph 66: Long axial view east from Lexington Street obstructed by Cypress tree in the center of the entrance mall.

Exterior views of the San Francisco Bay Area from within the Administrative Core are primarily of the Port of Oakland and East Bay hills, with some areas also allowing wider views that include more of the surrounding area. The Port of Oakland and its associated cranes and containers are visible all along the northern edge of the Administrative Core, and from within the station, looking north along Lexington and Saratoga streets. Extended southern views down the main north-south streets, Monarch Street, Lexington Street, Saratoga Street, and Pan Am Way, allow views of the Seaplane Lagoon, piers, and the bay beyond (**Photograph 67**). The panoramic view from West Redline Avenue and Monarch Street also includes San Francisco, Yerba Buena Island, the Oakland-San Francisco Bay Bridge, and Mount Tamalpais (**Photograph 68**). The view looking east and west along West Midway Drive is terminated by buildings, however a small glimpse of San Francisco is available at the west end of West Midway Drive, between hangar Buildings 22 and 23.



Photograph 67: Long view south along Lexington Street.



Photograph 68: View looking northwest from intersection of Monarch Street and West Redline Avenue includes Yerba Buena Island, Mount Tamalpais, and the San Francisco – Oakland Bay Bridge

Topography

The Administrative Core is essentially flat. At the east end of the BEQ quadrangle there is a gentle slope adjacent to the wide steps and concrete planters that connects this space to the entry mall.

Vegetation

Planting in the Administrative Core is dense compared to other areas of the station. Nearly all areas without buildings or pavings are planted with turf and trees, and most buildings have foundation shrubs (**Photograph 69**). Plant types include sixty species of trees and sixty-six species of shrubs and perennials. Tree types include eight coniferous species, sixteen deciduous trees, thirty-three broadleaf evergreens and two species of palms.¹⁸⁸ Only three species are noted for being flowering trees. Three fruit bearing species are found in this area, including citrus. Generally, there are far greater numbers of evergreen and coniferous trees and shrubs than deciduous species. Tree species that are used frequently include: black acacia, brush cherry, deodar cedar, evergreen elm, Lombardy poplar, Monterey cypress, Monterey pine, and Australian tea tree. No particular species of shrub is used in great number.



Photograph 69: Typical arrangement of foundation shrubs in the Administrative Core; Building 1.

¹⁸⁸ Deciduous trees lose their leaves in winter.

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The lawns planted throughout the area provide a neat, formal appearance (**Photograph 70** and **Photograph 71**). Buildings throughout the Administrative Core have a wide setback from road and are typically planted with grass.



Photograph 70: Lawns are planted generously throughout the Administrative Core; facing northeast from the BEQ quadrangle.



Photograph 71: Typical example of deep panel of lawn found in the Administrative Core, south side of Building 60; facing east.

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Trees are planted in rows and as isolated specimens. In either configuration they are frequently used as focal points. Large, specimen atlas cedars are located at three of the four corners of the block surrounding Building 1. A Monterey cypress with a 21' 8" caliper is located at the northeast corner of the large entry mall (**Photograph 72**). Throughout the Administrative Core, paired plantings of trees or shrubs are frequently used – some in planters – to flank building entries (**Photograph 73** and **Photograph 74**). Species used in this way include: brush cherry, Chinese photinia, euonymous, fern pine, flax, mayten, *Pittosporum crassifolium* (Pittosporum), rusty leaf figs, saucer magnolia, star jasmine, Victorian box, and yews. Paired plantings are also used in places to flank pathways. Black pines (*pinus nigra*) with calipers of 5' 3" and 5' 4" flank the entry to the east end of Building 2, and a single black pine with a caliper of 3' 11" aligned with this pair is located on the south side of the path approaching Building 4 (**Photograph 75**).

Shrubs are planted at most, but not all building foundations. The width of shrub beds varies throughout, from four to fifteen inches wide. In the courtyards on the north and south sides of Buildings 2 and 4, shrubs align with some of the building columns. Shrubs are occasionally used to mark paths to building doors.

Throughout the station plantings tend to include a variety of species, but there are some streets lined with a single species of trees. This occurs more in the Administrative Core than other areas of the station. Single-species tree-rows in the Administrative Core include: evergreen elm and brush cherry in the quadrangle, black acacia on West Redline Avenue to the east and west of the entry mall, black acacia on Saratoga and Lexington streets, elms and western catalpa on West Midway Avenue, mulberry on West Essex Drive north of Building 17, sycamore on West Redline Avenue west of Building 60, carob on Pan Am Way, and two rows of poplar at the main entrance. In the BEQ quadrangle, the straight line of trunks and the lacy canopy of the evergreen elm trees, next to the perimeter path, create a shaded route unlike any other place on the base (**Photograph 76**).

Many trees in the Administrative Core are mature and several decades old. Some of the younger trees, planted during the replanting project in the 1970s are noticeably smaller. There are many exceptionally large specimen trees throughout the area including: atlas and deodar cedars, carobs, Monterey pine, stone pine and several Monterey cypresses.



Photograph 72: Monterey cypress at northeast corner of large entry mall.



Photograph 73: Example of trees flanking building entries in the Administrative Core; cypresses at Wing 1, Building 2.



Photograph 74: Pairs of brush cherries at BEQ Building 4 entries. Brush cherries are also planted at the entries to BEQ Building 2.



Photograph 75: Black pines flanking path approaching east end of BEQ Building 2.



Photograph 76: Row of elm trees creates a shaded path along the perimeter of BEQ quadrangle; facing southeast toward north side of Building 2.

Three Monterey cypress and one Monterey pine remain from the tree line along the north border of the station and east of the Main Gate (**Photograph 77** and **Photograph 78**). The Monterey cypress trees have calipers of 18' 9", 13' 1", and 17' 5" and the Monterey Pine has a caliper of 9' 10". Two large rusty leaf figs on the north side of the BOQ (**Photograph 79**) have calipers measuring 18' 9" and 19' 2" and their canopies span 75'. Together the two trees create a strong visual impact in the space created by the wings of the building.

There is a twenty-foot high, multi-trunk myrtle, a slow-growing species typically maintained as a sheared shrub, north of the Chapel, Building 94. Other tree plantings include a group of seventeen closely spaced Italian cypress on the east side of Building 60, a group of three multi-trunk maytens near Building 16. Another threesome west of Building 3 is made up of two *Myoporum laetum* (Myoporum), one with a single trunk and one with a double trunk, and one double-trunked mayten (**Photograph 80**). Each tree in these groups is a mature specimen; the double-trunked mayten has calipers of 3' 10" and 2' 2", the double-trunked myoporum has calipers of 3' 6" and 2' 7", and the single –trunked myoporum has a caliper of 4' 9".



Photograph 77: Monterey cypress trees east of Main Gate, along north border of station.



Photograph 78: Monterey cypress trees east of the north entrance.



Photograph 79: One of the two Rusty leaf figs on the north side of the BOQ.



Photograph 80: Two *Myoporum laetum* (Myoporum) and one mayten west of Building 3 BEQ.

There are very few formal hedges used anywhere on the station. In the Administrative Core, the only substantial hedges are the oleander near the northeast corner of Building 2, the privet around the circular entry drive on the north side of the BOQ, and the boxwood on the south side of Building 60. There is also a hedge of *Westringia rosmariniformis* (*Westringia*) southeast of Building 7 that is noticeable because it is unlike any other vegetation elements in the Administrative Core. This species is not used elsewhere on the base and hedges are not used in the same way at other locations on the base. Informal hedges occur at the perimeter of the entrance mall lawns, mostly in the south lawn panel. Typically, these are of mixed species and

are pruned in an undulating form with the greatest height in the middle of each mass. Almost no vines or ground cover plants are used in this area. Young vines planted near Buildings 525 and 585 both appear to be recent additions.

The formal L-shaped garden associated with the Officers' Club on the west side of Building 60 includes a rose garden on a north-south axis, and lawns surrounded by shrub beds with large, specimen trees northwest of Building 60, and in the space west of the building. A utilitarian shed-roof structure (Building 419), hidden from view of the garden, houses an outdoor kitchen with a large roasting pit. This small space reads as a private, intimate space used for social gatherings, however the viewshed north visually exposes the space to the Port of Oakland (**Photograph 81**).



Photograph 81: Formal garden on west side of Officers' Club; Port of Oakland visible at left.

There is a large and sculptural multi-trunk Hollywood juniper north of Building 60 that has 5 trunks measuring 6", 9", 10", 10", and 15". There is a formal, orthogonal entry on the south side of Building 60 and deep panels of lawn, and trees and foundation shrubs at either side.

Generally, the condition of most plants in the Administrative Core is good. Lawns are well-maintained in most areas. In some places lawns are heavily weed infested, but kept tidy by mowing. Essentially all shrubs are pruned to five feet or lower. Some trees within rows have died, leaving gaps. Some trees show decline from age – particularly the black acacia which is

known to be relatively short-lived, and the elms on West Midway Drive Avenue, south of Building 2 (**Appendix A2, Area 1 Vegetation**).

Circulation

Circulation features in the Administrative Core accommodate pedestrians and vehicles. Streets traverse the area in an orthogonal pattern, aligned with the organizing axes (see **Illustration 18**). All streets in this area are two-way, some with parking on one or both sides of the street. West Essex Drive, along the main east-west axis, has diagonal parking down the middle of the road, bound at cross streets by asphalt-filled end caps (**Photograph 82**). Driveways throughout the area feed into parking lots and recreation areas. They are generally narrow and straight, however, curved, symmetrical entry-drives flank the west side of Building 3 / Building 63, and the north side of the BOQ.

The Administrative Core has a high concentration of the station's sidewalks and paths. Typical sidewalks in the area are concrete and have 6" concrete curbs. This area has the widest sidewalks on the station with 12' sidewalks along Saratoga Street, West Midway Drive, West Essex Drive, Lexington Street, Pan Am Way, and West Red Line. Portions of these wide sidewalks historically had planting strips that were paved over during World War II. At the north entrance the sidewalk is 20' wide before narrowing to 12'. There are sidewalks around the middle and south panel of the entrance mall, but none around the triangle. Prominent paths cross perpendicularly through the entry mall, curving around a circular planted area at the intersection of the paths. Two paths cross the BEQ quadrangle (**Photograph 83**) and a path runs parallel to the buildings that form the quadrangle. Matched wide paths approach each wing of Buildings 2 and 4 from within the BEQ quadrangle (**Photograph 84**). Throughout the area, asphalt has been used to patch concrete sidewalks.

Typical paths in the Administrative Core are straight, perpendicular to the sidewalk and lead directly to building entries. Paths leading to building entries vary in width; primary paths are between eight and forty feet and secondary paths are three to six feet wide. As paths approach building entries, some widen and some paths slope up to meet the bottom of entry stairs. Paths deviate from their straight route to curve around the cypress tree in the entrance mall, and north of Building 17 (**Photograph 85**).



Photograph 82: Diagonal parking in the middle of West Essex Drive; new cobra lights offset north of the main east-west axis.



Photograph 83: One of the paths crossing the BEQ quadrangle.



Photograph 84: Path adjacent to south side Building 4, within the BEQ quadrangle; matched wide paths, perpendicular to this path, approach entries to each wing of the building.



Photograph 85: Curved path on the north side of BOQ Building 17.

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Although most paths in the Administrative Core are straight, with their widths calibrated according to the primacy of the building's entrance, there are a fair number of atypical paths present in the area. Some include materials other than concrete or asphalt, others deviate from the orthogonal pattern or appear to be paths added to an area. Paths around Building 60 have long bands of brick and exposed aggregate with redwood joints. There is a 33' wide concrete path with blue outdoor carpet and canopy structure leading to the former entry to the enlisted personnel club at the east end of Building 4. On the north side of Building 525 there is a 4' concrete path that has a 20" brick infill and empty tree wells. Another newer path, composed of staggered concrete panels, is on the south side of Building 7. Access to Buildings 2 and 4 from Lexington Street is provided by 15' wide paths that curve at the juncture with Building 3, mirroring the curved arcade that connects the buildings. Another curved path leads into a parking lot at Pan Am Way and West Redline Avenue. A narrow path, only 30" wide, runs east of the tennis courts near Building 75. There are also several atypical paths around BOQ Building 17.

On the west side of the BOQ a cross-shaped set of 6' wide paths mark the center of the space (**Photograph 86**). There is an axial 8' concrete walk aligned with the main door of Building 17, and a circular walk, 6' wide in the center of the crescent on the north side. A 9" diameter concrete footing with a nearby junction box sits in the center of the circle of lawn on the north side of the building.



Photograph 86: Paths cross in a small recreational area west of BOQ Building 17.

Circulation in and out of buildings is also facilitated by ramps within the Administrative Core. Two types of ramps are present, concrete ramps designed as permanent structures, and portable metal ramps. Concrete ramps lead to building entries on the south side of Building 1, the west, south, and east sides of Building 525, and in the alcove east of Building 18. They are also on the east side of Building 60, north side of Building 4 at wing 1, and west and east sides of Building 134. Portable ramps are present at the east side of Building 17, and west side of Building 2, wing 8. Another variation is a ramped path leading from Lexington Street to the east side of Building 4 and a ramped path leading from the quadrangle into the north entrance of Building 2, Wing 1. Large curb ramps give access to the entrance mall at the southwest and northwest corner of the south panel (**Appendix A2, Circulation**).

Water Features

There are no bodies of water within the Administrative Core.

Structures, Furnishings and Objects

The Administrative Core is dominated by the presence of buildings stylized architecturally in the Moderne style, however other structures and site furniture also characterize the area. The main entrance features a sentry house with the name of the facility on the north side, three concrete barriers, two steel barriers on wheels, painted blue ornamental iron gates with Moderne design, two wood benches integrated with Building 30 (a third bench has been removed), and sleeves for 6"-7" diameter bollards (bollards are lying on the ground nearby) (**Photograph 87**). The parking area just north of the gate is divided into two areas. The area east of Building 31 has two light poles (non-standard cast iron) and diagonal parking. West of Building 31 there is 2" x 12" wood barrier, one light (non-standard), several I-beam bollards and 6' chain link fencing with slats.

Free-standing pots, and planters integrated with the building, particularly at building entries, are used throughout the Administrative Core. The trapezoidal-shaped free-standing pots, like the ones flanking the rear doors of Building 1, are found at various locations throughout the Administrative Core (**Photograph 88**). Raised, blue-painted concrete planters, rectangular or curved, and integrated with building architecture are common throughout the area, however other planter styles are also present. Concrete tiered planters are found at the south side of Building 94, and rounded, concrete planters are installed along Todd Street at Building 525. There are new, raised, colored concrete planters in the east alcove of Building 1 at seating height.



Photograph 87: Light pole in parking lot at Main Gate, sentry house (Building 31) and gate house (Building 30) in background.



Photograph 88: Example of trapezoidal-shaped free-standing concrete pots found in the Administrative Core; south side of Building 1.

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Cream colored, raised planters with brick detail sit at the entry of Building 60. Planters along the foundation of Building 60 are 6' wide, 42" high and curved at the curved portion of the building façade. Brick planters west of Building 585 are 23' long at both sides of the building entry. Large, curved concrete planters east of wings 1 and 21 of BEQ Buildings 2 and 4 flank the sides of the large concrete Pegasus sculptures. Small utility structures and buildings are prevalent throughout the station, including within the Administrative Core. Chain link and metal prefabricated utility enclosures can be found at various locations throughout. Utility cabinets, air conditioning units, and irrigation equipment is also ubiquitous in the area. There are three unused utility poles north of the parking lot on the north side of Building 60.

Signage in the Administrative Core includes both aluminum and wood signs, some intact, some in a state of disrepair. There are low, aluminum exit signs near Building 7 and the posts and frame for a metal sign north of Building 17. A wooden sign marked "Albert H. DeWitt O'Club, Alameda Recreation & Parks Dept." and a two-sided, turquoise and cream painted metal sign that reads "O'Club", 6' high with 3' square posts mark Building 60. A painted blue metal sign, and a 1 - 4" square painted wood post that may have previously supported a sign are near the gate at the tennis courts.

Site furniture throughout the Administrative Core is primarily associated with utilitarian infrastructure such as trash receptacles, bicycle racks, seating, fencing, and lighting, or recreation areas. Various styles of trash containers are present at locations throughout the station. New bike racks have been installed at the main entry to Building 1. Wood benches are located on the south side of Building 94, at the southwest corner of Building 18, and by the west entrance of Building 16. Lighting fixtures throughout this area are generally single aluminum, cobra head lights as found on Lexington Street, Saratoga Street, Pan Am Way, and Todd Street. Double-headed lights are found on West Essex Drive and in the parking lot north of Building 60. Typical fences in the area include both temporarily, and permanently installed 6' or 8' chain link, some with slats, barbed wire, or pedestrian and vehicular gates. Atypical fences made of different materials, or at different heights are also present. Wood fences are present on the north and east sides of Building 60 (picket fence), and the north side of Building 17 (remnants). A vine covered fence along the west side of Building 60 forms the western boundary of the Officers' Club garden, and there is a 30" ornamental iron fence adjacent to the east entry of Building 4. Chain link fences of atypical heights are found near the tennis courts where they are 3', 10', or 20'.

Recreation equipment is installed in clustered areas in the Administrative Core. A cluster of recreational buildings and structures just east of the main entrance includes a concrete block restroom building with a blue gabled roof, a hexagonal, 50' across covered pavilion structure, and a basketball court, 60' x 90' of green and red composition concrete with striping (**Photograph 89**). This area is set up as a picnic area and includes twelve 6' tables with benches,

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one 3'-square table with four seats on a concrete pad, three metal barbeques post-mounted in concrete pads, three 6' benches at the picnic area and two at the poles for a badminton/volleyball net, a pole-mounted trash receptacle, and remnant of two horseshoe pits. Another rusted framework east of the main entrance may be remnants of a shade pavilion. Another small picnic area in the east alcove of Building 1 has picnic tables and a fountain. The BEQ quadrangle has twelve soccer goals, portable lights, watering equipment and two sets of bleachers. A barbeque, metal chin-up bar, and the remains of a horseshoe pit are outside Building 4, wing 19. The tennis courts near Building 75 are outfitted with a non-functioning, old Haws drinking fountain, a concrete trash container, a gate to the courts, and metal clock signs used to show game start times (**Photograph 90**).

A high concrete walled squash or handball court is located on the south side of Building 382. There is also a recreation area in a courtyard in the parking lot on the west side of Building 17. The courtyard is planted with lawn and bisected with bollard-lined concrete paths. A table and a low bench facing a stone fire pit sit in the southeast corner of the courtyard.



Photograph 89: Recreational area east of the main entrance; hexagonal shade structure at left, restroom building left of path, basketball court behind trees at right; facing north.



Photograph 90: Site furnishings at tennis court near Building 75.

A high concentration of the station's monuments are located in the formal entry mall. Two of them reside in the triangular-shaped lawn panel at the north end of the entry mall. This area, lined with Poplar trees leading diagonally away from the entry gate, serves as a secondary focal point when looking north from Building 1. Building 521, a concrete pedestal similar to the one at the East Gate that still has an aircraft mounted atop, is located in the center of this panel. At the north point of the triangle sits a sign map constructed with two posts, a metal sign, and shed roof. At the south end of the entrance mall, a flagpole (Building 384) is installed on a circular concrete pedestal on a circular concrete pad, in line with the station's north-south axis. The concrete pedestal is painted blue and the flagpole is white with a cross beam. Two, identically shaped concrete monument sculptures with plaques affixed are the Historic Railroad Marker (Building 201187) and the Pan Am China Clipper Monuments, which flank the east and west sides of the circular concrete pad of Building 384. A smaller, lower granite monument with a plaque affixed sits in the lawn just northeast of the concrete pad marking the location of a Base Closure Time Capsule. Two large steel anchors flank either side of the main entry of Building 1. Monuments are located in two other areas of the Administrative Core are a 40' flagpole south of wing 10 of Building 2 and two granite features east and north of the BOQ. There is also a feature in the alcove formed by wings 8 and 9 of Building 2 that appears to be ordnance shell with its tip buried in the ground.

North of Building 60 a 1970s-style concrete paving, divided into a grid by 2" x 4" wood headers forms a patio. An outdoor sitting area and concrete ramp is integrated into the building architecture on the southwest corner of Building 18. A concrete plaza on the east end of the

BEQ quadrangle is 95' x 75' and connects to three steps with 5' treads. Planters flank either side of the steps; one is empty and the other has a small Olive tree. The main entrance at Building 18 has a 50' x 25' sidewalk terrace, with a landing, and concrete walls and planter at the terrace edge.

4.1.1.2 Shops Area

The portion of the Shops Area within the historic district is the rectangular area south of Administrative Core and is defined by Monarch Street to the west, West Tower Avenue to the south, Pan Am Way to the east and West Midway Avenue to the north. The remaining portions of the Shops Area located in the southeast corner of the station and west of the seaplane hangars / Seaplane Lagoon are situated outside the boundary of the historic district.

Spatial Organization

Buildings, roads and paths in the Shops Area are laid out in the station's characteristic orthogonal pattern, in relation to the organizing axes. The primary north-south streets in the Administrative Core continue through this area and end at West Tower Avenue. The main north-south axis continues south through Building 1 and into the Shops Area through Building 39 and some of the formal arrangement of buildings found in the Administrative Core extends into this area. The buildings that face Saratoga Street and Lexington Street are set back and have deep panels of lawn, similar to those that face the entrance mall (**Photograph 91**).



Photograph 91: 2005 aerial photograph showing the portion of the Shops Area within the boundaries of the historic district.¹⁸⁹

The scale of the buildings in this area varies dramatically from small shed structures to Building 5, which is a massive structure measuring 920' x 780' feet. Buildings 8, 9, 91 and 92 are each

¹⁸⁹ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.

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170' wide. Their façades are aligned, and together they form a large rectangular complex that occupies one half of a block. Aligned building facades throughout the area provide spatial definition. The density of development in this area is consistently high.

Some spaces within the Shops Area do not have strong spatially organizing features. Most notably is the area north of Building 5 where there is a space 145' across, paved with asphalt and differentiated only with faint lines to indicate the intended driving lane. There are no curbs, sidewalks or rows of trees organizing this vast space. The space south of Building 5 is similar. This area is 235' between the south façade of Building 5 and the north façade of the hangar buildings south of West Tower Avenue.

The area west of Building 5 also lacks clear spatial organization. This area is broken up by an assortment of eight small buildings and chain link fencing. The west sides of Buildings 42, 43 and 44 are aligned, however, other nearby buildings and the fencing, detract from that spatial definition.

Many areas within the Shops Area are entirely paved with a combination of asphalt and concrete. Space between Building 5 and Building 2 is a wide swath of asphalt and concrete paving with no curbs (**Photograph 92**).



Photograph 92: Space between north side of Building 5 and Building 2.

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Land uses in the Shops Area includes parking, storage of equipment, trailers, and truck trailers, pedestrian and vehicle circulation, day care recreation, recreation, loading docks, trash and recycling areas, and bus stop waiting areas.

Views and Vistas

The views and vistas from within the Shops Area encompass elements of the built environment of NAS Alameda and elements exterior to the station. Extended views along the primary north-south streets running through the area, Monarch Street, Lexington Street, Saratoga Street, and Pan Am Way, allow views of the Oakland Harbor to the north, and the Seaplane Lagoon to the south. The seaplane hangars, Seaplane Lagoon, and bay beyond are in view all along the southern edge of the area. Building 5 obstructs most of the western views from within the Shops Area, however there are views of the City of San Francisco from the west side of the building. Eastern views along West Midway Avenue take in the residential area East Bay hills and along West Tower Avenue.

Topography

The Shops Area is essentially flat.

Vegetation

Planting in the Shops Area is much less dense than in the Administrative Core. Only the areas adjoining the primary north-south axis have a deep setback planted with lawn, foundation shrubbery, and some trees. A much higher percentage of the area is paved or covered by buildings because of the utilitarian function of this area (**Photograph 93**).

Plant types in the Shops Area include twenty-four species of trees, and forty species of shrubs and perennials. Tree types include five coniferous species, nine deciduous trees, and nine broadleaf evergreens. Only one species is noted for its flower display. There are an assortment of fruit bearing trees at Building 607, and two avocado trees growing south of Building 10. There are greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Only western catalpa, sycamore and black acacia are used in more than one location. No particular species of shrub is used in great number (**Appendix A2, Area 1 Vegetation**).

There are few rows of single-species in the Shops Area. Tree rows include a double row of young sycamore between Buildings 73A-B and 607, and a row of privet west of Building 114. There is a group of three western catalpa at the northwest corner of Building 6 and a similar grouping at the northeast corner.



Photograph 93: Most of the Shops Area is paved; view showing Building 92 at the intersection of Pan Am Way and West Ranger Avenue.

Some trees present in the Shops Area, around the buildings adjacent to the north-south axis, are mature and several decades old and there are several relatively young trees planted around Buildings 73A-B and 607. Large specimens include four black acacia west of Building 8 with trunk diameters of 24” to 27”, the western catalpas north of Building 6, and a large deodar cedar at Building 114. There is Monterey pine at Building 546 with a 36” caliper, and another with a 60” caliper at Building 114. There is one, lone tree on the north side of the block between Lexington Street and Monarch Streets – a large elm, the same species that is planted in a row on the north side of West Midway Drive Avenue.

Lawn is planted in deep setbacks at Buildings 6, 8, 62, and 114, similar to the way lawn is used in much of the Administrative Core, and each of these buildings also has foundation shrubbery (**Photograph 94, Photograph 95, Photograph 96, and Photograph 97**). Elsewhere there are some areas where weedy grasses are being mown. Planting strips between the curb and sidewalk on West Midway Avenue have been filled in with asphalt paving. Elsewhere there are no sidewalks and no evidence of planting strips having existed.

There are many fewer shrubs in this area than in the Administrative Core or the Residential / MWR Area, and they tend to be planted in narrower shrub beds. One exception is a large variety of shrubs that have recently been planted around Buildings 73A-B and 607. Many of these shrubs are found only at this location. Building 607 also has raised planter boxes for growing vegetables.

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Paired plantings are present at building entries in a few locations echoing the common treatment used in the Administrative Core. *Virburnum* are planted at either side of the east entry to Building 62, and there is a pair of *tawhiwhi* at the west entry of Building 114. On the west side of Building 6, two, 4' square wooden planters mark the building entrance, and on the north side two small, round concrete planters mark an entry.



Photograph 94: Vegetation at northwest corner of Building 6, looking south along Lexington Street at intersection with West Ranger Avenue.



Photograph 95: Vegetation on west side of Building 8, along Lexington Street.



Photograph 96: Vegetation on the north side of Building 62 along West Midway Avenue.



Photograph 97: Vegetation on west side of Building 114, facing south down Lexington Street.

There are no hedges in this area, few ground cover plantings, and only one vine – a wisteria on the north side of Building 62.

Generally, the condition of most plants in the Shops Area is good. Lawns and grasses are kept tidy by mowing and most shrubs are pruned.

Circulation

Circulation features in the Shops Area primarily accommodate vehicles and secondarily accommodate pedestrians. The north-south roads in the Administrative Core continue into the Shops Area. East-west roads in this area are straight, and perpendicular to the north-south roads, conforming to the orthogonal layout of the Administrative Core. All are two-lane, one in each direction (**Appendix A2, Circulation**).

Most of the area around buildings in the Shops Area is vast paved spaces, without curbs or other obstructions (see **Photograph 93**). Where they occur sidewalks are generally 12' wide, however, many places do not have sidewalks, curbs or gutters, and there are several exceptions to the 12' width. Sidewalks are present on West Midway Avenue, on Sunrise south of Building 86, on both sides of Saratoga Street, on Lexington Street at Buildings 7, 32, 62, and on Ranger Avenue at Lexington Street. A 6' sidewalk on West Midway Avenue is adjacent to an asphalt parking strip and a low curb. One 8' sidewalk occurs at West Ranger Avenue and Saratoga Street. There is a curb but no sidewalk on Pan Am Way east of Buildings 91 and 92. The sidewalk on West Midway Avenue is 6' plus a 6' asphalt planting strip west of Building 73. West of Buildings 43 and 44 the sidewalks are 6' wide.

Paths leading to building entries in the Shops Area are not set at a uniform width. Three paths 4', 5', and 12' wide lead to Building 114 entries, two paths 12' and 3 1/2' wide approach Building 8, a 10-20' wide wedge-shaped path leads to an entry at Building 607, and two paths 2' and 4' wide, lead to Building 102.

Curbing throughout the Shops Area is also not uniform, with different heights and styles of curbs present, and some locations without any curbs. Several places in the Shops Area have low curbs measuring 2 - 4", and other places have rolled curbs. Rolled curbs occur on West Tower Avenue, and the east side of Pan Am Way. A 9" high x 4" wide curb occurs north of Building 114. A curb with wheel stops divides the parking lot east of Building 32. There are no curbs north of Building 32 and cars park over the sidewalk. Concrete curbs and wheel stops also occur south of Building 119. There are a few old handicap ramps in this area at various locations including south of Building 62. In the parking area east of Building 607, 8" curbs running north-south and east-west in the parking area leave a 24" and 30" asphalt "walkway" on the street side of these curbs.

Loading and access ramps are present in scattered locations through the Shops Area. Some but not all building corners have access ramps. There are slight ramps up to doors on the south side of Building 114. Concrete access ramps are located at the south side of Building 62 and the south side of Building 42. The Building 42 ramp also has steel railing. New access ramps have been installed on all corners at Pan Am Way and West Midway Avenue along with clearly marked crosswalks.

Discontinuous railroad tracks occur south of Buildings 9 and 10, east of Building 91, and running north-south from Sunrise to West Midway Avenue.

Water Features

There are no bodies of water within the Shops Area.

Structures, Furnishings and Objects

Buildings within the Shops Area do not display the stylized architectural detail to the degree found in the Administrative Core, nor do they exhibit the standardization and uniformity present in the Residential / MWR Area (**Photograph 98** and **Photograph 99**). These buildings are more utilitarian in design and appearance and the structures present in the area are generally associated with the Shops Area. Structures include bollards, a bus stop, signs, lights, fencing, utility enclosures, storage, recreation equipment, containers, irrigation equipment, and several other utilitarian features.

Utilitarian structures are present throughout the Shops Area. Many sets of steel bollards surround various utilities throughout the Shops Area. Some bollards are round, some are I-beams, and many, but not all, are painted yellow. A 5' x 8' raised vault with bollards is located north of Building 614. Other utilitarian features include Building 624, a shed with a tall communications tower, metal rail and 2 hook-shaped vents at the northeast corner of Building 10, shipping containers north and south of Building 92, and various irrigation equipment where there is planting. Play equipment is installed outside the daycare located in Building 73A and portable basketball standards west of the day care. Two large tanks sit north of Building 500. Also north of Building 500 are two concrete walls that measure 5' wide, 24" high, and 85' long, and another wall measuring 45' long, 3' wide, and 24" high. These structures are spaced 12' apart.

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Photograph 98: Modest examples of Moderne architectural styling are found within the Shops Area; Building 8, facing southeast.



Photograph 99: Other buildings in the Shops Area are constructed in a simple, functional style; Building 114, facing northwest.

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Other furnishings, not directly associated with the area's functioning are a rusted, large, sculptural object west of Building 607, two exposed aggregate pots and a concrete birdbath north of Building 6, two 4' x 4' wood planter boxes west of Building 6, and benches, bike racks, a veggie box, a trash container, and a kiosk-type sign at Building 607. Three 6' wood planter boxes and three pots adorn the exterior of Building 92. A shade structure is present on the south side of Building 405.

The northeast corner of West Midway Avenue and Saratoga Street serves as a small transportation interchange with a bench, and a bike rack at the bus stop.

Signage in the Shops Area generally indicates the names of existing tenant activities. The Alameda Point Collaborative displays a wood sign, the Alameda Fire Department has a wood sign with an ornamental boulder, and the Alameda Civic Light Opera is designated with a sign on the west side of Building 35. A variety of street and traffic signs are present throughout the area. All lighting in the area is cobra head lights which occur on West Essex Drive, Lexington Street, Saratoga Street, Pan Am Way, Ranger Avenue, West Tower Avenue, and West Midway Avenue east of Building 607.

Fencing in the area is either permanent or portable, 6' or 8', chain link fencing, with and without fabric, located throughout. South of Building 5, a 6' portable fence blocks West Tower Avenue. Variations in fence type are present between Buildings 8 and 92 and between Buildings 8 and 9, where 12' fences with barbed wire are installed. Buildings 73A and B have 6' wood fences with acrylic panels that allow for visibility. There are several chain link utility enclosures of various sizes, with and without slats, with and without barbed wire throughout the area.

The only monument within the Shops Area is a 35' aluminum flag pole, without a flag, north of Building 6.

Hardscaped architectural details are scarce in the Shops Area, but they do occur in some locations. Buildings 62 and 35 have concrete architectural elements at their entries and Building 62 has a formal entry on the south side.

4.1.1.3 Residential / MWR Area

The Residential / MWR Area within the historic district is located in the northeast corner of the station and includes the Officers' family housing and CPO family housing areas built during the original construction of the station. The newer family housing and MWR area along the east side of the base and at the south end of the base are not within the boundaries of the historic district.

Spatial Organization

The Residential / MWR Area of the historic district is bound by Barbers Point Road to the northwest, Pearl Harbor Road to the northeast, a jagged line to the east that roughly follows West Essex Drive and Pensacola Road, and Corpus Christi Road to the south. It is sub-divided into three types of housing: Officers' Housing, CPO Housing, and family housing (outside the historic district), each type with its own spatially organizing features. Each grade of housing is separated from the other with park-like open spaces. These occur between West Essex Drive and Pensacola Road and between the south side of the houses that face Corpus Christi Road and West Midway Avenue. A large open space, now a community garden, is where the three types of housing meet (**Photograph 100**).

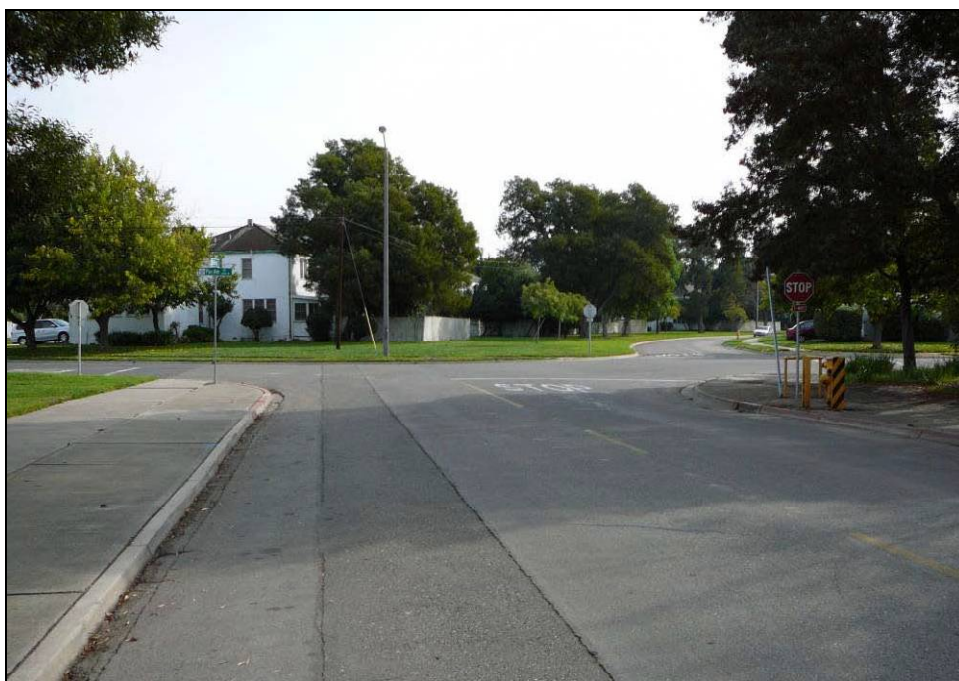


Photograph 100: 2005 aerial photograph showing the northeast portion of Residential / MWR Area within the boundary of the historic district.¹⁹⁰

¹⁹⁰ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.

The density of development in the residential area is generally uniform, but there are subtle differences. The CPO Housing has a greater density of development than the Officers' Housing. The Officers' Housing area has the highest ratio of open space per occupant in the residential area. These are the only homes in the Residential / MWR Area placed in the middle of large expanses of lawn. The lack of property line fences allows this area to read as one, large park-like open space.

The alignment of roads between the Officers' Housing and the rest of the station are slightly misaligned at the intersections of Pan Am Way with West Redline Avenue and West Essex Drive (**Photograph 101**). This slight offset sets the Officers' Housing area visually and spatially apart from the rest of the station. Also, West Midway Avenue curves sharply south east of Pan Am Way as it enters the residential part of the station.



Photograph 101: Offset alignment of roads at junction of West Redline Avenue and Pan Am Way; facing east.

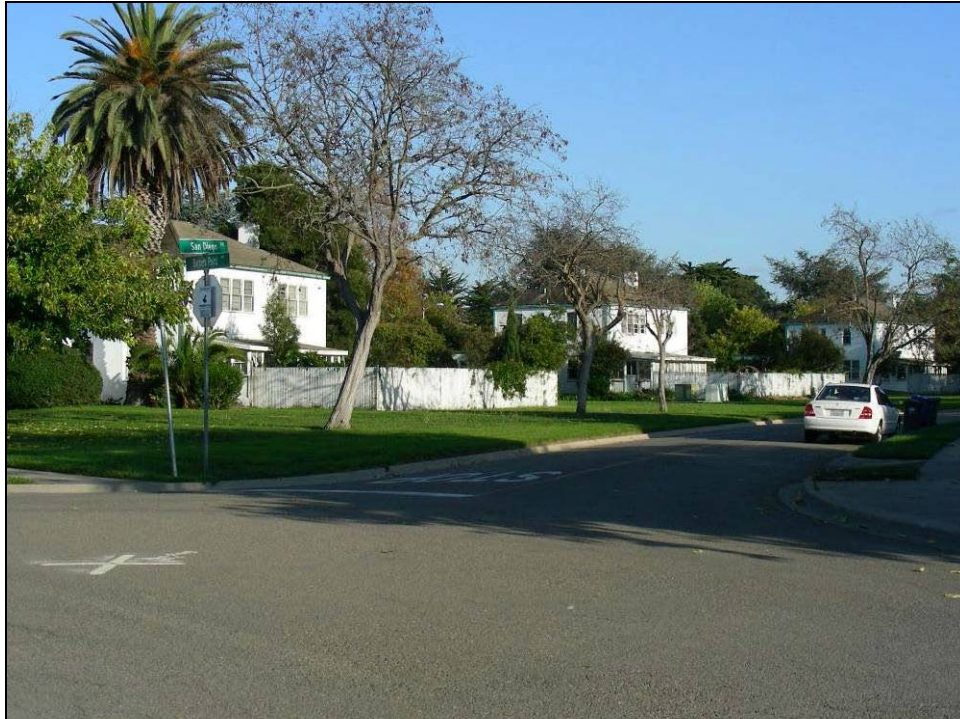
The layout of streets and sidewalks in the Officers' and CPO Housing areas are strong organizing features. The street layout is notably different in each housing type. Streets in the Officers' Housing are evenly spaced and gently curving within an egg-shaped area, while streets in the CPO housing are straight, orthogonal and run primarily east - west (**Photograph 102** and **Photograph 103**). The Officers' houses are oriented with their front façades facing northeast, away from the station. Houses in both areas are spaced evenly from one another and set back uniformly from the street (**Photograph 103** and **Photograph 104**).



Photograph 102: Officers' Housing showing curvilinear layout of roads and planted parking strip.



Photograph 103: CPO Housing showing straight alignment of roads, density of development, and uniformity of siting from street and from one another; also note planted parking strip.



Photograph 104: Officers' houses ("Big Whites") are sited uniformly from the street and from one another.

Trees contribute to the spatial organization of the Residential / MWR Area, but the degree to which they do this varies significantly. Rows of single species trees on Pensacola Road and Corpus Christi Road reinforce the strong orthogonal layout of the street, sidewalks and buildings. A row of mulberry trees defines the north side of the park along West Essex Drive, but similar mulberries on Barbers Point Road are too few in number to make a strong edge. Elsewhere trees are planted in mixed groups, diminishing their organizing quality. The random layout and mixed species of trees in the Officers' Housing conveys a "park-like" quality.

Neither fences nor hedges are used anywhere to separate the three types of housing from one another. Each type of housing is distinguished without relying on such divisions.

Land uses within the Residential / MWR Area of NAS Alameda include vehicular and pedestrian circulation, private backyards, ornamental planting, a park and tot lots, dumpster storage, trash and recycling bins, open space, clothes drying, storage / corporation yard for community gardens, and recreation.

Views and Vistas

Views in the Officers' Housing are limited to internal views of neighbors because of the curving streets, except at the park where there are views to the west down West Essex Drive. On the northwest edge of the Officers' Housing, from Barbers Point Road, there are views of the Port of

Oakland and the associated cranes and containers. There are views into the community gardens, and the park between the Officers' Housing and CPO Housing from various locations. Along Corpus Christi Road, on the southern edge of the CPO Housing there is a view of San Francisco through the space south of the CPO Housing.

Topography

The Residential / MWR Area is essentially flat.

Vegetation

Planting in the Residential / MWR Area is the densest of the entire station. There are more trees (729 recorded), and a greater variety than any other area. There are also many more shrubs and perennials in the residential areas (**Appendix A2, Area 1 Vegetation**).

Plant types include sixty-four species of trees and ninety-one species of shrubs and perennials. Tree types include eleven coniferous species, twenty deciduous trees, thirty-one broadleaf evergreens and two species of palms. More species are noted for being flowering trees than in other areas, and there are more fruit bearing trees here, primarily in the community gardens. As in the other areas of the station, there are far greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter.

More than other areas, tree species in the Residential / MWR areas are used in multiple places. Tree species frequently used include: black acacia, atlas cedar, Washington thorn, Monterey cypress, silver dollar eucalyptus, Australian tea tree, crabapple, myoporum, Italian stone pine, *Pittosporum eugeniodes* (no common name), Victorian box, sycamore, Lombardy poplar, locust, coast redwood, brush cherry, and elm.

Rows of single-species trees are not characteristic in the Officers' Housing or CPO Housing areas, however, some exceptions do occur. There are rows of Washington thorn in the front yards of the CPO Housing, and a row of eight mulberries on the north side of the park. Rows of locust have been recently planted on Seattle and San Diego Roads. There are four sycamore planted in a row on the south side of Pearl Harbor Road, plus two additional sycamore on the north side. Australian tea trees are planted at either side of the parking lots east and west of Building 178 in the CPO Housing area and around Building 95, near the Officers' Club (**Photograph 105** and **Photograph 106**). A prominent row of sweet gums marks the north side of the entry at West Midway Avenue.

There are many large specimen trees throughout the area, particularly the several specimens of Italian stone pine in many different locations, including eleven in the space between the CPO Housing and the family housing to the south. Similarly, there remains a large grove of trees

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south of the Commanding Officer's house that provides a curtain of vegetation between than house and the family housing area (**Photograph 107**). There are large atlas cedars planted in front of ten "Big Whites" including the five homes that face San Pedro Road. Other trees include a mixed group of five large trees in the park, a date palm on the north side of Unit M of the Officers' Housing, and a grove of Monterey cypress and one yew with a 3' 9" caliper at the front of the Commanding Officer's house (**Photograph 108**).

The age of trees in the Residential / MWR Area is mixed. Some new trees have been planted either to replace removed trees or as additions or improvements to the landscape.

Lawn is prevalent throughout both the Officers' and the CPO Housing areas. Lawns, generally deeply setback, are green and well maintained in these areas. The extent of lawn and lack of dividing fences or hedge rows creates a "park like" character in the Officers' Housing area. Generous areas of lawn surround these homes on all sides, similar to the buildings in the Administrative Core (**Photograph 109**). Lawn is planted and maintained in the planter strips between curb and sidewalks. The front yards of the CPO homes are planted with lawn and foundation shrubs except for three lots where current residents have replaced the lawn with drought tolerant gardens. The lawn has also been removed east of Pan Am Way between Corpus Christi Road and West Midway Avenue for a community garden when these buildings were being used by military families.

A large variety of shrubs are planted around the Officers' Housing, many of which appear to be relatively young. As in other areas of the station, there are few hedges. There is a two-species hedge in front of the Commanding Officer's house, and a recently planted row of photinia shrubs in the planting strip of West Midway Avenue that will form a hedge as it matures.

Each Officer and CPO house has a wooden planter box for private use. The Big Whites have planters on the front porches and the CPO Housing units have planters in the rear yards.



Photograph 105: Australian tea trees bordering parking lot west of Building 178, in the CPO Housing area.



Photograph 106: Australian tea trees around Building 95.



Photograph 107: 2005 aerial photograph showing grove of trees around Commanding Officer's house.¹⁹¹



Photograph 108: Yew tree at right, Quarters A, Commanding Officer's house.

¹⁹¹ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.



Photograph 109: Typical example of broad expanses of lawn, and dense planting around Officers' Housing.

There are three community gardens associated with the CPO Housing area that are now part of the Alameda Point Community Collaborative. The smallest is on Pan Am Way between West Midway Avenue and Corpus Christi Road and includes twenty fruit trees and an assortment of shrubs and perennials. There is a fenced area surrounding Building 178 that is mostly vegetables. This area has a "corporation yard" to the west with supplies and equipment for the garden. The third and largest community garden is east of Building 550, just outside the boundary of the historic district.

In addition to the park that separates the Officers' and CPO Housing, there is another small park-like space north of Barbers Point Road between Buildings 176 and 493. This area is planted in lawn and has a half court for basketball. There is also a large open space north of the community garden near Building 550.

Generally, the condition of plantings in the Officers' and CPO Housing residential areas is good. Lawns are kept irrigated and are well-maintained except as noted. There is a dead pine in the park, and another dead pine and a stump south of Sunrise Court.

Circulation

Circulation elements in the Residential / MWR Area are designed to accommodate vehicle and pedestrian traffic. Roads in the Officers' Housing are two-way throughout, and not wide enough to park along the side without obstructing a lane. The CPO Housing also has two-lane roads, however they are not as narrow as the curved roads in the Officers' Housing. Curbs in both areas are mostly rolled with an integral gutter.

Asphalt driveways slope up to meet the floor of attached garages in the Officers' Housing. Parking in the Officer's Housing northeast of Pearl Harbor Road is in attached carports and off street spaces without carports. Rolled curbs in much of the Officers' Housing transitions to 6" curbs at the entrance to parking bays. An asphalt parking bay and an area top-dressed with gravel is located near the community garden on Barbers Point Road.

Sidewalks in the Officers' Housing and CPO Housing are typically 4 1/2' concrete sidewalks that parallel 6" curbs and planting strips along roads. At corners sidewalks widen to 8' or 12'. Sidewalks occur at front sides of homes, not in backyards where lawn comes up to the curb. There are no sidewalks on the south end of Barbers Point Road, around the bean shaped planting island south of Unit L, and in the park.

Paths in the Officers' Housing consist of 4 1/2' paths to front doors, 30" concrete paths to secondary entries, and 4' concrete paths from driveways to front patios. Homes northeast of Pearl Harbor Road, outside the boundary of the historic district, do not have paths to the front doors from sidewalks; instead paths come off of the driveways. Paths leading to the front doors of the CPO Housing are 4 1/2' wide, similar to the paths in the Officers' Housing. Secondary paths are either 34" or 24" wide and lead to smaller, concrete front porches (no tile). The CPO Housing area also has a couple of concrete ramps and one wooden ramp (**Appendix A2, Circulation**).

Water Features

There are no bodies of water within the Residential / MWR Area.

Structures, Furnishings and Objects

Buildings in the Officers' Housing and CPO Housing areas are characterized by their uniformity in design and layout. Structures in the same area include fencing, lighting, utilitarian site furnishings, signs, storage sheds, patios, and a basketball court.

In the Officers' Housing, 6' chain link fences with white slats enclose private backyards. Deviations include a new 6' wood fence at Unit L, and 6' wood fence with lattice at unit G. Generally, fencing encloses an area immediately adjacent to each unit and leaves open space

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between. The fencing between Units A and B, and between units A and C, does not leave open space between these properties. The CPO Housing does not have fencing (**Photograph 110**).

Lighting in the area is typically cobra head fixtures on aluminum poles. On Barbers Point Road a few lights are painted marine blue.

Patios are characteristic features of the exteriors of both the Officers' houses and the CPO's houses. The Officers' patios are blue, tiled patios at the front doors, with wood planter boxes 10' long x 30" wide, painted white. Patios northeast of Pearl Harbor Road, outside the historic district, are smaller and not tiled. CPO units have 12' x 16' concrete patios in the backyards, with wood planter boxes. Officers' houses also feature 8"- 11" wide concrete curbs, sloping up to the house, defining planting areas at the front yards (**Photograph 111**). Front porches and elevated driveways are accessible by concrete steps.

Site furnishing in the Officers' and CPO Housing is generally an eclectic mix of AC units, electrical enclosures, patio furniture, clotheslines, pots, trash and recycling containers, kids play equipment, tire swings, an American flag, mailboxes, door mats, and steel and plastic storage sheds. The wood planter boxes in CPO rear yards are 12' long x 2' wide. There are the remains of an ornamental iron structure southeast of Unit N. Clothes lines occur in the rear yards of the CPO Housing, some in use, but most just white, metal posts without lines. Other structures in the area include a sign marking the Alameda Point Collaborative Community Garden, some wood storage sheds approx 8' x 10' in Officers' Housing, and a utilitarian feature on a red pole in the open space north of the community garden on Barbers' Point.

A half basketball court is located on Barbers Point Road east of Building 176, and an unknown utilitarian concrete structure north of Barbers Point Road at Pearl Harbor Road.



Photograph 110: Backyards of the CPO Housing are not separated by fencing; clothesline poles are common site furnishings throughout; view of San Francisco in background.



Photograph 111: Big Whites Officers' houses have curved planting bed in the front yards, against building foundations.

4.1.1.4 Operations Area

In the 1997 “Guide to Preserving the Character of the Naval Air Station Alameda Historic District,” the landplane and seaplane hangars were collectively referred to as the Hangars Area. This cultural landscape report includes the hangars in a larger functional area, the Operations Area, that includes the structures with which they are closely associated, the Control Tower, Airfield, and Seaplane Lagoon and two other related functional areas, the waterfront, south of the Seaplane Lagoon, and the magazines areas adjacent to the Airfield.

The portion of the Operations Area within the historic district is made up of two rectangular spaces that encompass the landplane hangars and Control Tower (Building 19) as well as the seaplane hangars and Seaplane Lagoon. The landplane hangars are Buildings 20 to 23, with Building 20 being the furthest north. These four buildings are situated in a north-south arrangement with Building 24 and Building 19 located at the southernmost end. The seaplane hangars are situated in an east-west arrangement perpendicular to the landplane hangars. They include Buildings 11, 12, 400, 39, 40, and 41. To the south of the seaplane hangars is a parking apron / taxiway and the Seaplane Lagoon. The waterfront portion of the Operations Area is not within the boundary of the historic district.

Spatial Organization

Building 19 (Control Tower), Building 24, and the landplane hangars are located west of Monarch Street and south of Taxiway D. The Airfield, outside the boundary of the historic district, is to the west. The six buildings are south of West Tower Avenue, north of Taxiway H, and west of Ferry Point Road. Taxiway H and the Seaplane Lagoon are included in this area. Taxiway H is south of the seaplane hangars and is 3,000' x 420'. The Seaplane Lagoon is located south of the taxiway and measures 3,000' x 1,585' (**Photograph 112**).

Building 39 and the Seaplane Lagoon are located on the main north-south axis bisecting the Administrative Core. The north edge of the Seaplane Lagoon is bilaterally symmetrical with two ramps to the east and two to the west. The rip rap stone walls of the Seaplane Lagoon form of an imperfect rectangle; the southeast corner of the lagoon is cut diagonally rather than perpendicularly like the other three corners.

The spatial organization of the Operations Area within the historic district is characterized by vast expanses of pavement without sidewalks, curbs, or pedestrian paths and large buildings sited with aligned façades (**Photograph 113**).



Photograph 112: 2005 aerial photograph, portions of the Operations Area within the boundaries of the historic district.¹⁹²



Photograph 113: Operations Area. Note aligned façades of seaplane hangars, Buildings 39, 40, 11, 12, 400, and large expanse of pavement; Building 77 at far right.

Each hangar is a large, rectangular building, except that Buildings 11, 12, and 400 are abutted and form one large building complex. Historically there was a large expanse between the south

¹⁹² 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.

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side of Building 23 and the Control Tower, which was later infilled with the construction of Building 24 in 1990. The east and west facades of the Control Tower, Building 24, and the landplane hangars are aligned and parallel to Monarch Street.

The space between the building façade and curb on Monarch Street is 140'. To the west of these hangars the space is defined by the building facades and a chain link fence that runs north-south 170' west of the buildings. The distance between Buildings 20 to 23 is 175'. Buildings 11 to 41 are setback 80 feet from West Tower Avenue. Distances between these buildings average 330'.

The cube-like architecture of the hangar buildings and their massive size creates very strong spatial definition. Similarly, the straight lines of Seaplane apron (later Taxiway H) and the straight lines of the Seaplane Lagoon walls also give strong spatial definition to this area of the station (**Photograph 114**).



Photograph 114: Seaplane hangars aligned with straight line of Seaplane Lagoon, facing northwest.

The density of development in this area is low. Large areas, including seaplane apron / Taxiway H, the Seaplane Lagoon and the spaces surrounding the hangars, have no buildings or other structures.

Buildings, roads and paths are laid out in the characteristic orthogonal pattern. There are no sidewalks and few paths in this area. Generally, there are so few paths and so little planting in this area that they do not contribute to the spatial organization. An exception occurs at the Control Tower and Building 77 where there are wide paths at the entries with deep lawn setbacks.

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The primary roads in this area that contribute to the spatial organization are Monarch Street, West Tower Avenue and Ferry Point Road.

Land in the Operations Area is currently used for historic displays, loading docks, treating contaminated soil, vehicular circulation, storage for truck trailers, containers, equipment, drain tiles, vehicles, boats, dumpsters, gas tanks, pallets, and exercise equipment, ship docking, and recreational boating and fishing.

Views and Vistas

There are wide views of the area surrounding NAS Alameda from the Operations Area within the historic district because of the unobstructed spaces between hangar buildings, and the flat nature of the adjacent airfield and Seaplane Lagoon. Long internal view west along Tower Avenue terminate at Building 24 (**Photograph 113**). The seaplane hangar area affords views of the Seaplane Lagoon, piers, and ships to the south, and San Francisco and South San Francisco to the west (**Photograph 115** and **Photograph 116**). Looking north from the area east of Building 41 the trees in the Residential / MWR Area are visible, and east from the end of the taxiway, near southeast of Building 77 there is a view of the East Bay hills. From the landplane area, there is an open view of the airfield, and wide views of San Francisco. From the north end of the landplane hangar area, the East Bay hills, the Port of Oakland, and its associated cranes and ships are in view.



Photograph 115: View west along West Tower Avenue, seaplane hangar Building 41 at left.



Photograph 116: View facing northeast from east side of Seaplane Lagoon; Seaplane ramps in foreground, San Francisco – Oakland Bay Bridge and City of San Francisco in background.

Topography

The Operations Area is essentially flat with minimal pitch.

Vegetation

Planting in the Operations Area is very limited by necessity. The primary purpose of these areas was to service aircraft and aircraft operations; vegetation would conflict with this purpose and was minimized. Planting in the Operations Area is largely limited to building entries and narrow foundation planting beds (**Appendix A2, Areas 1 and 2 Vegetation**).

Plant types in the Operations Area include eighteen species of trees, and twenty-eight species of shrubs and perennials. Tree types include six coniferous species, two deciduous trees, eight broadleaf evergreens and two palms. There are two types of fruiting trees; apple and a variety of citrus. Only the purple leaf plum is noted for its flower display. There are many more evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Most tree species are found only at one location within the area. Trees used repeatedly include: the citrus and the fan palm. No particular species of shrub is used in great number.

Planting at landplane hangar Buildings 20 to 23 is limited to a sixteen to twenty foot wide foundation planter bed on the east side (**Photograph 117**). These beds include lawn, some

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shrubs, two large pines at the southeast corner of Building 22, a row of citrus trees east of Building 21 and a few other trees. There is a planted area on the west side of Building 21, approximately 15' x 40'. This planting area includes picnic tables and wine barrels – amenities for current tenants. Plants include an eclectic mixture of shrubs, grasses, palms and perennials. Similar plantings exist at the southeast corners of seaplane hangar Buildings 39 and 40, including a carpet of artificial turf at Building 40.

The two buildings in this area with traditional-style station planting are the Control Tower (Building 19) and Building 77. Both building have deep panels of lawn that wrap around the corners of the building (**Photograph 117** and **Photograph 118**). The only plants in the lagoon and Pier 1 areas are next to Building 601. The willow at this location, situated at the edge of the riprap edge of the lagoon is within the boundary of the historic district and the redwood at the southwest corner Building 601 is outside the boundary of the historic district.



Photograph 117: Lawn panels along east side of landplane hangars. Building 21 in foreground and Building 22 in background.



Photograph 118: Wide lawn panels with foundation shrubs around Building 19 (Control Tower).

The condition of plants in the Operations Area varies. Much of the vegetation appears to be very young, added within the past five to ten years, and as such has not matured. Building 19's species selection and style of plant layout reflect a more recent design character that likely dates to after the historic period of significance – the entry is flanked by three parallel rows of shrubs, unlike planting elsewhere on the station. Lawns are well maintained and shrubs are pruned throughout the Operations Area.

Circulation

Circulation elements and patterns in the Operations Area within the historic district accommodate vehicle traffic and aircraft. The role of pedestrian traffic in this area was clearly secondary as evidenced by the lack of sidewalks and paths.

Primary vehicular circulation for the Control Tower, Building 24, and landplane hangar Buildings 20 – 23 are Monarch Street, and West Tower Avenue for seaplane hangar Buildings 11 – 41. West Tower Avenue is two lanes east and one lane west. Other roads in the area are one lane each direction. Driving lanes tee off Monarch Street between each of the landplane hangars and these roads end at the east façade of each building. Pedestrian circulation is not well defined in both areas, however there is an asphalt curb in many areas around the seaplane hangars that defines a “sidewalk area.” The former seaplane apron / Taxiway H runs east-west and would have served as a circulation component similar to the taxiways and airfield west of the landplane hangars. The Seaplane Lagoon and four ramps were historically important components of the circulation.

Ramps in the landplane hangar area provide for pedestrian circulation into the buildings. There are metal, portable access ramps southeast of Building 23, a 6' wide ramp at the east entry to Building 21, a 4' wide concrete ramp at the east side Building 21, and an 8' wide access ramp on the west side of Building 22 near the southern corner. A concrete ramp with metal railings is located at the west side of Building 19.

Existing paths in the landplane area follow an orthogonal path east of the planting bed on the east side of the hangars. The path is 5' wide, the full length of the block, and parallel to the buildings. Paths, 3' to 8' wide, leading to doorways tee off from this path. No curb or wheel stops are present between this path and the parking area. A 15' wide asphalt path leads to the east entry of the Control Tower. East of Building 77 is an 8' concrete path and a 6' path lead to the building entries.

Generally, there are very few curbs in this area and the existing curbing is not standardized but varies by location. Examples include the curb at the Building 22 planting bed, some curbing at entry drives between hangars, 9" curbs running north-south, parallel to Monarch Street at hangar Buildings 20 – 23, each painted a different color. The curb on Monarch Street is set back 25' with diagonal parking on the street side. At Buildings 20 and 21 there is a double curb at Monarch Street and the second curb is defined by a piece of steel rail. There is 9" high curbing at the east side of the Seaplane Lagoon all the way to Building 64. Concrete curb runs east-west east of Building 40 (**Appendix A2, Circulation**).

Water Features

The Seaplane Lagoon, sited on the north-south axis of the station, is the sole body of water within the Operations Area within the historic district.

Structures, Furnishing and Objects

The hangars in the Operations Area are large, prominent buildings whose size and alignment strongly characterize these areas of the station. The Seaplane Lagoon, centered on the station's north-south axis is another distinguishing feature. Many of the structures present in the area are utilitarian features designed to support the movement of aircraft.

Numerous utilitarian structures are present in the Operations Area within the historic district, many of which are surrounded by bollards. Aircraft tie downs are ubiquitous throughout both hangar areas. Aircraft tie downs consist of indentations in the concrete with metal bars or brackets set across them allowing a rope or other restraint to be passed underneath the metal without the metal protruding from the ground level. At Buildings 11 – 14 tie downs embedded into the concrete paving are spaced on a 10' x 12' 6" grid with some minor variations. Utility

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enclosures, fire equipment, and monitoring wells in the pavement are also ubiquitous in the area. Many utilitarian features in this portion of the historic district appear to be remnants.

Site furnishings in the Operations Area within the historic district are typically functional pieces to support personnel working in the area, however a few ornamental elements are also present. The area at the southeast corner of seaplane hangar Building 39 includes five picnic tables six rectangular concrete planters, two round concrete planters, and two trash receptacles. Two round pots and two ash urns sit south of the building. A table and chairs are also present south of Building 77, along with a bicycle rack, and a trash receptacle. In the north-south oriented area from Building 23 to the Control Tower are similar site furnishings, including recycle and trash bins, a picnic table, chairs, a wood bench, two terracotta planters, an ash urn, a communal mailbox, and news-racks. A bus stop on Ferry Point Road also includes a bench, sign, and bollards.

Fencing, lighting, and signage are prevalent features throughout much of the Operations Area, including those portions within the historic district. There are many fences throughout the Operations Area, some permanent but most are temporary/portable 6' or 8' chain link fencing, with and without barbed wire. Fencing is used to control access and to sub-divide large areas for storage and other private activities. Typical cobra head lights are present throughout the area except northeast of Building 40 where there is one unique light. Traffic signs are the most common in the area, but there is also a triangular sign at Building 77 for the museum, and a new Creative Technology sign on Building 22. A round concrete and brick base with a rectangular wood sign is located at the west side of the Control Tower.

Although the location and orthogonal shape of the Seaplane Lagoon are its most prominent features, the presence of utilitarian structures and features helps define the purpose and function of the lagoon. The bulkhead on the north side of the Seaplane Lagoon is concrete with diagonal supports extending into the bay and four evenly spaced ramps approaching the water. An 8' chain link fence runs east-west along the top of the bulkhead for about 80'. There are 10' long wood curbs, spaced about 50' apart at the edge of the bulkhead. One buoy is floating in the northwest quadrant of the lagoon.

The remnants of a pier and docks are present along the east side of the Seaplane Lagoon. A hexagonal pier, south of center along the east side, was built in the 1970s, however is in disrepair and has been blocked off and marked with a no-trespassing sign warning of potential environmental hazards. There are two dock remains north of the hexagonal pier. Both are concrete structures, one 10' x 13', T-shaped with four ship tie downs, and the second 6' x 7' with two tie downs. There are five additional similar concrete structures at the lagoon south of the hexagonal pier.

A wooden boat dock with gang planks to access boats extends north from Pier 1 on the diagonal southeastern corner of the Seaplane Lagoon. This area also has timber dolphins set in the water to prevent boats from hitting Building 64. Rip rap continues to this point and beyond. Metal and wood bridges provide access to Buildings 15 and 64.

Most of the monuments in the Operations Area are associated with Building 77. Three flagpoles are present around the building, one with a crossbar and no flag, and two on the south side of the building, with flags attached. An anchor and four stone monuments with plaques are also installed at Building 77. There are also historic vehicles on display at this building, but these are not considered monuments in the same sense as the monuments on the north side of Building 1 or the displayed aircraft (on loan to the station) by the East Gate. The three gun saluting battery adjacent to Building 19 installed in the 1950s is identified as Building 380.

There are very few vertical hardscape elements in the Operations Area of the historic district. The Seaplane Lagoon revetment is a coarse stone rip-rap with timbers. There are three small concrete objects or footings at the northeast corner of the lagoon.

Hardscape in the Operations Area includes numerous curbs and beams throughout. There are several 14" x 14" x 15' concrete features, some larger, and some Y-shaped, at various locations. They are used as curbs or barriers or simply stockpiled in places. South of Buildings 12, 39, and 400 there are a series of new large, curbed, rectangular objects in the taxiway area being used to clean soil. There is a row of modular concrete pads about 30" x 36" with steel pieces at Building 15 to Building 601.

4.1.2 Areas Outside NAS Alameda Historic District

The description of existing conditions of the landscape outside the boundary of the NAS Alameda Historic District is divided into the Administrative Core, Shops, Residential / MWR, and Operations areas. While some fragmentary elements of the historic designed landscape exist outside the boundary of the historic district, they are not character defining of the cultural landscape. In many cases, the areas outside the historic district boundary were not included in the original station plan or planting plan and therefore do not have a strongly articulated design. Generally, the elements of the landscape outside the historic district are far less defined or have lost substantial historic integrity. The rigid cross-axis around which most of the station's orthogonal grid is sited is less of an organizing principle in the areas outside the historic district, particularly in those portions of the station in the Shops Area, Residential / MWR Area, and Operations Area. The formal planting found in the Administrative Core, Shops Area, and Residential / MWR Area of the historic district are also almost completely absent in the parts of the station outside the boundary of the historic district. Finally, the architectural styles found in

the district are absent outside of the district where most buildings are simple functional or utilitarian structures with little or no stylistic detail.

4.1.2.1 Administrative Core

The portion of the Administrative Core not within the boundary of the historic district is the former enlisted personnel recreational area located north of West Redline Avenue and west of Lexington Street. This area includes the Enlisted Men's Swimming Pool (Building 76), Gymnasium (Building 134), a baseball playing field (Building 422) and bleachers (Building 381). An industrial waste pumping station (Building 562) clips the northeast corner of the playing field. A modern skate park has been built on the west side of the gymnasium and pool parking lot. See Land Use Diagram in **Appendix A2**.

Spatial Organization

West Redline Avenue is the only street running through this area that is aligned with the main organizing axes of the station. The spatial organization of this area has changed with the removal of buildings on the north side of West Redline Avenue for the expansion of Runway 7-25 in the early 1950s. Historically, the area west of Building 134 was densely developed with nine buildings / structures and with twelve tennis courts north of Building 76.

Presently, a large percentage of the land in this area is sparsely developed with a large open paved area for surface parking and open space for a playing field.

Views and Vistas

The panoramic view from West Redline Avenue includes San Francisco, Yerba Buena Island, the Oakland-San Francisco Bay Bridge, and Mount Tamalpais (**Photograph 68** and **Photograph 119**). This view is also present within the historic district.

Topography

The Administrative Core is essentially flat, except as noted.

Vegetation

The southwest corner of Building 134 has a similar setback planted with lawn found at other buildings in the Administrative Core, and is the only remaining original landscape feature in this area. Foundational shrubs along the south and east sides of Building 134 and flanking the entrance on the south side of the building appear to be modern replacements. Weeds have grown in the area between Buildings 76 and 134. A row of trees are planted along the west side fence around Building 562. The playing field lawn and skate park lawn is maintained. A row of

shrubs have been planted along the west fence line of the skate park. (See **Appendix A2, Area 1 Vegetation**).



Photograph 119: West Red Line Avenue Building 134 at right, view of San Francisco in background.



Photograph 120: Large open paved area west of Buildings 76 and 134.

Circulation

Circulation in this area is designed to accommodate vehicle and pedestrian traffic. Roads within this area are all two-lane, one in each direction (**Appendix A2, Circulation**). Pedestrian sidewalks wrap around the south and west sides of Building 134 and a sidewalk along the south side of the playing field connects to the sidewalk from main gate. A large parking lot with diagonal striping is located north of West Redline Avenue (**Photograph 120**).

Water Features

There are no bodies of water located within the Administrative Core.

Structures, Furnishings and Objects

The various buildings and structures present in the Administrative Core reflect the recreational land use found in this area. As previously noted, there is also a high proportion of open area in this part of the station. Buildings 76, 134, and 562 have little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station. Like other areas of the station, fencing is generally chain link. A half-barrel wood planter is located at the main entry of Building 134. A built-in concrete planter is located at the southwest corner of the playing field backstop, which is a raised concrete base with metal bleachers.

4.1.2.2 Shops Area

The southeast area of the station is defined generally by the Shops and Operations areas of the station south of West Tower Avenue and east of the Seaplane Lagoon and waterfront area. Organized in terms of functions, it also includes a small rectangular area north of West Tower Avenue, between the Shops Area and the residential family housing, and a narrow strip of developed land between the west edge of the Seaplane Lagoon and a marshy area in the southeast corner of the Airfield. It does not include the areas south of West Hornet Avenue, east of Skyhawk Street, north of Oriskany Street, or east of Orion Street, north of West Atlantic Avenue, which are MWR Areas described in the Residential / MWR Area. See Land Use Diagram in **Appendix A2**.

Spatial Organization

The southeast Shops Area of the station is laid out loosely on an orthogonal grid, but with a number of prominent exceptions. West of the East Gate, the oval lawn that traffic circulates around prevents West Atlantic Avenue from being a linear spatial organizer stretching from the north edge of the Seaplane Lagoon east through the East Gate. The diagonal path of the railroad running southwest to Pier 2 also visually and physically interrupts the orthogonal grid. The

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natural contour of the southern edge of the station creates the triangular wedge that makes up the southern portion of the Residential / MWR Area (see section below). West Tower Avenue is the only street running through this area that is aligned with the main organizing axes of the station. Other secondary streets like West Seaplane Lagoon, West Pacific Avenue, and West Ticonderoga Avenue form a grid, but the spaces do not read as strongly orthogonal. The sparsely placed buildings in this area also detract from the sense of a strong grid because there are not closely aligned buildings that create a straight “edge.” The small area west of the Seaplane Lagoon is only spatially tied to the rest of the station by the visual extension of Monarch Street south along the west edge of the lagoon; the few buildings in this area face this street.

A large percentage of the land in the southeast area Shops Area is sparsely developed (**Photograph 121**). There are many acres of land that are either fallow, open paved areas for surface parking, or enclosed by fencing for storage of equipment. As such these areas lack strong spatial definition. The roads are the predominant spatial organizing feature, and many of them lack demarcating features found on other roads throughout the station, such as curbs, gutters, or sidewalks, and many also lack clear, visible striping to mark the driving lane.

The southeast Shops Area of the station is extensively paved in asphalt or concrete. Typically, spaces between buildings are paved and there are no curbs, sidewalks, or paths. The density of development is sparse in the southeast area of NAS Alameda, and the few large buildings are interspersed with larger vacant spaces (**Photograph 122**). The scale of buildings also varies from small storage containers to large, warehouse buildings such as Building 117. The size of the blocks also varies in the Southeast area. North of West Atlantic Avenue there are six blocks, generally of the same size and proportion – 990’ east-west and 325’ north-south. South of West Atlantic Avenue block size and orientation is inconsistent and generally larger.

A variety of land uses are currently visible in the southeast Shops area of the station. These uses include storage of equipment, vehicles, dumpsters, boats, boat trailers, shipping containers; as well as truck, trailer, and motor-home storage; a corporation yard; and various commercial enterprises including self-storage.



Photograph 121: Buildings in the Southeast area are not a strong spatial organizer. Also note lack of curbing. Camera facing west at intersection of Skyhawk Street and West Pacific Avenue.



Photograph 122: Many spaces in the Southeast area are sparsely developed; facing northwest from West Oriskany Avenue, Building 169 in foreground, Building 168 in background.

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Several sets of railroad tracks traverse the Southeast area, running north-south, parallel to Orion Street, or diagonally between West Atlantic and the piers. This track draws a strong diagonal line through the area that detracts from the grid pattern of the streets and divides buildings and functional spaces. In the places where the railroad tracks turn, curved tracks subdivide blocks or spaces between buildings with arcs.

Views and Vistas

The relatively sparse and low-profile development in the southeast Shops Area of the station, and its proximity to the shoreline along the southern edge, provides the setting for many views of the environment surrounding NAS Alameda. A wide view from Ferry Point Road, north of Building 68, takes in the City of San Francisco, the Transamerica Building, both spans of the San Francisco Oakland Bay Bridge, the Marin Headlands, the Seaplane Lagoon, the seaplane hangar buildings, cranes in the Port of Oakland, the East Bay Hills, and downtown Oakland and Tribune tower. From West Atlantic Avenue at the East Gate there is a view of Bayporte Housing east of the station. The City of San Francisco is in view from West Seaplane Lagoon (**Photograph 123**). At Orion on West Atlantic Avenue, there is a view of the East Bay hills. Looking east on West Oriskany Avenue there is a view of trees in the City of Alameda.



Photograph 123: Looking west on West Seaplane Lagoon, east of Orion Street. Notice low density of building development, lack of vegetation, extensive paving, and view of San Francisco in background.

Topography

The Shops Area is essentially flat.

Vegetation

Planting in the southeast Shops Area is sparse, reflecting the industrial nature of the operations located in this area. The only formally planted area is in the oval lawn just west of the East Gate. The other limited planned vegetation occurs in planters and along the rip rap edges of the station. Shrubs in raised planters accent three entries to Buildings 167, and iceplant, coyote bush and pride-of-madera grows in small clusters along the rip rap edge (**Appendix A2, Areas 1, 2 Vegetation**).

The formally planted area in the oval shaped lawn surrounded by the split of West Atlantic Avenue has a Monterey cypress with a trunk diameter measuring 8'6" in diameter (**Photograph 124**). This large, sculptural tree at the east end of the oval-shaped lawn is a focal point. Shrubs are used as an accent in a circular planting around the A-7 Corsair aircraft mounted on a pedestal in this lawn. There are a variety of flowering shrubs and perennials here including: Iceland poppies, pansies, pelargonium, wooly-blue-curls, euryops daisies, breath-of-heaven, lavender, and dusty miller.



Photograph 124: Monterey cypress tree at oval-shaped lawn, near the East Gate; facing southwest.

Circulation

Circulation in the southeast Shops Area of the station accommodates heavy vehicles and trains, with very few sidewalks or paths present in this area (**Appendix A2, Circulation**).

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Roads in the southeast Shops Area are typically straight, paved, and two lanes, one lane in each direction with faded striping. Some atypical roads are also present. In a deviation from the orthogonal alignment, the roadway curves around the oval lawn near the East Gate, and there are also two and three lanes in each direction around the lawn. East of the Piers 1-3 there is a poorly defined paved area, with unclear or non-existing markings for the driving lanes.

Several sets of railroad tracks run throughout the southeast Shops Area including the blocks between Ferry Point Road and Orion Street. Two sets of tracks run through Building 67.

Although curbs are largely absent from the southeast Shops Area of the station, there are a few segments of curbs at various locations. Often, long wooden beams are used as barriers in this area instead of formal curbing. Curbs appear north of Building 66, on West Seaplane Lagoon, Ferry Point Road, West Atlantic Avenue (with integral gutter) and Orion Street. On West Atlantic Avenue there is a 12" wide x 10" high curb on the south side of the road, and there is a 9" curb west of the fence on the east side of Skyhawk Street. Few ramps are present in the Southeast area to help facilitate circulation; one is present on the north side of Building 564.

This area has the most, and the largest parking areas on the station. As such, the design of the southeast Shops Area does not accommodate pedestrian traffic and there is only one formal sidewalk present in the area. There is a 12' concrete sidewalk on the north and south sides of West Atlantic Avenue. A curving path crosses the oval lawn at the mounted aircraft west of the East Gate. There is one example in this area of railroad tracks that have been converted to trails to accommodate pedestrians. A 4' wide concrete trail, paved between the railroad tracks, parallels West Atlantic Avenue through the site to Ferry Point Road north of Building 68.

Water Features

There are no permanent bodies of water located within the Shops Area; however, it is located adjacent to the Seaplane Lagoon.

Structures, Furnishings and Objects

The various buildings and structures present in the southeast Shops Area reflect the variety of land uses found in this area. As previously noted, there is also a high proportion of open or fallow area in this part of the station. Buildings vary in construction material and scale, with little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station.

Like other areas of the station, fencing in the southeast Shops Area is generally chain link, with and without barbed wire, with and without slats, and either 4', 6', or 8' tall. Other styles of

fencing are present in specific areas. There is an ornamental iron fence at the East Gate, and at the entry to the commercial self-storage yard. A wood rail fence is present at the park area in the southeast corner of the station, and there is a solid board, wood fence at Building 414. Signage in the area is almost exclusively traffic signs.

Site furnishings in the southeast Shops Area of the station are a typical eclectic mix of utilitarian and recreational elements, similar to what is found in other areas of the station. Utilitarian features include various styles of trash receptacles, fire hydrants surrounded by bollards, vaults, and monitoring wells, shed structures, containers, tanks, loading docks and ramps, chain link enclosures, mailboxes, and an observation tower north of Building 292. There are eighteen planters on West Atlantic Avenue west of Orion Street. Precast concrete bollards, 12" diameter and 3' high sit between each planter. Other elements in the Shops Area are tie downs, modular, and concrete pavers.

The only monument in the southeast Shops Area is the mounted aircraft near the East Gate.

4.1.2.3 Residential / MWR Area

Most of the area of the station outside the boundary of the NAS Alameda Historic District to the east, and extreme southeast was devoted to residential family housing and MWR activities. The family housing area is located in the northeast corner of the station and is bound by Main Street to the north and east, West Tower Avenue to the south, and the edges of the Officers' and CPO Housing to the west. The area south of this to West Oriskany Avenue and bound roughly by Orion and Skyhawk streets, and the triangular shaped wedge south of West Hornet Avenue is an area previously used primarily for subsistence and recreational activities. See Land Use Diagram in **Appendix A2**.

Spatial Organization

The 1960s family housing area is one of three types of residential housing found in the northeast corner of the station; the other two are Officers' Housing and CPO Housing, which are both within the boundary of the historic district. Each grade of housing is separated from the other with park-like open spaces. A large open space, now a community garden, is a buffer where the three types of housing meet (**Photograph 125**). The 1960s family housing area is further divided by rank into officers' family housing and enlisted family housing. This division occurs on Corpus Christi Road west of the CPO Housing, along Corpus Christi Road to Orion Street then south on Orion Street to Midway Avenue with officers' family housing north, and enlisted family housing south. Officers' family housing is further divided into single family homes along Pearl Harbor Road and Barbers Point Road, and multi-family homes south of the loop formed by Pearl Harbor Road and Barbers Point Road.



Photograph 125: Central community garden, camera facing west.

The density of development in the Residential / MWR Area is generally uniform, but there are subtle differences. The proportion of land covered by buildings in the multi-family housing area is the lowest density of all residential areas on the station. Although this area has the greatest amount of open space, it also has the highest density of population because of the use of multi-family housing units.

The streets within the officers' single family area echo the original Officers' Housing layout (**Photograph 126**), with single family homes orientated towards the street, although without a rigid set back. The street layout in the multi-family housing area is not as clearly defined as it is in the Officers' and CPO Housing areas. Here, the layout of the buildings, within large areas defined by major streets, is the primary organizing feature. The streets themselves are a mixture of curved and straight, with turnouts into off-street parking areas and carports. Trees in the family housing areas are generally sparse.

The layout of buildings in both enlisted and officers' multi-family housing creates central open spaces in each block (**Photograph 127**). These spaces provide communal play areas for children and most have playgrounds. They are planted with lawn and trees, and with occasional shrubs.



Photograph 126: Single family housing general view; camera facing northeast.



Photograph 127: Organization of multi-family area between Tower Avenue and Stardust; camera facing northwest.

Spatial organization in the MWR Areas within the southeast portion of the station is even less dictated by the axial layout than other areas. The Residential / MWR Area along the eastern boundary of the station is loosely organized into large blocks; however, building density is low and does not emphasize the grid. The other Residential / MWR Area at the farthest southeastern corner of the station deviates entirely from the orthogonal layout because it follows natural contours and is wedge-shaped.

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Current land uses within the Residential / MWR Area include vehicular and pedestrian circulation, private backyards, ornamental planting, playgrounds, dumpster storage, trash and recycling bins, open space, clothes drying, community gardening, commercial activity, recreational soccer fields, auto hobby shop, a soccer club, a park, picnic area, and marina facilities. The marina facilities are a collection of features no longer in use with the bridges and docks fenced off. The park is associated with the Bay Trail and includes a 5' wide rails-to-trails path, an asphalt path out to and along the shoreline, a kiosk with notices, signage, picnic tables and benches, and boat tie downs.

Views and Vistas

Most views within the Residential Area are limited because the curvilinear streets prevent long views and irregular building orientation and vegetation prevents focal points. Along the northern edge of the Residential Area, the Port of Oakland and East Bay hills are visible between and above screening trees. Along Midway Avenue, one of the few straight streets in the area, Alameda Bayporte housing, is visible outside of the station (**Photograph 128**). The central community garden is visible from various locations throughout. Wide views of the San Francisco Bay and San Francisco are available from the MWR Area at the southern edge of the station.



Photograph 128: View along Midway Avenue, only long view within housing area, camera facing east.

Topography

The Residential / MWR Area is essentially flat with minimal pitch as needed for drainage.

Vegetation

Planting in the residential areas in the northeastern quadrant of NAS Alameda is the densest on the entire station but there are fewer trees and shrubs in the 1960s family housing areas than in the Officers' or CPO Housing areas. The MWR Areas are sparsely planted in relationship to formally planted areas of the station, even though they are the most planted parts of the southeast area of the station.

Lawns are characteristic of all residential areas on the station. Lawns fill the interior spaces enclosed by the multi-family housing buildings, which would have provided a protected play area for children, and an area surrounding each of the single family homes. The multi-family and single family units are deeply set back, as in other portions of the station, although their orientation towards each other does not clearly define the set back. Portions of the multi-family housing are no longer occupied and the lawns are not as well maintained as in other residential areas, and have died. This is the case in the unoccupied areas east of Orion Street (**Photograph 129**). There are planting strips between the curb and sidewalk on portions of West Midway Avenue and on Orion Street. In contrast, there is a well maintained area near the occupied apartments at West Tower Avenue and Moonlight Terrace.



Photograph 129: Typical vegetation in the enlisted family housing area; camera facing north.

Although trees do not strongly characterize the setting of the family housing area, there are instances where tree plantings do contribute to the spatial organization of the area. One of the

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most defined tree-rows on the entire station is a row of *Eucalyptus polyanthemos* on West Tower Avenue west of Orion Street. A row of myoporum also lines the north side of West Tower Avenue. Other trees in the family housing areas are mulberry on Stardust Place, sycamore on Rainbow Court and Orion Street east of Building 152, and sweetgum on West Midway Avenue at the gate. There is also a square of lawn east of Rainbow Court with four sycamore trees.

There are few to no shrubs throughout the family housing areas. The only hedges in the area are a row of photinia in the parking strip on the south side of West Midway Avenue that has not yet formed a hedge, and an escallonia hedge at a dumpster in the southwest quarter of enlisted family housing area.

There is a community garden between Main Street and Barbers Point Road in the officers' family housing area. Features include wire fencing, an outdoor oven, picnic tables, drip irrigation, fruit trees, berry vines, raised beds, plastic greenhouse, a storage container, a shade structure, compost, and a basketball backstop. To the north of the garden is a fallow open space, and north of that is a commercial nursery.

Plant types in the MWR Areas include thirty-six species of trees, and forty-four species of shrubs and perennials. Tree types include eight coniferous species, seven deciduous trees, twenty-one broadleaf evergreens and two palm species. Only two species are for flower display. There are much greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Most tree species are found only at one location within the area. Trees used repeatedly include: black acacia, Monterey and Italian cypress, ironbark eucalyptus, Monterey pine, and Lombardy poplar. No particular species of shrub is used in great number (**Appendix A2, Area 1 Vegetation**).

Tree rows include two groups of strawberry trees planted in concrete planters at the East Gate on West Atlantic Avenue. Rows of redwood trees are planted around the perimeter of the playing field just south of the East Gate. There is a row of mixed pepper trees in a 9' wide planting strip on the south side of West Hornet Avenue, and two rows of Lombardy poplars perpendicular to the pepper trees west of the Fleet Recreation Center.

Shrubs are used to feature entries at a few locations. The most extensive shrub plantings in this area are found at the East Gate and the south side of West Atlantic Avenue. They are also used in front of Building 608, at the entrance to the storage facility north of Building 608, and at the park entrance near Dock 5. A tall, lush hedge of Australian tea tree provides a good screen at the southeast corner of the station. There are a limited number of shrubs growing under the tree canopy in the park south of West Hornet Avenue.

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The planting in the park associated with the Bay Trail at the south end of the station consists mostly of closely spaced trees and a few understory shrubs (**Photograph 130**). Predominant trees are Monterey cypress, allepo pine, redbud, oak, Italian stone pine and alder. Shrubs include lemonade bush, coyote bush, toyon, and pride-of-madera. The dense cluster of sizeable trees is in distinct contrast to most of the southeast MWR Area that is devoid of any kind of planting. East Bay Regional Park likely did this to distinguish the park from the rest of the station.

Lawn planted at either side of the East Gate on West Atlantic Avenue contributes to the effect of a formal welcome area. There are less formal lawns at the West Pacific Avenue entry, and south of the West Oriskany Avenue entry. Lawn is also planted in the sport field south of the East Gate and in the park south of West Hornet Avenue to accommodate recreation uses. There are planting strips with lawn at a few locations, but generally there are few if any sidewalks and no planting stripes between the curb and sidewalk.

Generally, the condition of most plants in the Residential / MWR Area is good. Formal lawns are well maintained, shrubs are pruned or naturally low-growing and fallow areas are kept neat and trim. Species are well adapted to the marine environment and require minimal maintenance.

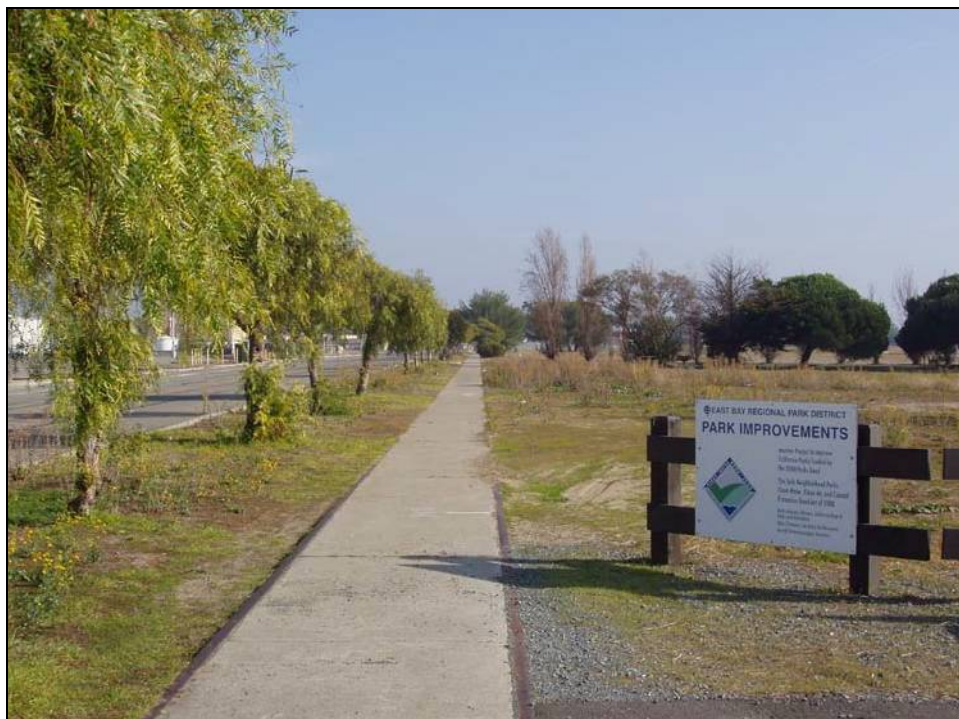


Photograph 130: Vegetation and Bay Trail present at recreational area at south end of station.

Circulation

Circulation in the Residential / MWR Area is designed to accommodate vehicle and pedestrian traffic. Roads within this area are all two-lane, one in each direction (**Appendix A2, Circulation**).

Many areas in the Residential / MWR Area do not have sidewalks. Where they occur they vary in width from 3' to 6', widening to 12' at corners. Sidewalks are present on only one side of the street in many areas. Sidewalks in the enlisted family housing area are not uniform in width. There is a 5' sidewalk on Stardust Place, and on Orion Street and Rainbow Court at Building 78, a 6' sidewalk on the north side of West Midway Avenue, and a 3' sidewalk on Sunrise Court. The area on the north side of Building 152 is paved from the back of the sidewalk to the face of the building. Many sidewalks in the area are in very poor condition. Remnants of a sidewalk are present along Serenade, and a 5' wide sidewalk in poor condition lines West Tower Avenue, west of Orion Street for half the block between Orion Street and Moonlight Terrace. On the south side of West Midway Avenue the planting strip has been paved over. The recreation area at the southernmost portion of the station is more accommodating to pedestrians. There is a formal sidewalk south of West Hornet Avenue, east of Building 542 to Dock 5 and there are three secondary paths to rectangular paved pads with 6' wood park benches and wood trash containers on the north side of the building. There is also another railroad track segment converted to a trail that parallels West Hornet Avenue at the sports field (**Photograph 131**).



Photograph 131: Rails-to-trails path along West Hornet Avenue.

Paths in the family housing area are typically narrow, and associated with open spaces. The single family officers' homes have short paths from the driveways to the front doors. These are the only paths in that area. Among the multi-family buildings, narrow paths, laid out in straight lines connect the various buildings skirting the edges of open spaces. These paths do not connect to the rear of any building, but to the front or side. There are typically 3' wide concrete paths on one side of parking bays connecting the parking with the building entries. Notable paths include a 3' wide concrete path in the enlisted family housing bisecting the open space between West Tower Avenue and Stardust Place in the block west of Orion Street, and a 15' wide path connecting two buildings located at Moonlight Terrace and West Tower Avenue. The area west of Rainbow Court containing barracks Building 78 retains original orthogonal paths approaching four entries.

A few ramps in the Residential / MWR Area also facilitate circulation. Ramps lead up to doors and a set of stairs north of Building 152, and are also present north of Building 564, at the office trailer north of Building 608B, and on the south side of Building 90.

There are some off-street parking bays in addition to carport parking in the residential area. Communal parking in the multi-family housing areas is sometimes just off the street, but more often set back and accessed via a short drive between the road and parking area. Driveways are narrow with 6" curbs that transition from rolled to square curbs at parking bay approaches. The parking lot south of Building 613 is divided by five north-south running curbs.

Water Features

There are no bodies of water in the Residential / MWR Area on NAS Alameda.

Structures, Furnishings and Objects

Most of the buildings in the 1960s family housing areas are multi-family structures. There are some single-family officers' houses in the northern part of the family housing area. The single family homes are based on four floor plans, rotated or mirrored to create a greater sense of diversity in the landscape. The multi-family buildings also use standardized floor plans, although the diversity of plan is less visible on the outside. These buildings are generally uniform in plan and constructed in a very modest minimalist style. Structures present in the area include the typical mix of utilitarian structures present in other areas of the station as well as elements associated with residential family life, like tot lots and community gardens.

Fencing in the family housing area encloses small private yards behind the single family houses, leaving large open spaces between the rows of houses (**Photograph 132**).

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Photograph 132: Fenced yards in single family housing area between Barbers Point Road and Pearl Harbor Road, camera facing southeast.

The fencing varies in style, materials, and heights. Metal fencing includes 3', 5', 6' and 8' tall chain link fencing, and one ornamental iron fence with a gate on West Midway Avenue near the entry. Wood fencing, generally unpainted, includes plain board fences, lattice fences, pickets, and combination board and lattice. Utilitarian chain link fencing surrounds Building 152.

Lighting in the enlisted family housing is a mixture of two styles, 12-15' black poles with "chinese cap" luminaire, and bollard lights with metal, angled light fixtures.

Lighting fixtures in the Residential / MWR Area are also varied. Box lights with bronze finish on round, wood poles are present at the parking lot south of Building 118 and along the rails-to-trails path. Cobra head lights on stainless steel poles occur in the parking area south of West Hornet Avenue. There is one double-headed cobra light on the east side of the gate at the East Gate on West Atlantic Avenue and one at Ticonderoga Avenue and Ferry Point Road. A large, boxy light on a green metal pole is present in the parking lot west of Building 608. Metal and acrylic box lights on wood poles are present in the camping and park areas at southeast corner of station.

The family housing areas do not contain the eclectic mix of site furnishings found in the Officers' and CPO Housing areas. There are communal mailboxes, clothes line poles, newsstands, and a portable basketball standard north of West Tower Avenue, east of Sunrise Court.

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Carports are common structures within the family housing areas. Each single family house has a carport and carports are either attached to the multi-family units or incorporated into the multi-family buildings. Freestanding carports are provided for the units on Lemoore Road opposite the community garden and open space (**Photograph 133**). A communal carport in the enlisted housing area, on Serenade Place, has a 30' wide entry drive. Typically, drives are narrow in this area; however, one other wide drive occurs on Moonlight Terrace north of West Tower Avenue.

Playgrounds in the family housing are located midblock, on the south side of West Midway Avenue; midblock, west of Orion Street; and north of Building 533. Amenities include climbing structures, slides, benches, trash containers, barbecue facilities, swings and fencing (**Photograph 134**). Most equipment is relatively new and in good condition. There are two shade structures near the tot lot on West Midway Avenue.

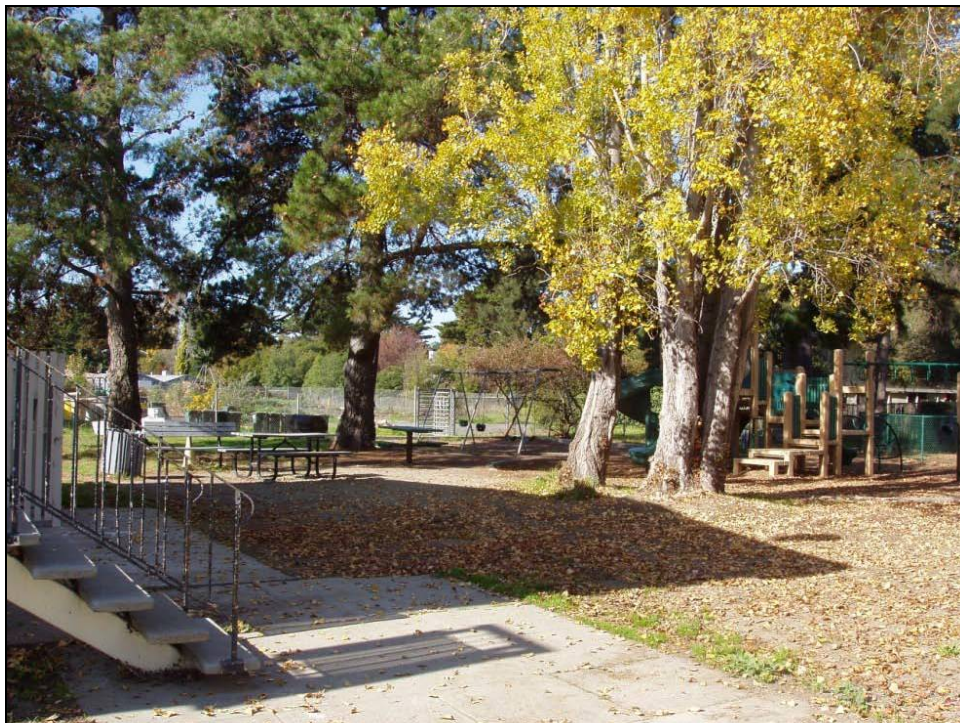
Common structures throughout the family housing area include wood message boards, traffic signs, various irrigation equipment, freestanding dumpsters, and concrete masonry unit (CMU) dumpster enclosures in the southwest quarter of the enlisted family housing area. Other structures present in the area are steel barriers protecting the utilities east of Building 152, shed structures at the north and south sides of Building 78, a wood shade structure at a kiosk on Rainbow Court, a small CMU structure on Moonlight Terrace north of Building 78, and two building foundations south of Stardust Place at Moonlight Terrace.

Site furnishings in the MWR Areas include a sitting area on the south side of Building 118, a shade structure, picnic facilities, and a sports field with equipment near Building 542. Picnic tables are present in the East Bay Regional Park areas. Planters adorn building exteriors in a couple of locations. Southwest of Building 90, seven 5' x 3' high precast planters line West Atlantic Avenue. Signage in the Residential / MWR Area includes an Alameda Point Leasing and Management sign in the lawn at the East Gate, a sign at the soccer field on Main Street, and a wood sign on telephone pole posts at the East Bay Regional Park near Building 342.

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Photograph 133: Freestanding carports along Lemoore Road, camera facing southeast.



Photograph 134: Variety of amenities located west of Orion Street amid multi-family housing; camera facing northwest.

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The hardscaping in the Residential / MWR is primarily patios, parking, curbs, swales, loading docks, and a recreation area. Multi-family buildings have a concrete pad, often enclosed by a fence, attached to each building that originally served as clothes drying yards (**Photograph 135**). In areas with slight elevations these may have a supporting retaining wall along one side.

Other hardscape features in the family housing area include concrete swales, a paved area north of Building 78 for parking or a court games, and a 20' x 20' concrete pad south of Sunrise Court with a narrow path connecting to West Tower Avenue.

Also present at the north side of Building 542 are the remains of a sign, three wood planters painted the same blue that is used in the Administrative Core, two precast planters (no plants), and news racks.



Photograph 135: Fenced drying yard.

4.1.2.4 Operations Area

The Operations Area outside of the boundary of the NAS Alameda Historic District is comprised of the Airfield and waterfront area. The Airfield is located on the west half of the station. The land area generally forms a square measuring roughly 5,400' in the north-south direction and 6,100' east-west. Three sides of the Airfield are defined by a riprap edge at the water of the Oakland Inner Harbor to the north, and San Francisco Bay to the west and south. The west sides of landplane hangars Buildings 20 through 23, Building 24, and Building 19 define the fourth (east) side of the Airfield. The waterfront area includes the Carrier Piers Area located south of the Seaplane Lagoon. See Land Use Diagram in **Appendix A2**.

Spatial Organization

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Within the Airfield area, other than the paved runways and taxiways, development is very low. Buildings and structures are located at the periphery of the Airfield leaving the vast majority of the area open and without vertical features (**Photograph 136**).

The southwest corner of the Airfield is elevated, approximately twenty feet, and is dedicated to open space – ponds and marsh habitat. There are no buildings or structures in this portion of the Airfield. The southeast corner of the Airfield is also a pond and marsh habitat (**Photograph 137**). Depending upon the vantage point, the spatial organization of the Airfield appears either vague or very defined. From some positions the Airfield appears as undifferentiated fallow land or vast expanses of pavement (**Photograph 136**), but the view along Runway 13-31 provides a perspective of the spatial organization – a straight, unimpeded band of pavement 400’ wide and 8,200’ in length (**Photograph 138**). This organizing feature is repeated in each runway and taxiway with different orientations. Bold markings on the pavement reinforce these strong organizing features.



Photograph 136: The Airfield has extensive concrete and asphalt paving, few vertical obstructions, and panoramic views of the San Francisco Bay Area; facing northwest.



Photograph 137: Marsh at southeast corner of Airfield, Building 29 in background; facing southeast.



Photograph 138: Runways are a strong spatial organizer in the Airfield; north end of Runway 13-31 facing southeast.

In this vast landscape small features like a clump of willow or the tetrahedron provide orientation and focal points. The elevated earthen mound magazines, in an otherwise flat landscape also provide orientation and focal points. The north-south alignment of magazines Buildings 56, 57, and 58 and the east-west alignment of the pairs of Buildings 353 and 354, and 50 and 51 along

with their associated access roads, introduce spatial organization to the westernmost areas of the Airfield on the east and north edges of the ponds area, and south of Taxiway H.

The treatment of the three coastal sides of the Airfield is also important to the visual definition of the area. The Airfield is revetted with non-uniform rip rap along the bay and channel edges. Most of the rip rap is irregularly shaped stone or concrete rubble (**Photograph 139**). Exceptions occur south of the pond area where cube shaped pieces are laid in a straight, level line, creating a visually strong edge, and at the southeast corner where very large boulders, carefully lined up, also form a strong edge. At one point in the southeast corner the rip rap is paved over with cracked concrete.



Photograph 139: Riprap along north edge of airfield, facing west.

Land uses in the Operations Area of the Airfield currently include jogging, ammunitions storage, weather monitoring, equipment storage, and a corporation yard.

The spatial organization of the waterfront area includes a density of support buildings near the Piers 1, 2, 3 and the wharf and a large expansive parking lot (**Photograph 140**). Additional modern shop buildings with large paved areas used for parking and storage are on the east side of the parking lot (**Photograph 141**). Within the waterfront area land uses include storage for vehicles, boats, boat trailers, shipping containers, and motor-homes (**Photograph 142**).



Photograph 140: 2005 aerial photograph showing the Waterfront area outside the boundary of the historic district.¹⁹³



Photograph 141: Parking lot in waterfront area with Building 584 in background, facing east.

¹⁹³ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.

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Photograph 142: Waterfront area with carrier piers in background, facing south

Views and Vistas

Most places on the Airfield provide 360 degree views of the surrounding environment (**Photograph 143**). There are particularly good views of the City of San Francisco, the San Francisco Bay, both spans of the San Francisco-Oakland Bay Bridge, the Port of Oakland, San Bruno Mountain, Marin, Mount Tamalpais, the East Bay Hills, and the east portion of the station, particularly landplane hangars Buildings 20 through 23. A particularly clear view is afforded from the elevated position provided by the levee at the southwest pond area.

From Pier 3 there is a wide view of the bay, the trees in the city of Alameda, the breakwater, an island to the southeast, and views of ships, piers, and barges. At the centerline of West Hornet Avenue the view is terminated by a warehouse in the east, but to the west the view runs down the south side of the *USS Hornet*. From this vantage point there are views of the Bay and breakwater, and all the ships, and cranes to the north over the tops of hangars. From Viking Street there are views of Piers 1, 2, and 3, San Francisco and South San Francisco, and the San Francisco - Oakland Bay Bridge.



Photograph 143: View from Airfield – views of San Francisco; facing west.

Topography

The Operations Area generally has flat topography. The southwest corner of the Airfield is elevated, approximately twenty feet, and is dedicated to open space – ponds and marsh habitat.

Vegetation

Although the vegetation exhibit for the Airfield shows a large proportion of green, essentially all of this area is vegetated with low grasses and other herbaceous plants in fallow or marshy areas. The extent of vegetation intentionally planted is very limited. Plant types include ten species of trees, and thirteen species of shrubs and perennials. Tree types include two conifers, two deciduous trees, and six broadleaf evergreens. One fig tree was found in the northwest corner, south of Taxiway C.

There are a few trees at the perimeter of the Airfield, including a grove of Monterey cypress in the marsh area in the southeast corner of the Airfield, a mixed mass of Sydney acacia and green wattle west of Building 353, and a mixed grouping of trees at Building 403 including a she-oak – the only example of this genus on the station. There is a row of black acacia beyond the north end of Runway 13-31 (**Photograph 144**), and eleven trees on the north shore along the Oakland Estuary east and west of Pier 4. One black acacia is growing on top of Building 443, which is a water tank. Two myoporum trees exist south of the Building 528 foundation.



Photograph 144: Row of black acacia beyond the north end of Runway 13-31; facing north.

Shrubs include a large mass of willow in one of the fallow areas south of Runway 7-25 and smaller groupings of willow west of Building 57, north of magazine Buildings 50 and 51, north of Taxiway B, and within the pond areas in the southwest and southeast corners. Pampas grass and coyote bush are found in the pond areas. Unlike the rest of the station, there are large areas of ground cover in this area. Iceplant is found throughout, mostly at the perimeter of the Airfield and in the pond areas. Iceplant is also planted on the berms that cover the ordnance magazines.

In addition to the planned fallow areas between runways, vegetation – grasses and other herbaceous species – grows up through cracks and joints in the paved areas of the runways and taxiways.

Plants on and around the Airfield are well-adapted to the environment and survive without maintenance (**Appendix A2, Area 3 Vegetation**).

The waterfront area lacks any formal plantings.

Circulation

Circulation features in the Airfield accommodate vehicles, aircraft, and pedestrians. Roads are all two-way, one lane in each direction, and paved with asphalt, except in the pond area in the southwest corner where they are one lane dirt roads. Interior "roads" in the pond area are difficult to discern. Jogging paths with signage on 4" x 4" wooden posts at various locations line the edge of the Airfield perimeter road. See **Illustration 17** for runway and taxiway labels.

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The concrete runways that form the Airfield are poured in segments of varying dimensions. Segments measuring 20' x 20' and 10' x 20' have tie-downs throughout. There are several different painted markings on the runways, including sets of broad white strips about 12' wide and a large yellow circle with an arrow. At the south end, just north of the wood pier, there is 2' wide yellow diagonal striping. Some green paint appears on Runway 7-25 and west of Taxiway E, which ran north-south perpendicular to Runway 7-25, parallel and between the landplane apron area and the Landplane Hangars. Taxiway F is composed of both concrete and asphalt. The fallow area north of the end of the taxiway is depressed so the taxiway can drain into the low area. Painted markings include large yellow crosses, striping, and a large letter "H." Asphalt paved shoulders line either side of Taxiway H, which is otherwise concrete and in good condition.

Within the waterfront area circulation accommodates heavy vehicles and trains, with no sidewalks present in this area. Roads are two-way, one lane in each direction, and paved with asphalt. A set of crane tracks run from Building 292 to Pier 3 and remnants of two rail lines begin from West Hornet Avenue and terminate at the western end of Pier 3. Rail line remnants area also found along the water's edge on Ferry Point Road and continue into two lines running the length of Pier 2. The large open parking area located in the waterfront area has curved and angled concrete curbing along West Hornet Avenue and Viking Street (**Photograph 145**).



Photograph 145: Asphalt parking lot in waterfront area, note curved curbing; camera facing southwest.

Water Features

There are permanent ponds in the southeast and southwest corners of the Airfield, as well as ponding and flooding at various other locations. The waterfront area includes the Breakwater, is adjacent to the Seaplane Lagoon, and extends into the San Francisco Bay.

Structures, Furnishings and Objects

Much of the Airfield is a vast paved area without curbs and without many obstructions. Large fallow areas have little or no planting. Many of the buildings on the Airfield are small sheds at widely dispersed locations around the perimeter. Structures present are primarily runway lighting, signs, fencing, magazines, trash and utility enclosures, various posts and pipe remnants, telephone poles, containers, uniformly spaced tie-downs, piers, and weather equipment.

Runways are lined by remnants of lighting systems that are typically only 10" to 20" high and set at various locations along the runways and taxiways. Six lights on tall poles are located at between Buildings 57 and 58. On the south side of the Airfield, box-like lights remain set into the runways. Signage in the Airfield primarily warns of hazards, and marks no-trespass zones, or identifies the borders of the Least Tern bird habitat present on the Airfield.

Site furnishings on the Airfield consist of wood bollards and a basketball backstop south of Building 133, a row of 6' tall metal posts, spaced 40' apart at the west end of Runway 7-25, and an 8' long picnic table east of foundation of former Building 83 and the north side of the airfield.

Fencing on the Airfield is mostly temporary or portable 6', 8', or 12' tall chain link, with and without barbed wire. It is used to block access to potentially contaminated areas, fences off most of the shore, and form various enclosures, including the bird habitat. There are fewer fenced enclosures on the Airfield than in the Shops and Operations areas.

Ordnance storage magazines are typical of the buildings on the Airfield. Multiple structures east of Taxiway C include five earth-covered magazines (about 50' long), four Quonset huts, a shed-like building, and two cylinder-shaped concrete structures. Buildings 50 and 51 are earth-covered magazines with two large steel entry doors set in a concrete header wall that opens onto a blast protection berm with a concrete header wall.

There are a number of distinct buildings, structures, and objects associated with the Airfield on the apron: the tetrahedron (Building 480), a liquid oxygen facility (Building 407), a field lighting vault (Building 499), and a transformer vault. The tetrahedron is located on the apron, west of Runway 13-31 (**Photograph 146**). It is sheathed in aluminum, balanced on a concrete base on a metal pivot post and weighted on one end. The liquid oxygen facility is located southeast of the tetrahedron and northeast of the rinse facility. It is a concrete block building with a low-pitched

gable roof. The liquid oxygen facility is adjacent to Building 272, a temporary structure that was relocated to the airfield in the 1950s. The field lighting vault is located northeast of the liquid oxygen facility and southeast of the compass rose. It is a one-story concrete tilt-up structure measuring 46' x 31' wide with a low pitched gable roof located at the southeast corner of the old runway system and aircraft apron.

Other elements includes a cluster of concrete objects in the pavement north of Building 50, and the remnants of a compass rose south of Taxiway F. The cluster of concrete objects includes a concrete foundation, concrete slabs, and a chunk of concrete with an I-bolt and chain loop. The remnants of the compass rose are a circle defined by a 10' wide concrete band with numbers representing compass points. The center of the circle is paved with asphalt and painted with radial lines. There is a 69" diameter, aluminum frame object in the center of the circle. Concrete paving connects Taxiway F to the compass rose.



Photograph 146: Tetrahedron; facing southeast.

Concrete-lined swales or drainage ditches are part of the utilitarian structures of the Airfield. A concrete-lined drainage ditch runs east-west, north of landplane hangar Building 20 and north of concrete pads on the north end of Monarch Street. Another ditch, east of the pond area, with a 30" corrugated pipe inlet at each end, starts near the south side of the ponds and ends at Building 57.

Other characteristic structures on the Airfield are located in the Special Weapons Magazine area on the northwest area of the Airfield. These include Building 497, a long rectangular magazine oriented from northwest to southeast measuring 202' long and 25' wide. Constructed of poured

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concrete, the west side has seven pairs of double metal delivery doors with strap hinges and louvered vents on either side located low on the wall. The north and south ends are sloped as is the east side. Building 498 is a two-story security tower on a square concrete column with a spot light on the flat roof located. The poured concrete square structure has corner windows on each side with rectangular openings to the center and below each window.

Other characteristic structures include weather equipment at the north edge of the marsh area in the southeast corner of the Airfield, and remnants of a two-part concrete blast wall. The blast wall, 60' long and 8'6" to the west, runs on the north diagonal north of Taxiway F. Another portion of blast wall, further south and just north of the center line of Taxiway F, is about 115' long.

Two piers are present on the Airfield, one on the north side and one on the south. Pier 4, on the north side, has wood railing and a light on a post. The unnumbered wood pier in the southeast corner of the Airfield is T-shaped and has a shack on the east end. The pier is constructed of 4" x 4" posts, 2" x 4" and 2" x 6" rails, and 2" x 12" decking members with round pier supports. Lights are mounted on the pier. A pole with a platform, light, and sign is in the bay west of this pier.

The various buildings and structures present in the waterfront area reflect its use as waterfront support operations: a pier utility boiler plant (Building 584), Public Works riggers shop (Building 292), pump house (Building 340), waterfront maintenance shop (Building 68), waterfront operations building (Building 621), hose maintenance (Building 612), storage buildings, electrical substations, and sewage pumps. As previously noted, there is also a high proportion of open area used for parking in this part of the station. Buildings vary in construction material and scale, with little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station.

Fencing in this area is generally chain link, with and without barbed wire, with and without slats.

Within the waterfront area, structural elements that are specific to this area include a series of three piers (Piers 1, 2, and 3) and two Wharves (Wharfs 1 and 2) that form the southernmost waterfront, and two navigation range towers.

Piers 1, 2, and 3 extend parallel into the San Francisco Bay from the southwest side of the Southeast area of the station. Pier 1, the northernmost and smallest of the three piers, extends into the water from the southeast corner of the Seaplane Lagoon. The concrete pier has a row of lights on the north side mounted on closely spaced galvanized poles. Concrete raised paths 9" high and 4' wide line both sides of the pier, and a concrete curb wraps around the end of the pier.

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A wood dock with gangplank access extends northeast toward Building 38. Two 40' x 50" square docks supported by steel pontoons with wood decking are evenly spaced on the north side of the pier.

Pier 2, south of Pier 1 and outside the Seaplane Lagoon, is also a concrete pier with concrete curbs and cleats on both sides. Of the three piers in this area, this one extends furthest west into the bay. The pier is equipped with an assortment of utilitarian features like ladders into the water, valves, tall galvanized steel poles with a group of "hat-like" lights, cranes, electrical equipment, ramps, and storage containers.

Pier 3, the southernmost pier in the area, is also a concrete pier with a walkway and curb around its perimeter. Railroads tracks run the length of the pier. The pier is also equipped with other standard features like cleats and bollards embedded in the pavement. There is an interpretive sign honoring Jimmy Doolittle and welcoming visitors to the USS Hornet Museum installed on the pier.

Wharf 1, located between Pier 1 and 2, and Wharf 2, located between Pier 2 and 3, have concrete curbs and metal cleats and bollards embedded in the pavement. Utilitarian features include ladders into the water.

There are two navigation range light towers in the area north of West Hornet Avenue, one 20' to 25' tall tower with a 4' x 5' platform north of Building 292, and a similar tower about 50' tall to the east, south of Building 530 (**Photograph 147**).



Photograph 147: Navigation range light in fallow area south of Building 530; facing south.

Review Code

Reviewer

Date

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*Resource Name or # (Assigned by recorder) NAS Alameda Historic District –
Historic Designed Landscape

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Oakland West Date: 1993 T

R ; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec ; M.D.B.M.

c. Address:

City: Alameda

Zip: 94501

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

On former Naval Air Station (NAS) Alameda. Please see sketch map for boundaries of the historic district and associated historic designed landscape.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form records the historic designed landscape that is a contributing element of the NAS Alameda Historic District depicted on the attached sketch map. The existing conditions of the historic designed landscape (a category of cultural landscape) within the historic district are described in terms of functional land use areas, spatial organization, views and vistas, topography, vegetation, circulation, water features, and structures, furnishings and objects. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP 34 (Military Property)/ HP 29 (Landscape Architecture)

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #)

Photograph 1: Entry mall facing south, September 25, 2009.

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

1938-1945, Naval Records

*P7. Owner and Address:

Navy BRAC PMO

1455 Frazee Road, Suite 900

San Diego, CA 92108

*P8. Recorded by: (Name, affiliation, and address)

PGAdesign, Inc. and JRP

Historical Consulting, LLC

(See Continuation Sheet.)

*P9. Date Recorded: September 2009 – December 2009

P10. Survey Type: (Describe)
Intensive

P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Cultural Landscape Report, NAS Alameda," prepared for NAVFAC Southwest, 2012.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 132

*NRHP Status Code 3D

*Resource Name or # (Assigned by recorder) NAS Alameda Historic District – Historic Designed Landscape

B1. Historic Name: NAS Alameda

B2. Common Name: NAS Alameda/ Alameda Point

B3. Original Use: Naval Air Station

B4. Present Use: Mixed – Commercial, Industrial, and Residential

*B5. Architectural Style: Moderne buildings and Beaux Art landscape layout

*B6. Construction History: (Construction date, alterations, and date of alterations) 1938-1940 original fill and road construction; 1939-1992 building construction; 1941-1945 Initial planting; 1945-1948 Second planting plan; 1954-1956 Third planting plan; 1967-1969 “beautification program;” 1978-1979- fourth planting plan; 1987 final planting plan.

*B7. Moved? No Yes Unknown Date:

Original Location:

*B8. Related Features: NAS Alameda Historic District

B9a. Architect: US Navy Bureau of Yards and Docks

b. Builder: Johnson, Drake and Piper

* B10. Significance: Theme: Naval Air Station Development

Area: San Francisco Bay Area

Period of Significance: 1938-1945 Property Type: Landscape/ Historic District Applicable Criteria: A & C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historic designed landscape on NAS Alameda is a contributing element to the NAS Alameda Historic District. Like the buildings and structures that are contributing elements of the historic district, the historic designed landscape is significant at the state level under NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3 and is significant for its association with naval air station development in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and the station’s role in supporting the Navy’s operations in the Pacific theater during World War II. The character-defining features of the historic designed landscape are situated within the boundaries of the historic district, and they retain sufficient historic integrity to convey significance within the historic district’s period of significance, 1938-1945.

The cultural landscape on NAS Alameda does not appear to be significant under Criterion B / Criterion 2 because it does not have important direct association with one or more historically significant persons from that period and it has not yielded, nor is it likely to yield, information important to history in a manner that would make it significant under Criterion D / Criterion 4. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References: US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Alameda City Hall West); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Allbrandt, “History of the Naval Air Station ... Alameda, California,” AMDO Association (1996); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); *The Carrier*, 1941-1960; *Alameda Times-Star*, 1952-1988; *Oakland Tribune*, 1941-1967; see also footnotes, B10.

B13. Remarks:

*B14. Evaluator: C. McMorris / H. Norby

*Date of Evaluation: September 2010

(Sketch Map with north arrow required.)

(See Continuation Sheet.)

P8. Recorded by (cont.): Field recordation primarily preformed by PGAdesign, Inc., 444 17th Street, Oakland, California 94612, under the direction of Chris Pattillo. JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618, recorded portions with field crews led by Christopher McMorris.

***P3a. Description (cont.):**

Description of Historic District Boundary

The boundary of the NAS Alameda Historic District is as follows. The northern boundary of the historic district extends east from the parking area adjacent to the Main Gate along the northern edge of the station on Main Street and then south to the north edge of the landscape area around Building 95. The boundary line extends east to the northwest side of where San Pedro Road meets Barbers Point Road. The line extends northeast along the northern side of Barbers Point Road, heads southeast along the east side of Pearl Harbor Road, and then southwest on the east side of Essex Drive. The boundary encompasses a portion of the lawn on the east side of Quarters A's driveway and follows the fenced yard of Quarters A southeast, nearly to Lemoore Road, then southwest nearly to Pensacola Road. The line then encompasses the yard of Chief Petty Officer housing unit 7 and continues east along the northern edge of the yards of Chief Petty Officer housing units 25-29. The boundary then turns south, crossing Corpus Christi Road, and then west along the back yards of Chief Petty Officer housing units 14-24. Upon reaching Pan Am Way, the line extends south along the east side of Pan Am Way, deviating south of Midway Avenue to include Building 35. The boundary then continues along the east side of Pan Am Way following the southern edge of the curve as Pan Am Way transitions to Ferry Point Road. The line continues south along the west side of Ferry Point Road moving further west at a point south of Atlantic Avenue to exclude the parking adjoining the road. At the northern edge of Pier 1, the boundary turns west excluding the pier, but includes the jetties forming the southern edge of the Seaplane Lagoon. The line extends up the west side of the Seaplane Lagoon, jogs to the west on the north edge of Taxiway "H" and continues west from Monarch Street toward the Airfield to encompass Building 19. The boundary extends north along the east side of Taxiway "E" to the northern edge of Building 20 and heads east along the northern edge of Red Line Avenue and heads north, encompassing the landscaped area adjacent to Lexington Avenue and along the west edge of Building 30 including the associated parking lot north of the Main Gate.

The following provides a description of the landscape within the NAS Alameda Historic District. This description is divided into functional areas of the former station based on historic land uses. These areas are the Administrative Core, Shops Area, Residential / Morale, Welfare, and Recreation (MWR) Area, and Operations Area. Within each area elements of the landscape are described under the following categories: Spatial Organization; Views and Vista; Topography; Vegetation; Circulation; Water Features; and Structures, Furnishings and Objects.

ADMINISTRATIVE CORE

Most of the Administrative Core is located within the historic district. The only portion of the Administrative Core not within the boundary of the historic district is the former enlisted personnel recreational area located north of West Redline Avenue, west of Lexington Street.

Spatial Organization

The Administrative Core within the historic district is a generally rectangular space laid out on an east - west grid. The area is 3,000 feet in the east - west direction, and 1,580 feet at its greatest north-south depth. The core area is bound by Main Street (beyond which to the north is the Oakland Inner Harbor), the north gate parking area, West Midway Drive and the Shops Area to the south, Monarch Street and the landplane hangars to the west, and Pan Am Way and the Residential / MWR Area to the east.

The axis that organizes the layout of the main portion of the station crosses perpendicularly in a ceremonial open space in the center of the Administrative Core. This space is formed by a bi-laterally symmetrical entrance mall that stretches from the sentry house (Building 31) at the north gate to the Administration Building (Building 1) and then further south into other functional areas. This entry mall is formed by three panels of lawn, sidewalks, and formal plantings (**Photograph 2** and **Photograph 3**). A circular path around a single cypress tree in the largest, southernmost panel of lawn is planted at the intersection of the organizing axes and is a secondary focal point. Building 1, in line with the north-south axis, is the primary focal point in the Administrative Core. Driving lanes, with wide sidewalks on both sides, run north-south along both sides of the mall.

The east-west axis runs through the centerline of a large quadrangle (BEQ quadrangle) defined by a U-shaped complex formed by Buildings 2, 3 and 4 (**Photograph 4**). The axis runs east down the center of West Essex Drive, the only divided road within the Administrative Core. It is divided by a median that was planted until 1955-56 when it was paved and converted to diagonal parking spaces. Double-headed cobra-style lights situated off-center of the axial line dividing West Essex Drive line the median. This street divides the east half of the Administrative Core into equal quadrants. Each end of this axis has a strong focal point. To the east, the front façade of Building 3, framed by Buildings 2 and 4, parallel rows of Chinese elm trees (caliper ranges from 3' 9" to 4' 4"), and two groups of Monterey pine trees is the primary east to west focal point.

The Monterey pines in the northwest corner of the BEQ quadrangle have calipers of 9' 0", 8', 6", and 12' 9" and those in the southwest corner measure 9' 8", 12; 9". One of the cypress trees in the southwest corner was removed in 2010 and the stump has a caliper of 11' 6". The focal point on the east end of the axis is the park at the end of West Essex Drive that separates the Officers' and CPO Housing (**Photograph 5**).

Buildings, roads, sidewalks and paths within the historic district are laid out in a formal orthogonal pattern throughout the Administrative Core (**Illustration 1**). Generally, this formal pattern is reinforced by vegetation. Rows of trees line streets and most buildings have foundation shrubs planted in straight beds that parallel building facades. Non-orthogonal, curved roads occur in only two locations – at the north entrance of Building 17 and west side of Building 3 (**Photograph 6**). There is also a curved path at the west end of the BEQ quadrangle that follows the curve in the arcade walkways connecting Buildings 2 and 4 to Building 3.

Land use within the Administrative Core includes offices for the City of Alameda in Building 1; parking on streets and surface lots throughout the area (some striped, some with curbs or wheel stops, and mostly diagonal); pedestrian and vehicle circulation; loading docks; ornamental plantings; utility and trash areas at various locations throughout the area, recreational zones including horseshoe pits, tennis courts, barbeque grills, soccer fields, basketball courts, and baseball fields; storage areas including storage of new, potted trees and storage of hazardous waste east of Building 60. Historically, this area included the station's original Main Gate, administrative headquarters, medical facilities, post office, bachelor residential facilities, and recreational facilities.



Photograph 2: Administrative Core, 2005 aerial photograph. Roads, in line with the primary axes that cross at the center of the entry mall serve as strong spatial organizers.¹



Photograph 3: Entry mall, camera facing south, triangular lawn panel in foreground.

¹ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.



Photograph 4: BEQ quadrangle formed by Buildings 2, 3, and 4 is the focal point of the east to west axis. Rows of Chinese elms line the quadrangle, and two groups of Monterey pines mark the west corners. Also note wide plaza in foreground, flanked by planters, connecting entry mall to BEQ quadrangle.



Photograph 5: Park in right background is the visual termination of the west to east axis, and also serves to separate the Officers' Housing from the CPO Housing.

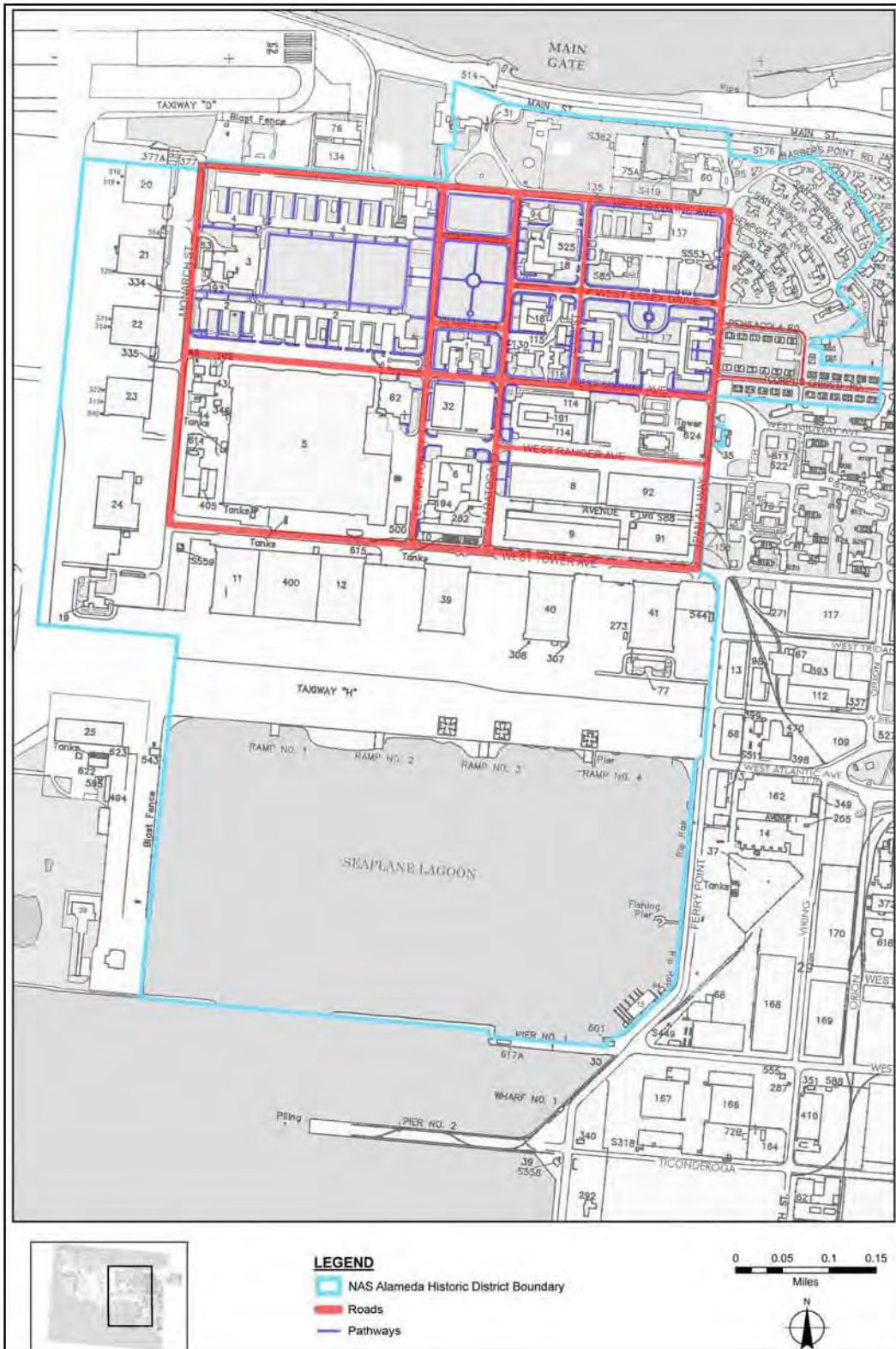


Illustration 1: Orthogonal layout of roads and pathways in the Administrative Core and Shops areas.



Photograph 6: Curved drive on north side Building 17. Yellow arrows indicate entry and exit points.

Throughout the Administrative Core, buildings are setback with broad expanses of lawn between the sidewalk and building façades. In most locations, spaces between buildings, and within the courtyards formed by buildings, are also planted with lawn and / or shrubs (**Photograph 7**). In some places, these areas have been paved for parking. Spaces between buildings are not divided by fencing or hedgerows, except for some instances of temporary security fencing. With the exception of the parking area west of Pan Am Way and south of West Redline Avenue, the balance of the density between buildings and open space is relatively uniform. There are many landscaped courtyards, enclosed by buildings on three sides. These spaces vary in size from long, narrow spaces between the wings of Building 135 to large, rectangular spaces at the east, west and north sides of Building 17.

The area north of West Redline Avenue is less well defined than the areas south of this street. The north edge of the Administrative Core is porous and stacks of containers in the Port of Oakland and docked ships are visible to the north. The area east of the Main Gate entry is informal and includes an unordered collection of picnic areas and other remnants of recreation features. The layout of the tennis courts and handball court are on the grid. A flattened U-shaped parking area provides the setting for the approach from Main Street to the north entrance (**Photograph 8**). The scattered line of trees along the northern border of the base breaks for the entire span of the parking lot. The focal point of the entry plaza is the relatively small sentry house, Building 31, which was the entry portal to the facility.



Photograph 7: Typical courtyard found in Administrative Core, Building 135; facing north.



Photograph 8: Parking lot and waiting area at Main Gate; Buildings 30 and 31 at right.

Views and Vistas

The views and vistas from within the Administrative Core encompass elements of the built environment of NAS Alameda and elements exterior to the station. The longest interior views are the north-south and east-west axial views across the entrance mall. Looking north from Building 1, the viewshed takes in the entry mall, the monuments within, and a limited view of the Port of Oakland across the channel with its associated containers and cranes. From this vantage point the cypress tree in the center of the entrance mall is a primary focal point and interrupts the long view north (**Photograph 9**). Looking south along this axis, from the main entrance, the viewshed also takes in the central cypress tree, pedestal and associated planting, and Building 1. From the cypress tree there are long east-west axial views down West Essex Drive and west across the BEQ quadrangle (**Photograph 10**). The cypress tree, however, obstructs longer views between the quadrangle and West Essex Drive (**Photograph 11**). There are also east-west axial views along West Redline Avenue, allowing views of the Officers' Housing to the east, and a glimpse of San Francisco to the west.

Exterior views of the San Francisco Bay Area from within the Administrative Core are primarily of the Port of Oakland and East Bay hills, with some areas also allowing wider views that include more of the surrounding area. The Port of Oakland and its associated cranes and containers are visible all along the northern edge of the Administrative Core, and from within the station, looking north along Lexington and Saratoga streets. Extended southern views down the main north-south streets, Monarch Street, Lexington Street, Saratoga Street, and Pan Am Way, allow views of the Seaplane Lagoon, piers, and the bay beyond (**Photograph 12**). The panoramic view from West Redline Avenue and Monarch Street also includes San Francisco, Yerba Buena Island, the Oakland-San Francisco Bay Bridge, and Mount Tamalpais (**Photograph 13**). The view looking east and west along West Midway Drive is terminated by buildings, however a small glimpse of San Francisco is available at the west end of West Midway Drive, between hangar Buildings 22 and 23.



Photograph 9: View looking north from Building 1; monuments in foreground, Monterey cypress tree at center, and crane in background at right.



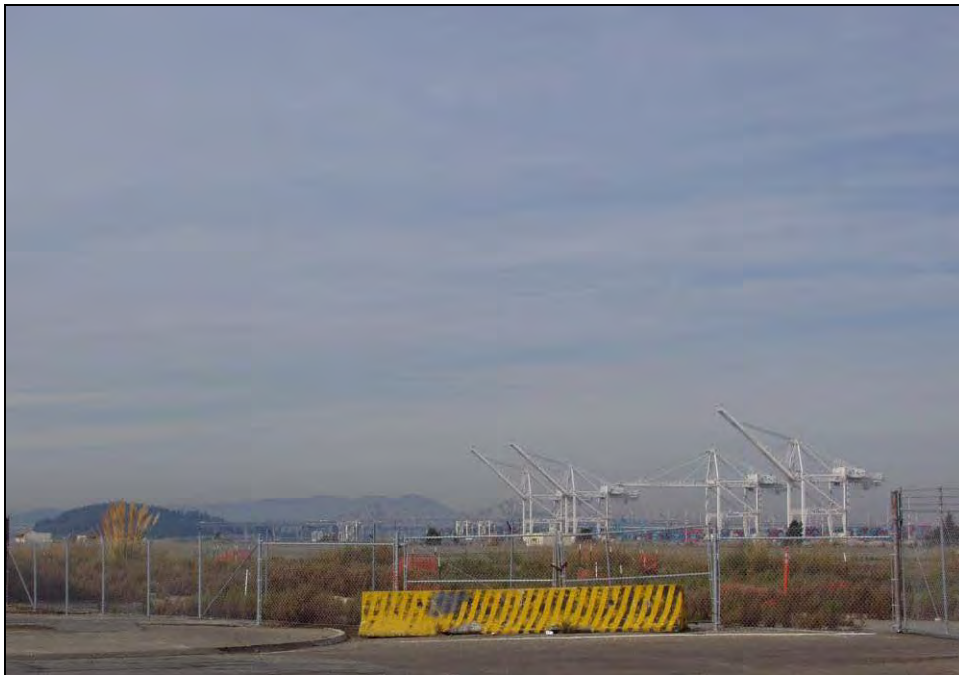
Photograph 10: Long axial view facing east from Monterey cypress in entrance mall.



Photograph 11: Long axial view east from Lexington Street obstructed by Cypress tree in the center of the entrance mall.



Photograph 12: Long view south along Lexington Street.



Photograph 13: View looking northwest from intersection of Monarch Street and West Redline Avenue includes Yerba Buena Island, Mount Tamalpais, and the San Francisco – Oakland Bay Bridge

Topography

The Administrative Core is essentially flat. At the east end of the BEQ quadrangle there is a gentle slope adjacent to the wide steps and concrete planters that connects this space to the entry mall.

Vegetation

Planting in the Administrative Core is dense compared to other areas of the station. Nearly all areas without buildings or pavings are planted with turf and trees, and most buildings have foundation shrubs (**Photograph 14**). Plant types include sixty species of trees and sixty-six species of shrubs and perennials. Tree types include eight coniferous species, sixteen deciduous trees, thirty-three broadleaf evergreens and two species of palms.² Only three species are noted for being flowering trees. Three fruit bearing species are found in this area, including citrus. Generally, there are far greater numbers of evergreen and coniferous trees and shrubs than deciduous species. Tree species that are used frequently include: black acacia, brush cherry, deodar cedar, evergreen elm, Lombardy poplar, Monterey cypress, Monterey pine, and Australian tea tree. No particular species of shrub is used in great number.

The lawns planted throughout the area provide a neat, formal appearance (**Photograph 15** and **Photograph 16**). Buildings throughout the Administrative Core have a wide setback from road and are typically planted with grass.



Photograph 14: Typical arrangement of foundation shrubs in the Administrative Core; Building 1.

²Deciduous trees lose their leaves in winter.
DPR 523B (1/95)



Photograph 15: Lawns are planted generously throughout the Administrative Core; facing northeast from the BEQ quadrangle.



Photograph 16: Typical example of deep panel of lawn found in the Administrative Core, south side of Building 60; facing east.

Trees are planted in rows and as isolated specimens. In either configuration they are frequently used as focal points. Large, specimen atlas cedars are located at three of the four corners of the block surrounding Building 1. A Monterey cypress with a 21' 8" caliper is located at the northeast corner of the large entry mall (**Photograph 17**). Throughout the Administrative Core, paired plantings of trees or shrubs are frequently used – some in planters – to flank building entries

(Photograph 18 and Photograph 19). Species used in this way include: brush cherry, Chinese photinia, euonymous, fern pine, flax, mayten, *Pittosporum crassifolium* (Pittosporum), rusty leaf figs, saucer magnolia, star jasmine, Victorian box, and yews. Paired plantings are also used in places to flank pathways. Black pines (*pinus nigra*) with calipers of 5' 3" and 5' 4" flank the entry to the east end of Building 2, and a single black pine with a caliper of 3' 11" aligned with this pair is located on the south side of the path approaching Building 4 **(Photograph 20)**.

Shrubs are planted at most, but not all building foundations. The width of shrub beds varies throughout, from four to fifteen inches wide. In the courtyards on the north and south sides of Buildings 2 and 4, shrubs align with some of the building columns. Shrubs are occasionally used to mark paths to building doors.

Throughout the station plantings tend to include a variety of species, but there are some streets lined with a single species of trees. This occurs more in the Administrative Core than other areas of the station. Single-species tree-rows in the Administrative Core include: evergreen elm and brush cherry in the quadrangle, black acacia on West Redline Avenue to the east and west of the entry mall, black acacia on Saratoga and Lexington streets, elms and western catalpa on West Midway Avenue, mulberry on West Essex Drive north of Building 17, sycamore on West Redline Avenue west of Building 60, carob on Pan Am Way, and two rows of poplar at the main entrance. In the BEQ quadrangle, the straight line of trunks and the lacy canopy of the evergreen elm trees, next to the perimeter path, create a shaded route unlike any other place on the base **(Photograph 21)**.

Many trees in the Administrative Core are mature and several decades old. Some of the younger trees, planted during the replanting project in the 1970s are noticeably smaller. There are many exceptionally large specimen trees throughout the area including: atlas and deodar cedars, carobs, Monterey pine, stone pine and several Monterey cypresses.



Photograph 17: Monterey cypress at northeast corner of large entry mall.



Photograph 18: Example of trees flanking building entries in the Administrative Core; yews at Wing 1, Building 2.



Photograph 19: Pairs of brush cherries at BEQ Building 4 entries. Brush cherries are also planted at the entries to BEQ Building 2.



Photograph 20: Black pines flanking path approaching east end of BEQ Building 2.



Photograph 21: Row of elm trees creates a shaded path along the perimeter of BEQ quadrangle; facing southeast toward north side of Building 2.

Three Monterey cypress and one Monterey pine remain from the tree line along the north border of the station and east of the Main Gate (**Photograph 22** and **Photograph 23**). The Monterey cypress trees have calipers of 18' 9", 13' 1", and 17' 5" and the Monterey Pine has a caliper of 9' 10". Two large rusty leaf figs on the north side of the BOQ (**Photograph 24**) have calipers measuring 18' 9" and 19' 2" and their canopies span 75'. Together the two trees create a strong visual impact in the space created by the wings of the building.

There is a twenty-foot high, multi-trunk myrtle, a slow-growing species typically maintained as a sheared shrub, north of the Chapel, Building 94. Other tree plantings include a group of seventeen closely spaced Italian cypress on the east side of Building 60, a group of three multi-trunk maytens near Building 16. Another threesome west of Building 3 is made up of two *Myoporum laetum* (Myoporum), one with a single trunk and one with a double trunk, and one double-trunked mayten (**Photograph 25**). Each tree in these groups is a mature specimen; the double-trunked mayten has calipers of 3' 10" and 2' 2", the double-trunked myoporum has calipers of 3' 6" and 2' 7", and the single-trunked myoporum has a caliper of 4' 9".

There are very few formal hedges used anywhere on the station. In the Administrative Core, the only substantial hedges are the oleander near the northeast corner of Building 2, the privet around the circular entry drive on the north side of the BOQ, and the boxwood on the south side of Building 60. There is also a hedge of *Westringia rosmariniformis* (Westringia) southeast of Building 7 that is noticeable because it is unlike any other vegetation elements in the Administrative Core. This species is not used elsewhere on the base and hedges are not used in the same way at other locations on the base. Informal hedges occur at the perimeter of the entrance mall lawns, mostly in the south lawn panel. Typically, these are of mixed species and are pruned in an undulating form with the greatest height in the middle of each mass. Almost no vines or ground cover plants are used in this area. Young vines planted near Buildings 525 and 585 both appear to be recent additions.

The formal L-shaped garden associated with the Officers' Club on the west side of Building 60 includes a rose garden on a north-south axis, and lawns surrounded by shrub beds with large, specimen trees northwest of Building 60, and in the space west of the building. A utilitarian shed-roof structure (Building 419), hidden from view of the garden, houses an outdoor kitchen with a large roasting pit. This small space reads as a private, intimate space used for social gatherings, however the viewshed north visually exposes the space to the Port of Oakland (**Photograph 26**).

There is a large and sculptural multi-trunk Hollywood juniper north of Building 60 that has 5 trunks measuring 6", 9", 10", 10", and 15". There is a formal, orthogonal entry on the south side of Building 60 and deep panels of lawn, and trees and foundation shrubs at either side.

Generally, the condition of most plants in the Administrative Core is good. Lawns are well-maintained in most areas. In some places lawns are heavily weed infested, but kept tidy by mowing. Essentially all shrubs are pruned to five feet or lower. Some trees within rows have died, leaving gaps. Some trees show decline from age – particularly the black acacia which is known to be relatively short-lived, and the elms on West Midway Drive Avenue, south of Building 2.



Photograph 22: Monterey cypress trees east of Main Gate, along north border of station.



Photograph 23: Monterey cypress trees east of the north entrance.



Photograph 24: One of the two Rusty leaf figs on the north side of the BOQ.



Photograph 25: Two *Myoporum laetum* (Myoporum) and one mayten west of Building 3 BEQ.



Photograph 26: Formal garden on west side of Officers' Club; Port of Oakland visible at left.

Circulation

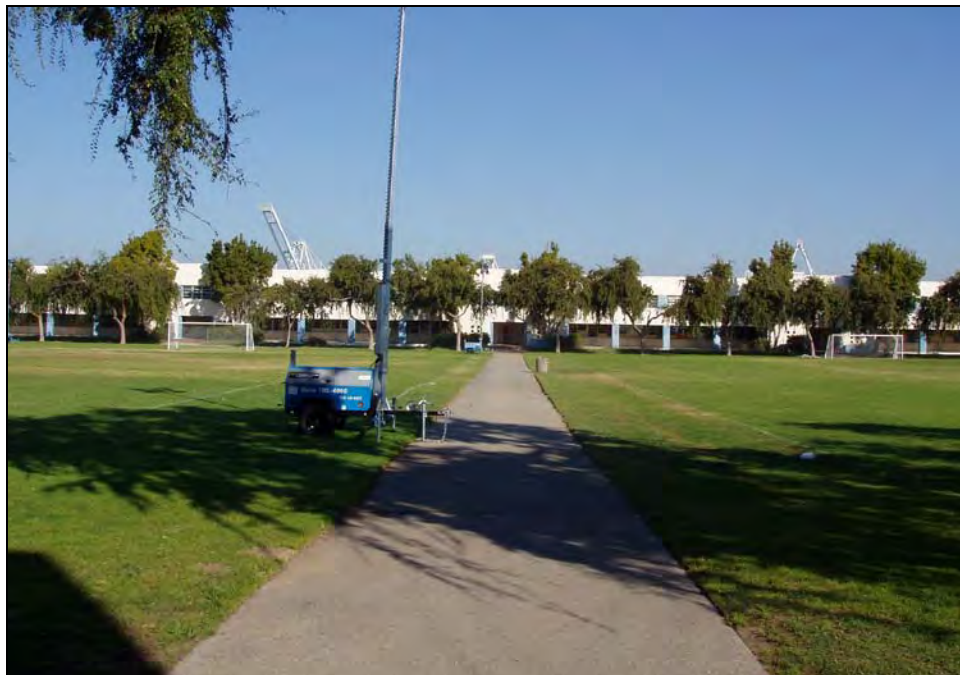
Circulation features in the Administrative Core accommodate pedestrians and vehicles. Streets traverse the area in an orthogonal pattern, aligned with the organizing axes (see **Illustration 1**). All streets in this area are two-way, some with parking on one or both sides of the street. West Essex Drive, along the main east-west axis, has diagonal parking down the middle of the road, bound at cross streets by asphalt-filled end caps (**Photograph 27**). Driveways throughout the area feed into parking lots and recreation areas. They are generally narrow and straight, however, curved, symmetrical entry-drives flank the west side of Building 3 / Building 63, and the north side of the BOQ.

The Administrative Core has a high concentration of the station's sidewalks and paths. Typical sidewalks in the area are concrete and have 6" concrete curbs. This area has the widest sidewalks on the station with 12' sidewalks along Saratoga Street, West Midway Drive, West Essex Drive, Lexington Street, Pan Am Way, and West Red Line. Portions of these wide sidewalks historically had planting strips that were paved over during World War II. At the north entrance the sidewalk is 20' wide before narrowing to 12'. There are sidewalks around the middle and south panel of the entrance mall, but none around the triangle. Prominent paths cross perpendicularly through the entry mall, curving around a circular planted area at the intersection of the paths. Two paths cross the BEQ quadrangle (**Photograph 28**) and a path runs parallel to the buildings that form the quadrangle. Matched wide paths approach each wing of Buildings 2 and 4 from within the BEQ quadrangle (**Photograph 29**). Throughout the area, asphalt has been used to patch concrete sidewalks.

Typical paths in the Administrative Core are straight, perpendicular to the sidewalk and lead directly to building entries. Paths leading to building entries vary in width; primary paths are between eight and forty feet and secondary paths are three to six feet wide. As paths approach building entries, some widen and some paths slope up to meet the bottom of entry stairs. Paths deviate from their straight route to curve around the cypress tree in the entrance mall, and north of Building 17 (**Photograph 30**).



Photograph 27: Diagonal parking in the middle of West Essex Drive; new cobra lights offset north of the main east-west axis.



Photograph 28: One of the paths crossing the BEQ quadrangle.



Photograph 29: Path adjacent to south side Building 4, within the BEQ quadrangle; matched wide paths, perpendicular to this path, approach entries to each wing of the building.



Photograph 30: Curved path on the north side of BOQ Building 17.

Although most paths in the Administrative Core are straight, with their widths calibrated according to the primacy of the building's entrance, there are a fair number of atypical paths present in the area. Some include materials other than concrete or asphalt, others deviate from the orthogonal pattern or appear to be paths added to an area. Paths around Building 60 have long bands of brick and exposed aggregate with redwood joints. There is a 33' wide concrete path with blue outdoor carpet and canopy structure leading to the former entry to the enlisted personnel club at the east end of Building 4. On the north side of Building 525 there is a 4' concrete path that has a 20" brick infill and empty tree wells. Another newer path, composed of staggered concrete panels, is on the south side of Building 7. Access to Buildings 2 and 4 from Lexington Street is provided by 15' wide paths that curve at the juncture with Building 3, mirroring the curved arcade that connects the buildings. Another curved path leads into a parking lot at Pan Am Way and West Redline Avenue. A narrow path, only 30" wide, runs east of the tennis courts near Building 75. There are also several atypical paths around BOQ Building 17.

On the west side of the BOQ a cross-shaped set of 6' wide paths mark the center of the space (**Photograph 31**). There is an axial 8' concrete walk aligned with the main door of Building 17, and a circular walk, 6' wide in the center of the crescent on the north side. A 9" diameter concrete footing with a nearby junction box sits in the center of the circle of lawn on the north side of the building.



Photograph 31: Paths cross in a small recreational area west of BOQ Building 17.

Circulation in and out of buildings is also facilitated by ramps within the Administrative Core. Two types of ramps are present, concrete ramps designed as permanent structures, and portable metal ramps. Concrete ramps lead to building entries on the south side of Building 1, the west, south, and east sides of Building 525, and in the alcove east of Building 18. They are also on the east side of Building 60, north side of Building 4 at wing 1, and west and east sides of Building 134. Portable ramps are present at the east side of Building 17, and west side of Building 2, wing 8. Another variation is a ramped path leading from Lexington Street to the east side of Building 4 and a ramped path leading from the quadrangle into the north entrance of Building 2, Wing 1. Large curb ramps give access to the entrance mall at the southwest and northwest corner of the south panel.

Water Features

There are no bodies of water within the Administrative Core.

Structures, Furnishings and Objects

The Administrative Core is dominated by the presence of buildings stylized architecturally in the Moderne style, however other structures and site furniture also characterize the area. The main entrance features a sentry house with the name of the facility on the north side, three concrete barriers, two steel barriers on wheels, painted blue ornamental iron gates with Moderne design, two wood benches integrated with Building 30 (a third bench has been removed), and sleeves for 6”-7” diameter bollards (bollards are lying on the ground nearby) (**Photograph 32**). The parking area just north of the gate is divided into two areas. The area east of Building 31 has two light poles (non-standard cast iron) and diagonal parking. West of Building 31 there is 2” x 12” wood barrier, one light (non-standard), several I-beam bollards and 6’ chain link fencing with slats.

Free-standing pots, and planters integrated with the building, particularly at building entries, are used throughout the Administrative Core. The trapezoidal-shaped free-standing pots, like the ones flanking the rear doors of Building 1, are found at various locations throughout the Administrative Core (**Photograph 33**). Raised, blue-painted concrete planters, rectangular or curved, and integrated with building architecture are common throughout the area, however other planter styles are also present. Concrete tiered planters are found at the south side of Building 94, and rounded, concrete planters are installed along Todd Street at Building 525. There are new, raised, colored concrete planters in the east alcove of Building 1 at seating height.



Photograph 32: Light pole in parking lot at Main Gate, sentry house (Building 31) and gate house (Building 30) in background.



Photograph 33: Example of trapezoidal-shaped free-standing concrete pots found in the Administrative Core; south side of Building 1.

Cream colored, raised planters with brick detail sit at the entry of Building 60. Planters along the foundation of Building 60 are 6' wide, 42" high and curved at the curved portion of the building façade. Brick planters west of Building 585 are 23' long at both sides of the building entry. Large, curved concrete planters east of wings 1 and 21 of BEQ Buildings 2 and 4 flank the sides of the large concrete Pegasus sculptures. Small utility structures and buildings are prevalent throughout the station, including within the Administrative Core. Chain link and metal prefabricated utility enclosures can be found at various locations throughout. Utility cabinets, air conditioning units, and irrigation equipment is also ubiquitous in the area. There are three unused utility poles north of the parking lot on the north side of Building 60.

Signage in the Administrative Core includes both aluminum and wood signs, some intact, some in a state of disrepair. There are low, aluminum exit signs near Building 7 and the posts and frame for a metal sign north of Building 17. A wooden sign marked "Albert H. DeWitt O'Club, Alameda Recreation & Parks Dept." and a two-sided, turquoise and cream painted metal sign that reads "O'Club", 6' high with 3' square posts mark Building 60. A painted blue metal sign, and a 1 - 4" square painted wood post that may have previously supported a sign are near the gate at the tennis courts.

Site furniture throughout the Administrative Core is primarily associated with utilitarian infrastructure such as trash receptacles, bicycle racks, seating, fencing, and lighting, or recreation areas. Various styles of trash containers are present at locations throughout the station. New bike racks have been installed at the main entry to Building 1. Wood benches are located on the south side of Building 94, at the southwest corner of Building 18, and by the west entrance of Building 16. Lighting fixtures throughout this area are generally single aluminum, cobra head lights as found on Lexington Street, Saratoga Street, Pan Am Way, and Todd Street. Double-headed lights are found on West Essex Drive and in the parking lot north of Building 60. Typical fences in the area include both temporarily, and permanently installed 6' or 8' chain link, some with slats, barbed wire, or pedestrian and vehicular gates. Atypical fences made of different materials, or at different heights are also present. Wood fences are present on the north and east sides of Building 60 (picket fence), and the north side of Building 17 (remnants). A vine covered fence along the west side of Building 60 forms the western boundary of the Officers' Club garden, and there is a 30" ornamental iron fence adjacent to the east entry of Building 4. Chain link fences of atypical heights are found near the tennis courts where they are 3', 10', or 20'.

Recreation equipment is installed in clustered areas in the Administrative Core. A cluster of recreational buildings and structures just east of the main entrance includes a concrete block restroom building with a blue gabled roof, a hexagonal, 50' across covered pavilion structure, and a basketball court, 60' x 90' of green and red composition concrete with striping (**Photograph 34**). This area is set up as a picnic area and includes twelve 6' tables with benches, one 3'-square table with four seats on a concrete pad, three metal barbecues post-mounted in concrete pads, three 6' benches at the picnic area and two at the poles for a badminton/volleyball net, a pole-mounted trash receptacle, and remnant of two horseshoe pits. Another rusted framework east of the main entrance may be remnants of a shade pavilion. Another small picnic area in the east alcove of Building 1 has picnic tables and a fountain. The BEQ quadrangle has twelve soccer goals, portable lights, watering equipment and two sets of bleachers. A barbecue, metal chin-up bar, and the remains of a horseshoe pit are outside Building 4, wing 19. The tennis courts near Building 75 are outfitted with a non-functioning, old Haws drinking fountain, a concrete trash container, a gate to the courts, and metal clock signs used to show game start times (**Photograph 35**).

A high concrete walled squash or handball court is located on the south side of Building 382. There is also a recreation area in a courtyard in the parking lot on the west side of Building 17. The courtyard is planted with lawn and bisected with bollard-lined concrete paths. A table and a low bench facing a stone fire pit sit in the southeast corner of the courtyard.

A high concentration of the station's monuments are located in the formal entry mall. Two of them reside in the triangular-shaped lawn panel at the north end of the entry mall. This area, lined with Poplar trees leading diagonally away from the entry gate, serves as a secondary focal point when looking north from Building 1. Building 521, a concrete pedestal similar to the one at the East Gate that still has an aircraft mounted atop, is located in the center of this panel. At the north point of the triangle sits a sign map constructed with two posts, a metal sign, and shed roof. At the south end of the entrance mall, a flagpole (Building 384) is installed on a circular concrete pedestal on a circular concrete pad, in line with the station's north-south axis. The concrete pedestal is painted blue and the flagpole is white with a cross beam. Two, identically shaped concrete monument sculptures with plaques affixed are the Historic Railroad Marker (Building 201187) and the Pan Am China Clipper Monuments, which flank the east and west sides of the circular concrete pad of Building 384. A smaller, lower granite monument with a plaque affixed sits in the lawn just northeast of the concrete pad marking the location of a Base Closure Time Capsule. Two large steel anchors flank either side of the main entry of Building 1. Monuments are located in two other areas of the Administrative Core are a 40' flagpole south of wing 10 of Building 2 and two granite features east and north of the BOQ. There is also a feature in the alcove formed by wings 8 and 9 of Building 2 that appears to be ordnance shell with its tip buried in the ground.

North of Building 60 a 1970s-style concrete paving, divided into a grid by 2" x 4" wood headers forms a patio. An outdoor sitting area and concrete ramp is integrated into the building architecture on the southwest corner of Building 18. A concrete plaza on the east end of the BEQ quadrangle is 95' x 75' and connects to three steps with 5' treads. Planters flank either side of the steps; one is empty and the other has a small Olive tree. The main entrance at Building 18 has a 50' x 25' sidewalk terrace, with a landing, and concrete walls and planter at the terrace edge.



Photograph 34: Recreational area east of the main entrance; hexagonal shade structure at left, restroom building left of path, basketball court behind trees at right; facing north.



Photograph 35: Site furnishings at tennis court near Building 75.

SHOPS AREA

The portion of the Shops Area within the historic district is the rectangular area south of Administrative Core and is defined by Monarch Street to the west, West Tower Avenue to the south, Pan Am Way to the east and West Midway Avenue to the north. The remaining portions of the Shops Area located in the southeast corner of the station and west of the seaplane hangars / Seaplane Lagoon are situated outside the boundary of the historic district.

Spatial Organization

Buildings, roads and paths in the Shops Area are laid out in the station's characteristic orthogonal pattern, in relation to the organizing axes. The primary north-south streets in the Administrative Core continue through this area and end at West Tower Avenue. The main north-south axis continues south through Building 1 and into the Shops Area through Building 39 and some of the formal arrangement of buildings found in the Administrative Core extends into this area. The buildings that face Saratoga Street and Lexington Street are set back and have deep panels of lawn, similar to those that face the entrance mall (**Photograph 36**).



Photograph 36: 2005 aerial photograph showing the portion of the Shops Area within the boundaries of the historic district.³

The scale of the buildings in this area varies dramatically from small shed structures to Building 5, which is a massive structure measuring 920' x 780' feet. Buildings 8, 9, 91 and 92 are each 170' wide. Their façades are aligned, and together they form a large rectangular complex that occupies one half of a block. Aligned building façades throughout the area provide spatial definition. The density of development in this area is consistently high.

Some spaces within the Shops Area do not have strong spatially organizing features. Most notably is the area north of Building 5 where there is a space 145' across, paved with asphalt and differentiated only with faint lines to indicate the intended driving lane. There are no curbs, sidewalks or rows of trees organizing this vast space. The space south of Building 5 is similar. This area is 235' between the south façade of Building 5 and the north façade of the hangar buildings south of West Tower Avenue.

³ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.

The area west of Building 5 also lacks clear spatial organization. This area is broken up by an assortment of eight small buildings and chain link fencing. The west sides of Buildings 42, 43 and 44 are aligned, however, other nearby buildings and the fencing, detract from that spatial definition.

Many areas within the Shops Area are entirely paved with a combination of asphalt and concrete. Space between Building 5 and Building 2 is a wide swath of asphalt and concrete paving with no curbs (**Photograph 37**).



Photograph 37: Space between north side of Building 5 and Building 2.

Land uses in the Shops Area includes parking, storage of equipment, trailers, and truck trailers, pedestrian and vehicle circulation, day care recreation, recreation, loading docks, trash and recycling areas, and bus stop waiting areas.

Views and Vistas

The views and vistas from within the Shops Area encompass elements of the built environment of NAS Alameda and elements exterior to the station. Extended views along the primary north-south streets running through the area, Monarch Street, Lexington Street, Saratoga Street, and Pan Am Way, allow views of the Oakland Harbor to the north, and the Seaplane Lagoon to the south. The seaplane hangars, Seaplane Lagoon, and bay beyond are in view all along the southern edge of the area. Building 5 obstructs most of the western views from within the Shops Area, however there are views of the City of San Francisco from the west side of the building. Eastern views along West Midway Avenue take in the residential area East Bay hills and along West Tower Avenue.

Topography

The Shops Area is essentially flat.

Vegetation

Planting in the Shops Area is much less dense than in the Administrative Core. Only the areas adjoining the primary north-south axis have a deep setback planted with lawn, foundation shrubbery, and some trees. A much higher percentage of the area is paved or covered by buildings because of the utilitarian function of this area (**Photograph 38**).

Plant types in the Shops Area include twenty-four species of trees, and forty species of shrubs and perennials. Tree types include five coniferous species, nine deciduous trees, and nine broadleaf evergreens. Only one species is noted for its flower display. There are an assortment of fruit bearing trees at Building 607, and two avocado trees growing south of Building 10. There are greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Only western catalpa, sycamore and black acacia are used in more than one location. No particular species of shrub is used in great number.

There are few rows of single-species in the Shops Area. Tree rows include a double row of young sycamore between Buildings 73A-B and 607, and a row of privet west of Building 114. There is a group of three western catalpa at the northwest corner of Building 6 and a similar grouping at the northeast corner.



Photograph 38: Most of the Shops Area is paved; view showing Building 92 at the intersection of Pan Am Way and West Ranger Avenue.

Some trees present in the Shops Area, around the buildings adjacent to the north-south axis, are mature and several decades old and there are several relatively young trees planted around Buildings 73A-B and 607. Large specimens include four black acacia west of Building 8 with trunk diameters of 24” to 27”, the western catalpas north of Building 6, and a large deodar cedar at Building 114. There is Monterey pine at Building 546 with a 36” caliper, and another with a 60” caliper at Building 114. There is one, lone tree on the north side of the block between Lexington Street and Monarch Streets – a large elm, the same species that is planted in a row on the north side of West Midway Drive Avenue.

Lawn is planted in deep setbacks at Buildings 6, 8, 62, and 114, similar to the way lawn is used in much of the Administrative Core, and each of these buildings also has foundation shrubbery (**Photograph 39**, **Photograph 40**, **Photograph 41**, and **Photograph 42**). Elsewhere there are some areas where weedy grasses are being mown. Planting

strips between the curb and sidewalk on West Midway Avenue have been filled in with asphalt paving. Elsewhere there are no sidewalks and no evidence of planting strips having existed.



Photograph 39: Vegetation at northwest corner of Building 6, looking south along Lexington Street at intersection with West Ranger Avenue.



Photograph 40: Vegetation on west side of Building 8, along Lexington Street.



Photograph 41: Vegetation on the north side of Building 62 along West Midway Avenue.

There are many fewer shrubs in this area than in the Administrative Core or the Residential / MWR Area, and they tend to be planted in narrower shrub beds. One exception is a large variety of shrubs that have recently been planted around Buildings 73A-B and 607. Many of these shrubs are found only at this location. Building 607 also has raised planter boxes for growing vegetables.

Paired plantings are present at building entries in a few locations echoing the common treatment used in the Administrative Core. Virburnum are planted at either side of the east entry to Building 62, and there is a pair of tawhiwhi at the west entry of Building 114. On the west side of Building 6, two, 4' square wooden planters mark the building entrance, and on the north side two small, round concrete planters mark an entry.

There are no hedges in this area, few ground cover plantings, and only one vine – a wisteria on the north side of Building 62.

Generally, the condition of most plants in the Shops Area is good. Lawns and grasses are kept tidy by mowing and most shrubs are pruned.



Photograph 42: Vegetation on west side of Building 114, facing south down Lexington Street.

Circulation

Circulation features in the Shops Area primarily accommodate vehicles and secondarily accommodate pedestrians. The north-south roads in the Administrative Core continue into the Shops Area. East-west roads in this area are straight, and perpendicular to the north-south roads, conforming to the orthogonal layout of the Administrative Core. All are two-lane, one in each direction.

Most of the area around buildings in the Shops Area is vast paved spaces, without curbs or other obstructions (see **Photograph 38**). Where they occur sidewalks are generally 12' wide, however, many places do not have sidewalks, curbs or gutters, and there are several exceptions to the 12' width. Sidewalks are present on West Midway Avenue, on Sunrise south of Building 86, on both sides of Saratoga Street, on Lexington Street at Buildings 7, 32, 62, and on Ranger Avenue at Lexington Street. A 6' sidewalk on West Midway Avenue is adjacent to an asphalt parking strip and a low curb. One 8' sidewalk occurs at West Ranger Avenue and Saratoga Street. There is a curb but no sidewalk on Pan Am Way east of Buildings 91 and 92. The sidewalk on West Midway Avenue is 6' plus a 6' asphalt planting strip west of Building 73. West of Buildings 43 and 44 the sidewalks are 6' wide.

Paths leading to building entries in the Shops Area are not set at a uniform width. Three paths 4', 5', and 12' wide lead to Building 114 entries, two paths 12' and 3 1/2' wide approach Building 8, a 10-20' wide wedge-shaped path leads to an entry at Building 607, and two paths 2' and 4' wide, lead to Building 102.

Curbing throughout the Shops Area is also not uniform, with different heights and styles of curbs present, and some locations without any curbs. Several places in the Shops Area have low curbs measuring 2 - 4", and other places have rolled curbs. Rolled curbs occur on West Tower Avenue, and the east side of Pan Am Way. A 9" high x 4" wide curb occurs north of Building 114. A curb with wheel stops divides the parking lot east of Building 32. There are no curbs

north of Building 32 and cars park over the sidewalk. Concrete curbs and wheel stops also occur south of Building 119. There are a few old handicap ramps in this area at various locations including south of Building 62. In the parking area east of Building 607, 8" curbs running north-south and east-west in the parking area leave a 24" and 30" asphalt "walkway" on the street side of these curbs.

Loading and access ramps are present in scattered locations through the Shops Area. Some but not all building corners have access ramps. There are slight ramps up to doors on the south side of Building 114. Concrete access ramps are located at the south side of Building 62 and the south side of Building 42. The Building 42 ramp also has steel railing. New access ramps have been installed on all corners at Pan Am Way and West Midway Avenue along with clearly marked crosswalks.

Discontinuous railroad tracks occur south of Buildings 9 and 10, east of Building 91, and running north-south from Sunrise to West Midway Avenue.

Water Features

There are no bodies of water within the Shops Area.

Structures, Furnishings and Objects

Buildings within the Shops Area do not display the stylized architectural detail to the degree found in the Administrative Core, nor do they exhibit the standardization and uniformity present in the Residential / MWR Area (**Photograph 43** and **Photograph 44**). These buildings are more utilitarian in design and appearance and the structures present in the area are generally associated with the Shops Area. Structures include bollards, a bus stop, signs, lights, fencing, utility enclosures, storage, recreation equipment, containers, irrigation equipment, and several other utilitarian features.

Utilitarian structures are present throughout the Shops Area. Many sets of steel bollards surround various utilities throughout the Shops Area. Some bollards are round, some are I-beams, and many, but not all, are painted yellow. A 5' x 8' raised vault with bollards is located north of Building 614. Other utilitarian features include Building 624, a shed with a tall communications tower, metal rail and 2 hook-shaped vents at the northeast corner of Building 10, shipping containers north and south of Building 92, and various irrigation equipment where there is planting. Play equipment is installed outside the daycare located in Building 73A and portable basketball standards west of the day care. Two large tanks sit north of Building 500. Also north of Building 500 are two concrete walls that measure 5' wide, 24" high, and 85' long, and another wall measuring 45' long, 3' wide, and 24" high. These structures are spaced 12' apart.

Other furnishings, not directly associated with the area's functioning are a rusted, large, sculptural object west of Building 607, two exposed aggregate pots and a concrete birdbath north of Building 6, two 4' x 4' wood planter boxes west of Building 6, and benches, bike racks, a veggie box, a trash container, and a kiosk-type sign at Building 607. Three 6' wood planter boxes and three pots adorn the exterior of Building 92. A shade structure is present on the south side of Building 405.

The northeast corner of West Midway Avenue and Saratoga Street serves as a small transportation interchange with a bench, and a bike rack at the bus stop.



Photograph 43: Modest examples of Moderne architectural styling are found within the Shops Area; Building 8, facing southeast.



Photograph 44: Other buildings in the Shops Area are constructed in a simple, functional style; Building 114, facing northwest.

Signage in the Shops Area generally indicates the names of existing tenant activities. The Alameda Point Collaborative displays a wood sign, the Alameda Fire Department has a wood sign with an ornamental boulder, and the Alameda Civic Light Opera is designated with a sign on the west side of Building 35. A variety of street and traffic signs are present throughout the area. All lighting in the area is cobra head lights which occur on West Essex Drive, Lexington Street, Saratoga Street, Pan Am Way, Ranger Avenue, West Tower Avenue, and West Midway Avenue east of Building 607.

Fencing in the area is either permanent or portable, 6' or 8', chain link fencing, with and without fabric, located throughout. South of Building 5, a 6' portable fence blocks West Tower Avenue. Variations in fence type are present between Buildings 8 and 92 and between Buildings 8 and 9, where 12' fences with barbed wire are installed. Buildings 73A and B have 6' wood fences with acrylic panels that allow for visibility. There are several chain link utility enclosures of various sizes, with and without slats, with and without barbed wire throughout the area.

The only monument within the Shops Area is a 35' aluminum flag pole, without a flag, north of Building 6.

Hardscaped architectural details are scarce in the Shops Area, but they do occur in some locations. Buildings 62 and 35 have concrete architectural elements at their entries and Building 62 has a formal entry on the south side.

RESIDENTIAL / MWR AREA

The Residential / MWR Area within the historic district is located in the northeast corner of the station and includes the Officers' family housing and CPO family housing areas built during the original construction of the station. The newer family housing and MWR area along the east side of the base and at the south end of the base are not within the boundaries of the historic district.

Spatial Organization

The Residential / MWR Area of the historic district is bound by Barbers Point Road to the northwest, Pearl Harbor Road to the northeast, a jagged line to the east that roughly follows West Essex Drive and Pensacola Road, and Corpus Christi Road to the south. It is sub-divided into three types of housing: Officers' Housing, CPO Housing, and family housing (outside the historic district), each type with its own spatially organizing features. Each grade of housing is separated from the other with park-like open spaces. These occur between West Essex Drive and Pensacola Road and between the south side of the houses that face Corpus Christi Road and West Midway Avenue. A large open space, now a community garden, is where the three types of housing meet (**Photograph 45**).

The density of development in the residential area is generally uniform, but there are subtle differences. The CPO Housing has a greater density of development than the Officers' Housing. The Officers' Housing area has the highest ratio of open space per occupant in the residential area. These are the only homes in the Residential / MWR Area placed in the middle of large expanses of lawn. The lack of property line fences allows this area to read as one, large park-like open space.



Photograph 45: 2005 aerial photograph showing the northeast portion of Residential / MWR Area within the boundary of the historic district.⁴

The alignment of roads between the Officers' Housing and the rest of the station are slightly misaligned at the intersections of Pan Am Way with West Redline Avenue and West Essex Drive (**Photograph 46**). This slight offset sets the Officers' Housing area visually and spatially apart from the rest of the station. Also, West Midway Avenue curves sharply south east of Pan Am Way as it enters the residential part of the station.

The layout of streets and sidewalks in the Officers' and CPO Housing areas are strong organizing features. The street layout is notably different in each housing type. Streets in the Officers' Housing are evenly spaced and gently curving within an egg-shaped area, while streets in the CPO housing are straight, orthogonal and run primarily east - west (**Photograph 47** and **Photograph 48**). The Officers' houses are oriented with their front façades facing northeast, away from the station. Houses in both areas are spaced evenly from one another and set back uniformly from the street (**Photograph 48** and **Photograph 49**).

⁴ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.
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Photograph 46: Offset alignment of roads at junction of West Redline Avenue and Pan Am Way; facing east.



Photograph 47: Officers' Housing showing curvilinear layout of roads and planted parking strip.



Photograph 48: CPO Housing showing straight alignment of roads, density of development, and uniformity of siting from street and from one another; also note planted parking strip.



Photograph 49: Officers' houses ("Big Whites") are sited uniformly from the street and from one another.

Trees contribute to the spatial organization of the Residential / MWR Area, but the degree to which they do this varies significantly. Rows of single species trees on Pensacola Road and Corpus Christi Road reinforce the strong orthogonal layout of the street, sidewalks and buildings. A row of mulberry trees defines the north side of the park along West Essex Drive, but similar mulberries on Barbers Point Road are too few in number to make a strong edge. Elsewhere trees are planted in mixed groups, diminishing their organizing quality. The random layout and mixed species of trees in the Officers' Housing conveys a "park-like" quality.

Neither fences nor hedges are used anywhere to separate the three types of housing from one another. Each type of housing is distinguished without relying on such divisions.

Land uses within the Residential / MWR Area of NAS Alameda include vehicular and pedestrian circulation, private backyards, ornamental planting, a park and tot lots, dumpster storage, trash and recycling bins, open space, clothes drying, storage / corporation yard for community gardens, and recreation.

Views and Vistas

Views in the Officers' Housing are limited to internal views of neighbors because of the curving streets, except at the park where there are views to the west down West Essex Drive. On the northwest edge of the Officers' Housing, from Barbers Point Road, there are views of the Port of Oakland and the associated cranes and containers. There are views into the community gardens, and the park between the Officers' Housing and CPO Housing from various locations. Along Corpus Christi Road, on the southern edge of the CPO Housing there is a view of San Francisco through the space south of the CPO Housing.

Topography

The Residential / MWR Area is essentially flat.

Vegetation

Planting in the Residential / MWR Area is the densest of the entire station. There are more trees (729 recorded), and a greater variety than any other area. There are also many more shrubs and perennials in the residential areas.

Plant types include sixty-four species of trees and ninety-one species of shrubs and perennials. Tree types include eleven coniferous species, twenty deciduous trees, thirty-one broadleaf evergreens and two species of palms. More species are noted for being flowering trees than in other areas, and there are more fruit bearing trees here, primarily in the community gardens. As in the other areas of the station, there are far greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter.

More than other areas, tree species in the Residential / MWR areas are used in multiple places. Tree species frequently used include: black acacia, atlas cedar, Washington thorn, Monterey cypress, silver dollar eucalyptus, Australian tea tree, crabapple, myoporum, Italian stone pine, *Pittosporum eugeniodes* (no common name), Victorian box, sycamore, Lombardy poplar, locust, coast redwood, brush cherry, and elm.

Rows of single-species trees are not characteristic in the Officers' Housing or CPO Housing areas, however, some exceptions do occur. There are rows of Washington thorn in the front yards of the CPO Housing, and a row of eight mulberries on the north side of the park. Rows of locust have been recently planted on Seattle and San Diego Roads. There are four sycamore planted in a row on the south side of Pearl Harbor Road, plus two additional sycamore on the north side. Australian tea trees are planted at either side of the parking lots east and west of Building 178 in the CPO

Housing area and around Building 95, near the Officers' Club (**Photograph 50** and **Photograph 51**). A prominent row of sweet gums marks the north side of the entry at West Midway Avenue.

There are many large specimen trees throughout the area, particularly the several specimens of Italian stone pine in many different locations, including eleven in the space between the CPO Housing and the family housing to the south. Similarly, there remains a large grove of trees south of the Commanding Officer's house that provides a curtain of vegetation between than house and the family housing area (**Photograph 52**). There are large atlas cedars planted in front of ten "Big Whites" including the five homes that face San Pedro Road. Other trees include a mixed group of five large trees in the park, a date palm on the north side of Unit M of the Officers' Housing, and a grove of Monterey cypress and one yew with a 3' 9" caliper at the front of the Commanding Officer's house (**Photograph 53**).

The age of trees in the Residential / MWR Area is mixed. Some new trees have been planted either to replace removed trees or as additions or improvements to the landscape.

Lawn is prevalent throughout both the Officers' and the CPO Housing areas. Lawns, generally deeply setback, are green and well maintained in these areas. The extent of lawn and lack of dividing fences or hedge rows creates a "park like" character in the Officers' Housing area. Generous areas of lawn surround these homes on all sides, similar to the buildings in the Administrative Core (**Photograph 54**). Lawn is planted and maintained in the planter strips between curb and sidewalks. The front yards of the CPO homes are planted with lawn and foundation shrubs except for three lots where current residents have replaced the lawn with drought tolerant gardens. The lawn has also been removed east of Pan Am Way between Corpus Christi Road and West Midway Avenue for a community garden when these buildings were being used by military families.

A large variety of shrubs are planted around the Officers' Housing, many of which appear to be relatively young. As in other areas of the station, there are few hedges. There is a two-species hedge in front of the Commanding Officer's house, and a recently planted row of photinia shrubs in the planting strip of West Midway Avenue that will form a hedge as it matures.

Each Officer and CPO house has a wooden planter box for private use. The Big Whites have planters on the front porches and the CPO Housing units have planters in the rear yards.

There are three community gardens associated with the CPO Housing area that are now part of the Alameda Point Community Collaborative. The smallest is on Pan Am Way between West Midway Avenue and Corpus Christi Road and includes twenty fruit trees and an assortment of shrubs and perennials. There is a fenced area surrounding Building 178 that is mostly vegetables. This area has a "corporation yard" to the west with supplies and equipment for the garden. The third and largest community garden is east of Building 550, just outside the boundary of the historic district.

In addition to the park that separates the Officers' and CPO Housing, there is another small park-like space north of Barbers Point Road between Buildings 176 and 493. This area is planted in lawn and has a half court for basketball. There is also a large open space north of the community garden near Building 550.

Generally, the condition of plantings in the Officers' and CPO Housing residential areas is good. Lawns are kept irrigated and are well-maintained except as noted. There is a dead pine in the park, and another dead pine and a stump south of Sunrise Court.



Photograph 50: Australian tea trees bordering parking lot west of Building 178, in the CPO Housing area.



Photograph 51: Australian tea trees around Building 95.



Photograph 52: 2005 aerial photograph showing grove of trees around Commanding Officer's house.⁵



Photograph 53: Yew tree at right, Quarters A, Commanding Officer's house.

⁵ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.



Photograph 54: Typical example of broad expanses of lawn, and dense planting around Officers' Housing.

Circulation

Circulation elements in the Residential / MWR Area are designed to accommodate vehicle and pedestrian traffic. Roads in the Officers' Housing are two-way throughout, and not wide enough to park along the side without obstructing a lane. The CPO Housing also has two-lane roads, however they are not as narrow as the curved roads in the Officers' Housing. Curbs in both areas are mostly rolled with an integral gutter.

Asphalt driveways slope up to meet the floor of attached garages in the Officers' Housing. Parking in the Officer's Housing northeast of Pearl Harbor Road is in attached carports and off street spaces without carports. Rolled curbs in much of the Officers' Housing transitions to 6" curbs at the entrance to parking bays. An asphalt parking bay and an area top-dressed with gravel is located near the community garden on Barbers Point Road.

Sidewalks in the Officers' Housing and CPO Housing are typically 4 1/2' concrete sidewalks that parallel 6" curbs and planting strips along roads. At corners sidewalks widen to 8' or 12'. Sidewalks occur at front sides of homes, not in backyards where lawn comes up to the curb. There are no sidewalks on the south end of Barbers Point Road, around the bean shaped planting island south of Unit L, and in the park.

Paths in the Officers' Housing consist of 4 1/2' paths to front doors, 30" concrete paths to secondary entries, and 4' concrete paths from driveways to front patios. Homes northeast of Pearl Harbor Road, outside the boundary of the historic district, do not have paths to the front doors from sidewalks; instead paths come off of the driveways. Paths leading to the front doors of the CPO Housing are 4 1/2' wide, similar to the paths in the Officers' Housing. Secondary paths are either 34" or 24" wide and lead to smaller, concrete front porches (no tile). The CPO Housing area also has a couple of concrete ramps and one wooden ramp.

Water Features

There are no bodies of water within the Residential / MWR Area.

Structures, Furnishings and Objects

Buildings in the Officers' Housing and CPO Housing areas are characterized by their uniformity in design and layout. Structures in the same area include fencing, lighting, utilitarian site furnishings, signs, storage sheds, patios, and a basketball court.

In the Officers' Housing, 6' chain link fences with white slats enclose private backyards. Deviations include a new 6' wood fence at Unit L, and 6' wood fence with lattice at unit G. Generally, fencing encloses an area immediately adjacent to each unit and leaves open space between. The fencing between Units A and B, and between units A and C, does not leave open space between these properties. The CPO Housing does not have fencing (**Photograph 55**).

Lighting in the area is typically cobra head fixtures on aluminum poles. On Barbers Point Road a few lights are painted marine blue.

Patios are characteristic features of the exteriors of both the Officers' houses and the CPO's houses. The Officers' patios are blue, tiled patios at the front doors, with wood planter boxes 10' long x 30" wide, painted white. Patios northeast of Pearl Harbor Road, outside the historic district, are smaller and not tiled. CPO units have 12' x 16' concrete patios in the backyards, with wood planter boxes. Officers' houses also feature 8"- 11" wide concrete curbs, sloping up to the house, defining planting areas at the front yards (**Photograph 56**). Front porches and elevated driveways are accessible by concrete steps.

Site furnishing in the Officers' and CPO Housing is generally an eclectic mix of AC units, electrical enclosures, patio furniture, clotheslines, pots, trash and recycling containers, kids play equipment, tire swings, an American flag, mailboxes, door mats, and steel and plastic storage sheds. The wood planter boxes in CPO rear yards are 12' long x 2' wide. There are the remains of an ornamental iron structure southeast of Unit N. Clothes lines occur in the rear yards of the CPO Housing, some in use, but most just white, metal posts without lines. Other structures in the area include a sign marking the Alameda Point Collaborative Community Garden, some wood storage sheds approx 8' x 10' in Officers' Housing, and a utilitarian feature on a red pole in the open space north of the community garden on Barbers' Point.

A half basketball court is located on Barbers Point Road east of Building 176, and an unknown utilitarian concrete structure north of Barbers Point Road at Pearl Harbor Road.



Photograph 55: Backyards of the CPO Housing are not separated by fencing; clothesline poles are common site furnishings throughout; view of San Francisco in background.



Photograph 56: Big Whites Officers' houses have curved planting bed in the front yards, against building foundations.

OPERATIONS AREA

In the 1997 “Guide to Preserving the Character of the Naval Air Station Alameda Historic District,” the landplane and seaplane hangars were collectively referred to as the Hangars Area. This cultural landscape report includes the hangars in a larger functional area, the Operations Area, that includes the structures with which they are closely associated, the Control Tower, Airfield, and Seaplane Lagoon and two other related functional areas, the waterfront, south of the Seaplane Lagoon, and the magazines areas adjacent to the Airfield.

The portion of the Operations Area within the historic district is made up of two rectangular spaces that encompass the landplane hangars and Control Tower (Building 19) as well as the seaplane hangars and Seaplane Lagoon. The landplane hangars are Buildings 20 to 23, with Building 20 being the furthest north. These four buildings are situated in a north-south arrangement with Building 24 and Building 19 located at the southernmost end. The seaplane hangars are situated in an east-west arrangement perpendicular to the landplane hangars. They include Buildings 11, 12, 400, 39, 40, and 41. To the south of the seaplane hangars is a parking apron / taxiway and the Seaplane Lagoon. The waterfront portion of the Operations Area is not within the boundary of the historic district.

Spatial Organization

Building 19 (Control Tower), Building 24, and the landplane hangars are located west of Monarch Street and south of Taxiway D. The Airfield, outside the boundary of the historic district, is to the west. The six buildings are south of West Tower Avenue, north of Taxiway H, and west of Ferry Point Road. Taxiway H and the Seaplane Lagoon are included in this area. Taxiway H is south of the seaplane hangars and is 3,000' x 420'. The Seaplane Lagoon is located south of the taxiway and measures 3,000' x 1,585' (**Photograph 57**).

Building 39 and the Seaplane Lagoon are located on the main north-south axis bisecting the Administrative Core. The north edge of the Seaplane Lagoon is bilaterally symmetrical with two ramps to the east and two to the west. The rip rap stone walls of the Seaplane Lagoon form of an imperfect rectangle; the southeast corner of the lagoon is cut diagonally rather than perpendicularly like the other three corners.

The spatial organization of the Operations Area within the historic district is characterized by vast expanses of pavement without sidewalks, curbs, or pedestrian paths and large buildings sited with aligned façades (**Photograph 58**).

Each hangar is a large, rectangular building, except that Buildings 11, 12, and 400 are abutted and form one large building complex. Historically there was a large expanse between the south side of Building 23 and the Control Tower, which was later infilled with the construction of Building 24 in 1990. The east and west facades of the Control Tower, Building 24, and the landplane hangars are aligned and parallel to Monarch Street.

The space between the building façade and curb on Monarch Street is 140'. To the west of these hangars the space is defined by the building facades and a chain link fence that runs north-south 170' west of the buildings. The distance between Buildings 20 to 23 is 175'. Buildings 11 to 41 are setback 80 feet from West Tower Avenue. Distances between these buildings average 330'.

The cube-like architecture of the hangar buildings and their massive size creates very strong spatial definition. Similarly, the straight lines of Seaplane apron (later Taxiway H) and the straight lines of the Seaplane Lagoon walls also give strong spatial definition to this area of the station (**Photograph 59**).



Photograph 57: 2005 aerial photograph, portions of the Operations Area within the boundaries of the historic district.⁶



Photograph 58: Operations Area. Note aligned façades of seaplane hangars, Buildings 39, 40, 11, 12, 400, and large expanse of pavement; Building 77 at far right.

⁶ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.



Photograph 59: Seaplane hangars aligned with straight line of Seaplane Lagoon, facing northwest.

The density of development in this area is low. Large areas, including seaplane apron / Taxiway H, the Seaplane Lagoon and the spaces surrounding the hangars, have no buildings or other structures.

Buildings, roads and paths are laid out in the characteristic orthogonal pattern. There are no sidewalks and few paths in this area. Generally, there are so few paths and so little planting in this area that they do not contribute to the spatial organization. An exception occurs at the Control Tower and Building 77 where there are wide paths at the entries with deep lawn setbacks.

The primary roads in this area that contribute to the spatial organization are Monarch Street, West Tower Avenue and Ferry Point Road.

Land in the Operations Area is currently used for historic displays, loading docks, treating contaminated soil, vehicular circulation, storage for truck trailers, containers, equipment, drain tiles, vehicles, boats, dumpsters, gas tanks, pallets, and exercise equipment, ship docking, and recreational boating and fishing.

Views and Vistas

There are wide views of the area surrounding NAS Alameda from the Operations Area within the historic district because of the unobstructed spaces between hangar buildings, and the flat nature of the adjacent airfield and Seaplane Lagoon. Long internal view west along Tower Avenue terminate at Building 24 (**Photograph 58**). The seaplane hangar area affords views of the Seaplane Lagoon, piers, and ships to the south, and San Francisco and South San Francisco to the west (**Photograph 60** and **Photograph 61**). Looking north from the area east of Building 41 the trees in the Residential / MWR Area are visible, and east from the end of the taxiway, near southeast of Building 77 there is a view of the East Bay hills. From the landplane area, there is an open view of the airfield, and wide views of San Francisco. From the north end of the landplane hangar area, the East Bay hills, the Port of Oakland, and its associated cranes and ships are in view.



Photograph 60: View west along West Tower Avenue, seaplane hangar Building 41 at left.



Photograph 61: View facing northeast from east side of Seaplane Lagoon; Seaplane ramps in foreground, San Francisco – Oakland Bay Bridge and City of San Francisco in background.

Topography

The Operations Area is essentially flat with minimal pitch.

Vegetation

Planting in the Operations Area is very limited by necessity. The primary purpose of these areas was to service aircraft and aircraft operations; vegetation would conflict with this purpose and was minimized. Planting in the Operations Area is largely limited to building entries and narrow foundation planting beds.

Plant types in the Operations Area include eighteen species of trees, and twenty-eight species of shrubs and perennials. Tree types include six coniferous species, two deciduous trees, eight broadleaf evergreens and two palms. There are two types of fruiting trees; apple and a variety of citrus. Only the purple leaf plum is noted for its flower display. There are many more evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Most tree species are found only at one location within the area. Trees used repeatedly include: the citrus and the fan palm. No particular species of shrub is used in great number.

Planting at landplane hangar Buildings 20 to 23 is limited to a sixteen to twenty foot wide foundation planter bed on the east side (**Photograph 62**). These beds include lawn, some shrubs, two large pines at the southeast corner of Building 22, a row of citrus trees east of Building 21 and a few other trees. There is a planted area on the west side of Building 21, approximately 15' x 40'. This planting area includes picnic tables and wine barrels – amenities for current tenants. Plants include an eclectic mixture of shrubs, grasses, palms and perennials. Similar plantings exist at the southeast corners of seaplane hangar Buildings 39 and 40, including a carpet of artificial turf at Building 40.

The two buildings in this area with traditional-style station planting are the Control Tower (Building 19) and Building 77. Both building have deep panels of lawn that wrap around the corners of the building (**Photograph 62** and **Photograph 63**). The only plants in the lagoon and Pier 1 areas are next to Building 601. The willow at this location, situated at the edge of the riprap edge of the lagoon is within the boundary of the historic district and the redwood at the southwest corner Building 601 is outside the boundary of the historic district.



Photograph 62: Lawn panels along east side of landplane hangars.
Building 21 in foreground and Building 22 in background.



Photograph 63: Wide lawn panels with foundation shrubs around Building 19 (Control Tower).

The condition of plants in the Operations Area varies. Much of the vegetation appears to be very young, added within the past five to ten years, and as such has not matured. Building 19's species selection and style of plant layout reflect a more recent design character that likely dates to after the historic period of significance – the entry is flanked by three parallel rows of shrubs, unlike planting elsewhere on the station. Lawns are well maintained and shrubs are pruned throughout the Operations Area.

Circulation

Circulation elements and patterns in the Operations Area within the historic district accommodate vehicle traffic and aircraft. The role of pedestrian traffic in this area was clearly secondary as evidenced by the lack of sidewalks and paths.

Primary vehicular circulation for the Control Tower, Building 24, and landplane hangar Buildings 20 – 23 are Monarch Street, and West Tower Avenue for seaplane hangar Buildings 11 – 41. West Tower Avenue is two lanes east and one lane west. Other roads in the area are one lane each direction. Driving lanes tee off Monarch Street between each of the landplane hangars and these roads end at the east façade of each building. Pedestrian circulation is not well defined in both areas, however there is an asphalt curb in many areas around the seaplane hangars that defines a “sidewalk area.” The former seaplane apron / Taxiway H runs east-west and would have served as a circulation component similar to the taxiways and airfield west of the landplane hangars. The Seaplane Lagoon and four ramps were historically important components of the circulation.

Ramps in the landplane hangar area provide for pedestrian circulation into the buildings. There are metal, portable access ramps southeast of Building 23, a 6' wide ramp at the east entry to Building 21, a 4' wide concrete ramp at the east side Building 21, and an 8' wide access ramp on the west side of Building 22 near the southern corner. A concrete ramp with metal railings is located at the west side of Building 19.

Existing paths in the landplane area follow an orthogonal path east of the planting bed on the east side of the hangars. The path is 5' wide, the full length of the block, and parallel to the buildings. Paths, 3' to 8' wide, leading to doorways tee

off from this path. No curb or wheel stops are present between this path and the parking area. A 15' wide asphalt path leads to the east entry of the Control Tower. East of Building 77 is an 8' concrete path and a 6' path lead to the building entries.

Generally, there are very few curbs in this area and the existing curbing is not standardized but varies by location. Examples include the curb at the Building 22 planting bed, some curbing at entry drives between hangars, 9" curbs running north-south, parallel to Monarch Street at hangar Buildings 20 – 23, each painted a different color. The curb on Monarch Street is set back 25' with diagonal parking on the street side. At Buildings 20 and 21 there is a double curb at Monarch Street and the second curb is defined by a piece of steel rail. There is 9" high curbing at the east side of the Seaplane Lagoon all the way to Building 64. Concrete curb runs east-west east of Building 40.

Water Features

The Seaplane Lagoon, sited on the north-south axis of the station, is the sole body of water within the Operations Area within the historic district.

Structures, Furnishing and Objects

The hangars in the Operations Area are large, prominent buildings whose size and alignment strongly characterize these areas of the station. The Seaplane Lagoon, centered on the station's north-south axis is another distinguishing feature. Many of the structures present in the area are utilitarian features designed to support the movement of aircraft.

Numerous utilitarian structures are present in the Operations Area within the historic district, many of which are surrounded by bollards. Aircraft tie downs are ubiquitous throughout both hangar areas. Aircraft tie downs consist of indentations in the concrete with metal bars or brackets set across them allowing a rope or other restraint to be passed underneath the metal without the metal protruding from the ground level. At Buildings 11 – 14 tie downs embedded into the concrete paving are spaced on a 10' x 12' 6" grid with some minor variations. Utility enclosures, fire equipment, and monitoring wells in the pavement are also ubiquitous in the area. Many utilitarian features in this portion of the historic district appear to be remnants.

Site furnishings in the Operations Area within the historic district are typically functional pieces to support personnel working in the area, however a few ornamental elements are also present. The area at the southeast corner of seaplane hangar Building 39 includes five picnic tables six rectangular concrete planters, two round concrete planters, and two trash receptacles. Two round pots and two ash urns sit south of the building. A table and chairs are also present south of Building 77, along with a bicycle rack, and a trash receptacle. In the north-south oriented area from Building 23 to the Control Tower are similar site furnishings, including recycle and trash bins, a picnic table, chairs, a wood bench, two terracotta planters, an ash urn, a communal mailbox, and news-racks. A bus stop on Ferry Point Road also includes a bench, sign, and bollards.

Fencing, lighting, and signage are prevalent features throughout much of the Operations Area, including those portions within the historic district. There are many fences throughout the Operations Area, some permanent but most are temporary/portable 6' or 8' chain link fencing, with and without barbed wire. Fencing is used to control access and to sub-divide large areas for storage and other private activities. Typical cobra head lights are present throughout the area except northeast of Building 40 where there is one unique light. Traffic signs are the most common in the area, but there is also a triangular sign at Building 77 for the museum, and a new Creative Technology sign on Building 22. A round concrete and brick base with a rectangular wood sign is located at the west side of the Control Tower.

Although the location and orthogonal shape of the Seaplane Lagoon are its most prominent features, the presence of utilitarian structures and features helps define the purpose and function of the lagoon. The bulkhead on the north side of

the Seaplane Lagoon is concrete with diagonal supports extending into the bay and four evenly spaced ramps approaching the water. An 8' chain link fence runs east-west along the top of the bulkhead for about 80'. There are 10' long wood curbs, spaced about 50' apart at the edge of the bulkhead. One buoy is floating in the northwest quadrant of the lagoon.

The remnants of a pier and docks are present along the east side of the Seaplane Lagoon. A hexagonal pier, south of center along the east side, was built in the 1970s, however is in disrepair and has been blocked off and marked with a no-trespassing sign warning of potential environmental hazards. There are two dock remains north of the hexagonal pier. Both are concrete structures, one 10' x 13', T-shaped with four ship tie downs, and the second 6' x 7' with two tie downs. There are five additional similar concrete structures at the lagoon south of the hexagonal pier.

A wooden boat dock with gang planks to access boats extends north from Pier 1 on the diagonal southeastern corner of the Seaplane Lagoon. This area also has timber dolphins set in the water to prevent boats from hitting Building 64. Rip rap continues to this point and beyond. Metal and wood bridges provide access to Buildings 15 and 64.

Most of the monuments in the Operations Area are associated with Building 77. Three flagpoles are present around the building, one with a crossbar and no flag, and two on the south side of the building, with flags attached. An anchor and four stone monuments with plaques are also installed at Building 77. There are also historic vehicles on display at this building, but these are not considered monuments in the same sense as the monuments on the north side of Building 1 or the displayed aircraft (on loan to the station) by the East Gate. The three gun saluting battery adjacent to Building 19 installed in the 1950s is identified as Building 380.

There are very few vertical hardscape elements in the Operations Area of the historic district. The Seaplane Lagoon revetment is a coarse stone rip-rap with timbers. There are three small concrete objects or footings at the northeast corner of the lagoon.

Hardscape in the Operations Area includes numerous curbs and beams throughout. There are several 14" x 14" x 15' concrete features, some larger, and some Y-shaped, at various locations. They are used as curbs or barriers or simply stockpiled in places. South of Buildings 12, 39, and 400 there are a series of new large, curved, rectangular objects in the taxiway area being used to clean soil. There is a row of modular concrete pads about 30" x 36" with steel pieces at Building 15 to Building 601.

B10. Significance (cont.):

Historic Context

The Navy established NAS Alameda as a component of its national plan to strategically develop naval aviation and to position air stations across the country in the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and crucial role in the Pacific theater. The station grew rapidly to enable it to serve and support important wartime activities. NAS Alameda was one of three major air stations on the West Coast to support operations of aircraft carrier groups, patrol squadrons, and utility squadrons, and it conducted critical functions for aircraft assembly and repair. Under the theme of Pre-War Preparedness in the Statewide Study, NAS Alameda is listed among the permanent bases built during the period leading up to World War II. The Statewide Study notes that military facilities like NAS Alameda share characteristics, such as most were constructed in a short period of time and many were built following a "total base design" with adaptations required during rapid war time

construction. The Statewide Study also observed that many late 1930s military facilities were built, like NAS Alameda, following construction and architectural trends of the period, many of which included reinforced concrete buildings.⁷ Following naval aviation's successes in World War II, the Navy established the aircraft carrier as a central basis for naval operations, with operations and support activities for aircraft and carriers becoming standard Navy functions during the latter half of the twentieth century. NAS Alameda supported carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, and continued to carry out its main function of aircraft overhaul and repair. As noted in the Statewide Study, much of the focus for military development during the Cold War, however, was on research and development of innovative aircraft and weapons. While it conducted vital functions, NAS Alameda's support role was part of the Navy's standard operations during this period and thus the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of Cold War naval missions and activities.

This section presents the historic context for NAS Alameda and the historic development and evolution of features and functions of the landscape located therein. Please note, contemporary street names are used in this narrative context and its illustrations, rather than the historical number and letter street names.

Pre-World War II and World War II (1917-1945)

Establishment of NAS Alameda (1917-1940)

Experiments in naval aviation began as early as 1910 when the first biplane took off from the deck of the cruiser *USS Birmingham* (CL-2). During a 1913 naval exercise off the coast of Cuba, the entire naval aviation contingent participated in scouting and spotting mines and submarines, which marks the first use of Navy aircraft. Despite the growing usefulness of naval aviation – further demonstrated through the use of seaplanes for anti-submarine patrols in World War I, the 1921 demonstration sinking by aircraft of the former battleship *Ostfriesland*, and successful employment of aircraft in 1923 fleet exercises – funding to expand naval aviation activities was limited during a period of post-war low military spending and as the army and navy debated the merits and control of aviation for military purposes. Naval aviation was bolstered by the establishment of the Bureau of Aeronautics in 1921, which promoted integrating aircraft with fleet operations. Available funds for naval aviation were generally spent on aircraft during this period, creating overcrowding at the few facilities that served aircraft, and little money was spent directly on creating naval stations designed for aircraft operations. Two of the earliest naval facilities that had aircraft functions were in San Diego, which was established in 1911 and shared air facilities with an Army air field, and in Pensacola, Florida which was established in 1914 and was an adapted naval yard. Construction in the 1930s would place NAS Alameda on equal footing with these stations.⁸ Increases in Depression-era federal spending during the early 1930s and the growing concerns regarding national defense in response to geo-political changes in Europe and Asia boosted funding for naval aviation during this period. The Vinson-Trammell Act of 1934 helped expand naval aviation activities, providing for acquisition of aircraft to accompany new ships, and the improvement of naval bases. At the same time, the military expanded their presence in California.

⁷ JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-1 and 7-2. As noted, the description "total base design" is not a phrase used historically to describe the master planning process on NAS Alameda. The phrase is presented in the Statewide Study and is applied to NAS Alameda in that document.

⁸ Julie L. Webster, United States Army Construction Engineering Research Laboratory, "Historical and Architectural Overview of Military Aircraft Hangars," Prepared for United States Air Force Headquarters, Air Combat Command, 1999 revised 2001, 1-9 to 1-10, 2-13, 3-24 to 3-41, http://www.cecer.army.mil/TechReports/webster98/webster98_idx.htm (accessed September 15, 2009); Kirby Harrison, "U.S. Naval Aviation 75 Years of Pride and Tradition," *Naval Aviation* (May-June 1986): 4, www.history.navy.mil/nan/backissues/1980s/1986/mj86.pdf (accessed January 10, 2009); *Chronology of Significant Events in Naval Aviation, 1910-1915* (Washington, DC: Naval Aviation History Office, 1997) 4, 11; Charles J. Gross, *American Military Aviation: the Indispensable Arm*, (College Station: Texas A&M University Press, 2002) 48-50.

Before this time, a majority of military bases were located in the midwestern, southern, and eastern parts of the country. The Navy reorganized into Atlantic and Pacific fleets during the 1920s, spurring construction of naval facilities in California. California – and the San Francisco Bay Area in particular – offered a mild climate and undeveloped land, an excellent combination for naval operations and training. In 1935, Navy representatives met with Alameda city officials to discuss purchasing 1,000 acres of low, tidal land west of the city for an air station. The negotiations were successful, and in June 1936 Congress passed Public Resolution No. 19, which authorized President Franklin D. Roosevelt to accept the City of Alameda's offer for the land. By the end of the year, the Bureau of Yards and Docks was preparing a plan for development of the new station.⁹

The Navy had long considered the area at the western end of Alameda for naval operations. Beginning in the 1870s and continuing into the early 1900s, the City of Alameda (incorporated in 1872 and re-incorporated as a Charter City in 1884) had experienced significant infrastructure growth, attracted a number of industries, and grown in population. By the 1910s, local businessman John J. Mulvany began promoting Alameda as an attractive site for a military installation. He began pressing the Navy and Congress to establish such a facility at the low-lying area west of the city called Alameda Point.¹⁰ Mulvany's efforts led to the creation of a special congressional fact-finding committee headed by Admiral James Helm in 1917. The subsequent Helm Report, released that same year, recognized Alameda's advantages: local industry and transportation infrastructure, shallow waters to create as many acres as needed through dredging the sandy bay, access to deepwater, and its relatively isolated location. His report recommended that the Navy purchase land at Alameda for development of a supply station, comparable to the facility at Hampton Roads, Virginia that housed and supported Navy aircraft. The Alameda station was to be part of a chain of naval bases along the West Coast stretching from San Diego to Seattle.¹¹

Despite local support and continued requests from the Navy, Congress did not approve construction of a naval base at Alameda for nearly two decades. In the interim, the City, private interests, and the Army developed parts of what became NAS Alameda. West of Webster Street in Alameda, the city allowed a private corporation to create 900 acres of filled land and to construct an airport along the Southern Pacific Railroad Mole that jutted into the San Francisco Bay from the western tip of the island. This later became the northwest corner of the station. The Alameda Municipal Airport opened in March 1929 (**Photograph 64**). The airport attracted to its facility the Curtis-Wright Corporation. Later, Pan-American Airways flew seaplanes from the peninsula, including the famous "China Clipper" in 1935 that inaugurated commercial trans-Pacific air service. The site of the aircraft's departure is commemorated by California Historical Landmark #968, located near the base flagpole in front of Building 1, although the actual site of the airport bay was to the west near the intersection of Runway 7-25 and the taxiway that connects it to Runway 13-31. Less than two weeks after

⁹ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, California Historic Military Buildings and Structures Inventory, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, January 2008), 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 11, 2009); "Construction of 2 Dirigibles By Navy Urged," *Oakland Tribune*, (November 16, 1936): 4.

¹⁰ Alameda Point is the historic name of the west Alameda area. This name is also being used for current planning efforts on former NAS Alameda. This historic name is not be used further in this report so as to avoid confusion with the current planning efforts. For historic reference see: Frederick L. Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

¹¹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Sue Lemon, "Alameda, Calif., Naval Air Station, 1938," in *United States Navy and Marine Corps Bases, Domestic*, ed. Paolo E. Coletta, assoc. ed. K. Jack Bauer (Westport, Conn: Greenwood Press, 1985), 9; and Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

the completion of the Alameda Municipal Airport, a private venture began construction of the San Francisco Bay Aerodrome on leased acreage in the area bound by Webster Street to the east, present day Atlantic Avenue to the south, and Main Street to the west. The Aerodrome was dedicated in August 1930.¹²



Photograph 64: Alameda Municipal Airport, 1936.¹³

During that same year, the Army began building its own airfield, Benton Field, on 128 acres of what had been partially submerged lands between the San Francisco Bay Aerodrome to the east and the Alameda Municipal Airport to the west. The Army dredged and infilled 100 acres in the area that became the northeast corner of the NAS Alameda (**Illustration 2**). With the assistance of the Works Progress Administration in 1935, the Army constructed roads, railroad spurs, utilities, a small runway, and well in the land now occupied by the administrative core of NAS Alameda.¹⁴ None of the facilities associated with these early aviation activities remain on station.

¹² Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245. The Navy later used the Airdrome property and this area east of Main Street was an annex to the NAS Alameda station. Most of the former annex / Airdrome property has been transferred out of Navy control and is not addressed in this report.

¹³ Alameda Airport- Sunnyvale, Calif., proposed seaplane base, December 18, 1936, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁴ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Lemon, "Alameda, Calif., Naval Air Station, 1938," 9; IT Corporation, "Final Comprehensive Guide to the Environmental Baseline Study Alameda Point, Alameda California" (prepared for Department of the Navy Southwest Division, Naval Facilities and Engineering Command, San Diego, 2001), Figure 6-20; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, Record Group 181, National Archives Pacific Region (San Francisco) [hereafter RG 181, NARA (San Francisco)]; and Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 18.

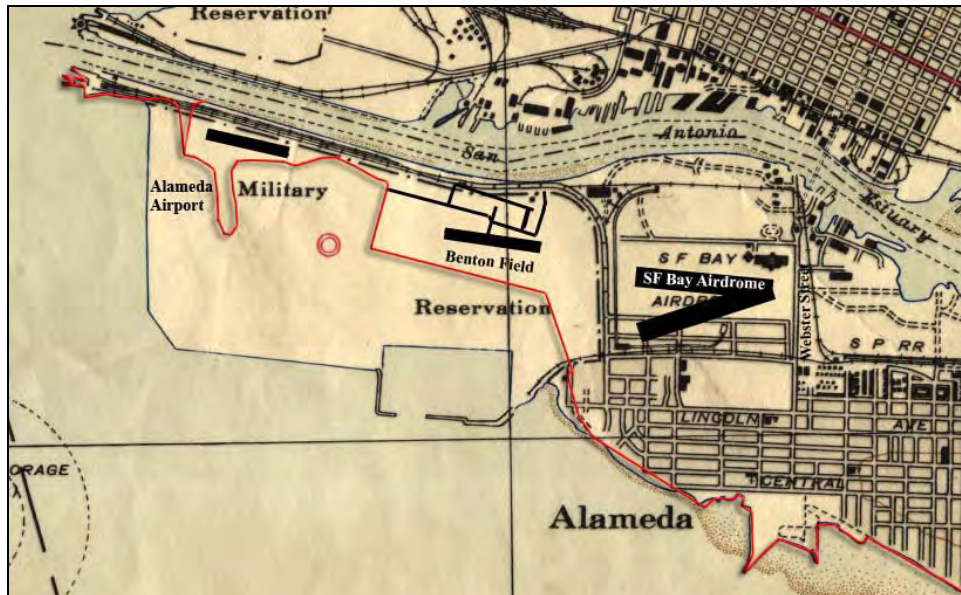


Illustration 2: Circa 1938 data overlaid on 1942 USGS Map. Data added to map: location of shoreline (red), Alameda Airport, Benton Field, and San Francisco Bay Airdrome. ¹⁵

The Navy acquired the Alameda Municipal Airport in June 1936 and obtained the unfinished Benton Field from the Army in October 1936, with authorization the following year for the Navy to spend what the Army would have spent for their air base. All of the more than 2,000 acres of the acquisition was submerged or was fill. Natural land west of Main Street, that was to become part of NAS Alameda and was originally part of the Mexican-era Peralta land grant, was privately owned at this time and subsequently acquired / leased. Congress appropriated \$15 million for the construction of a facility at Alameda to support naval aviation in 1937, but Pan-Am required time to move from Alameda Municipal Airport, and so did the Army from Benton Field, delaying commencement of construction for the new naval air station.¹⁶

Meanwhile, as military tension around the world increased, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur Japay Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. Its work, set forth in the Hepburn Report of 1938, directed Navy expansion. Among its recommendations was the establishment of three types of naval air facilities: 1) major air stations with the ability to assemble and maintain aircraft, along with management of regular operations; 2) secondary stations designed only for regular operations; and 3) training stations. The Hepburn Board boosted the status of the new navy property in Alameda by recommending establishment of NAS Alameda as one of the major air stations on the West Coast supporting both operations and aircraft assembly and repair (A&R). Major stations were planned to accommodate two to four carrier groups, three to six patrol squadrons, and two utility squadrons. The plan called for NAS Alameda to support two carrier groups (with possible expansion to four carrier groups) and five patrol squadrons,

¹⁵ USGS, *Oakland West, Calif*, 1:62,500, topographic map, 1942; Ace and Judy Campbell, *Map of Alameda Airport, Benton Field, and San Francisco Bay Airdrome, circa 1938*, Waterfront Action, www.waterfrontaction.org/history/55_lagoon.htm (accessed July 2010).

¹⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2-3; Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245 and 249; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np.

along with functions to perform aircraft overhaul.¹⁷ NAS Alameda was one of six major naval air stations that the Hepburn Board recommended for construction. The other stations included NAS Norfolk (Virginia), NAS San Diego (North Island), and NAS Seattle (Sand Point), which were already in use for naval aviation activities, and were expanded in response to the Hepburn Report. NAS Alameda, along with NAS Jacksonville (Florida) and NAS Quonset Point (Rhode Island), were completely new stations recommended for construction under this program, although Congress had already approved funding for NAS Alameda. The design and construction of NAS Alameda occurred around the same time as NAS Jacksonville and NAS Quonset Point. The assertive conclusion of the Hepburn Report was that the need for additional aircraft facilities was greater than for other military craft and the result of the report was that aviation was given priority in naval operations and planning.¹⁸

Station Planning and Design

The Navy's BuDocks, Department of Planning and Design, designed the new Alameda station with civilian architects, engineers, and planners under the direction of Captain Thomas Trexel. In general, plans for the station's design followed hierarchal and organizational planning doctrines used for military bases and naval air facilities of the period that had evolved during the early twentieth century. Plans for NAS Alameda – drafted during peacetime – envisioned a 1,000-personnel facility that would house 200 aircraft and serve as home port for two aircraft carriers. Because early military aircraft were shipped in parts for on-site assembly, the station's original plans featured an A&R Department. The layout and construction of NAS Alameda was conducted under a master planning process that has been referred to as a "total base design."¹⁹ The station's original design received an award for functional planning at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939.²⁰ Within a couple of years, the importance of the station's functional design became apparent when the station needed to adapt and expand its operations and increase personnel during war time mobilization. Similar to efforts made by the Army, the Navy adopted this master planning approach to design in the years between World War I and World War II as a way to improve the efficiency and function of its facilities, and to provide greater coherence between naval bases. BuDocks and the design team utilized standardized designs for some buildings that were developed during the previous two decades by the Bureau of Aeronautics (BuAer) and the Bureau of Ordnance, which had standards for siting and constructing structures for various functions. BuDocks employed these standards and plans for many buildings and structures as it developed each station. Following completion of the Hepburn Report, BuDocks and BuAer further refined standards and requirements

¹⁷ Capt. Albert L. Raithel Jr, USN (ret.), "Patrol Aviation in the Pacific in WWII," *Naval Aviation News* (July-August 1992): 32, <http://www.history.navy.mil/nan/backissues/1990s/1992/ja92.pdf> (accessed January 10, 2009); Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-22 to 4-23, 4-28; and United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1 (Washington, D.C.: United States Government Printing Office, 1947), 232.

¹⁸ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, available online at: Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 2009); United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 229.

¹⁹ H.C. Sullivan, "Base Planning," *U.S. Navy Civil Engineer Corp Bulletin 1*, no.5 (April 1947):118-122; US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 6-1 – 6-4; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-2 – 7-3.

²⁰ US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco).

for naval air stations with local conditions necessitating alterations for improved functionality at given locations.²¹ NAS Alameda followed many of the standards and requirements of the period. Yet, NAS Alameda has a more formal plan and different architectural character – both of which have been retained – than any of the other stations recommended for construction by the Hepburn Report.

BuDocks developed an approach for NAS Alameda that placed activities and functions in relation to each other, with organization of, and circulation between, station activities and functions receiving highest priority. Following the planning principles of the period, planners located piers, seaplane functions, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. As a result of this organization, naval air stations designed and built in this period share similar organization. This can be seen in the comparison of the general layout of NAS Alameda and NAS Jacksonville, both designed and built starting in the late 1930s (**Illustration 3** and **Illustration 4**). Landing areas for both landplanes and seaplanes are at the edges of the bases. Hangars, both seaplane and landplane, adjoin the landing areas. The A&R facilities are within easy access of both types of hangars. On the opposite side of A&R from the hangars are the storage and materials areas. Administrative functions are placed at the center of the station, between the operational areas and residential areas. Enlisted quarters are closest to the work areas so that enlisted personnel could easily access their assigned duty. Officers' and family quarters were placed further from the operational activities of the stations. Enlisted personnel and officers each had their own separate recreational areas. For safety, hazardous materials and ordnance were furthest from the residences, some of which were on the landing fields. The location of natural features relating to the docks and seaplane facilities determined the final placement of this interlocking system of activities. Important to the master planning was consideration of future expansion, which led some areas to be left undefined in initial plans for station, such as the area east of the Seaplane Lagoon on NAS Alameda.²²

The NAS Alameda base plan also had a comprehensive functional organization. Early plans for NAS Alameda show a station arranged along intersecting axes and divided into functional areas, although without details that would emerge during the station's early years. In the early plans from 1939, the north-south axis ran from the Main Gate bisecting the entry mall and the Administration Building (Building 1) with an east-west axis dividing the administrative / residential area on the north side of the station with the industrial and operations on the south side. This east-west axis was an open area that was to align with the middle of the Airfield on the west end of the station, with landplane hangars flanking this axis. There was also another east-west axis in the original plan that bisected the BEQ quadrangle (Buildings 2, 3, and 4) and crossed the north-south axis in the middle of the entry mall in front of Building 1 and then continued along the median of what is now West Essex Drive (**Illustration 5**). The BEQs with their Galley / Mess Hall (Buildings 2, 3, and 4) were shown in their current location. Bachelor Officers Quarters (Building 17) were to be two mirrored buildings facing a central green space similar to that of the enlisted quadrangle. Officers' Housing was the only non-axial portion of the station, planned as an irregular loop in the northeast corner. The original A&R facility (Building 5) was planned at half its eventual size and the location of several functions were not yet assigned, such as much of the recreation facilities and some of the residences. Early plans for station do not include some support / storage facilities or facilities that required siting and design input from specialized departments.

²¹ Charles F. O'Connell, Jr., "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer> accessed January 26, 2010, 39-45; United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 3-9, 61-70.

²² Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-26; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); JRP Historical, "The History and Historic Resources of the Military in California, 1769-1989," 6-22, 6-23; H.C. Sullivan, "Base Planning," *Civil Engineering Corps Bulletin* (April 1947): 118-122.

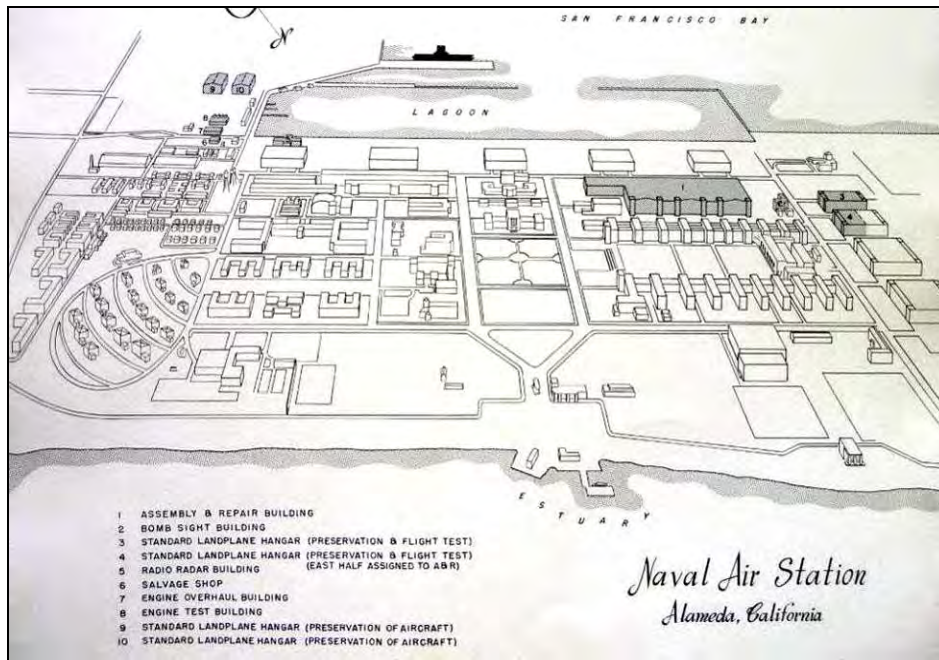


Illustration 3: General plan of NAS Alameda at the end of World War II. Airfield is to the right, off the map. A&R buildings are shaded.²³

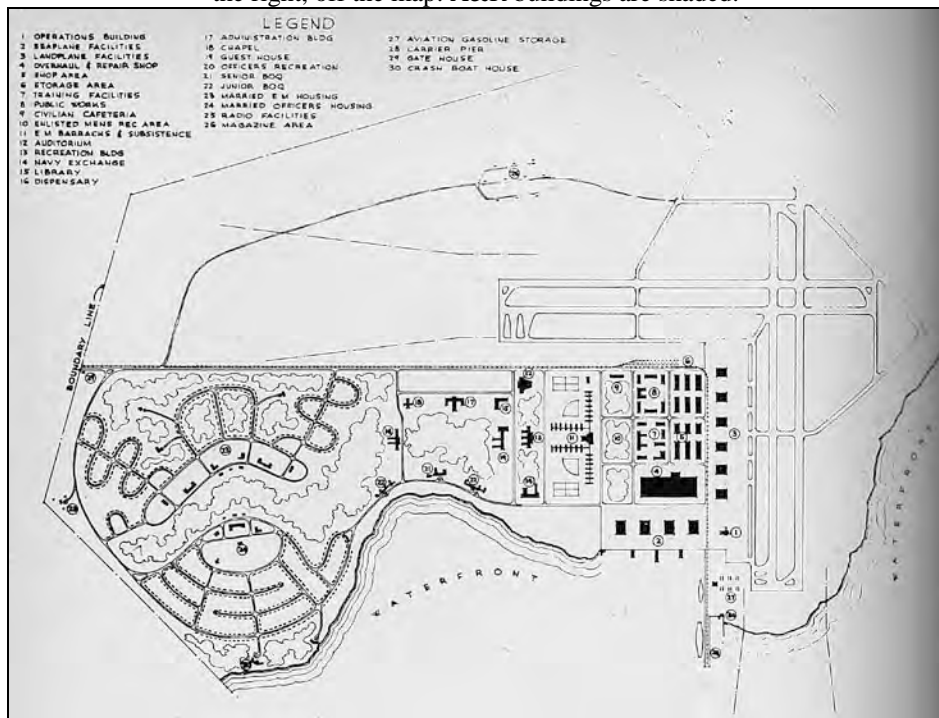


Illustration 4: General plan of a naval air station master planning. Shown here is a plan for NAS Jacksonville from 1939. Design elements and functional areas are similar to those found on NAS Alameda.²⁴

²³ “Naval Air Station Alameda, California Map,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np; The hangars listed as 9 and 10 were under construction and part of the post-war planning to preserve aircraft returning from the Pacific theater.

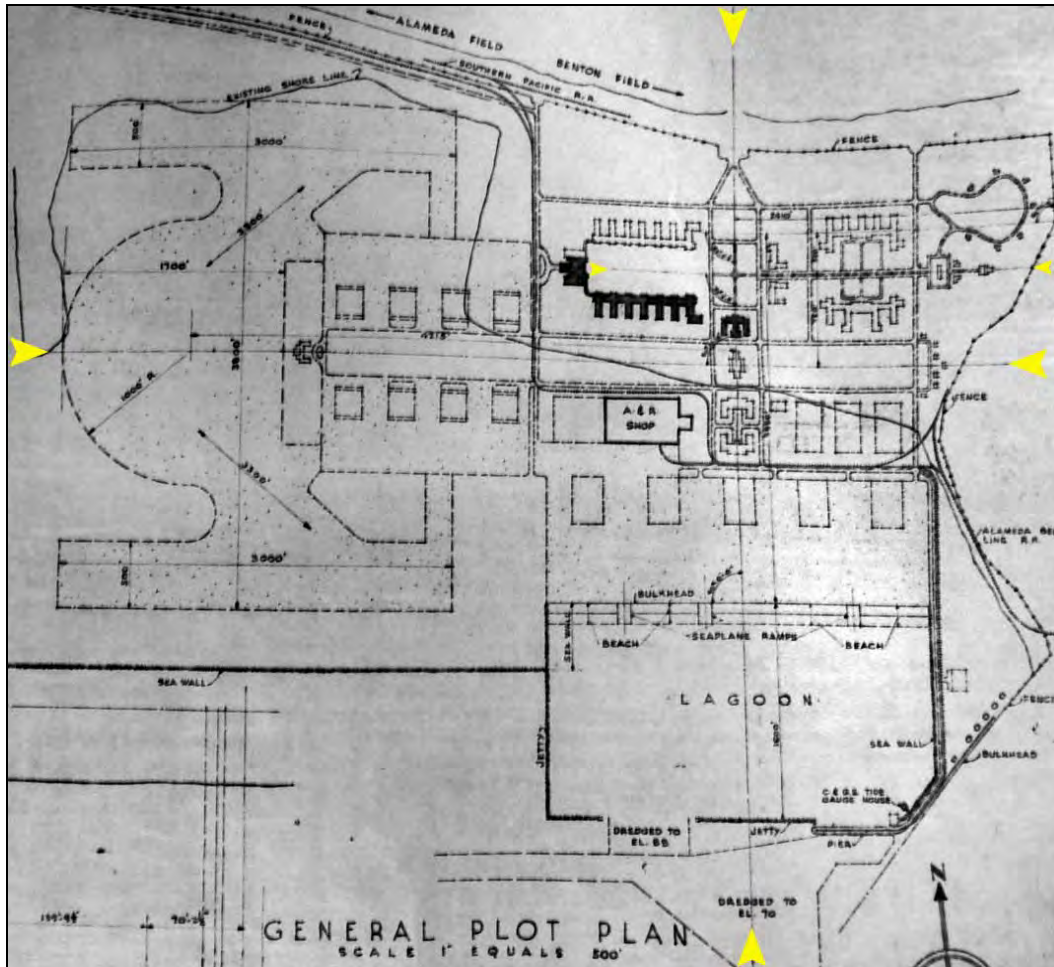


Illustration 5: 1939 Station Plan. Primary axes highlighted with large arrows; secondary axis highlighted with small arrows.²⁵

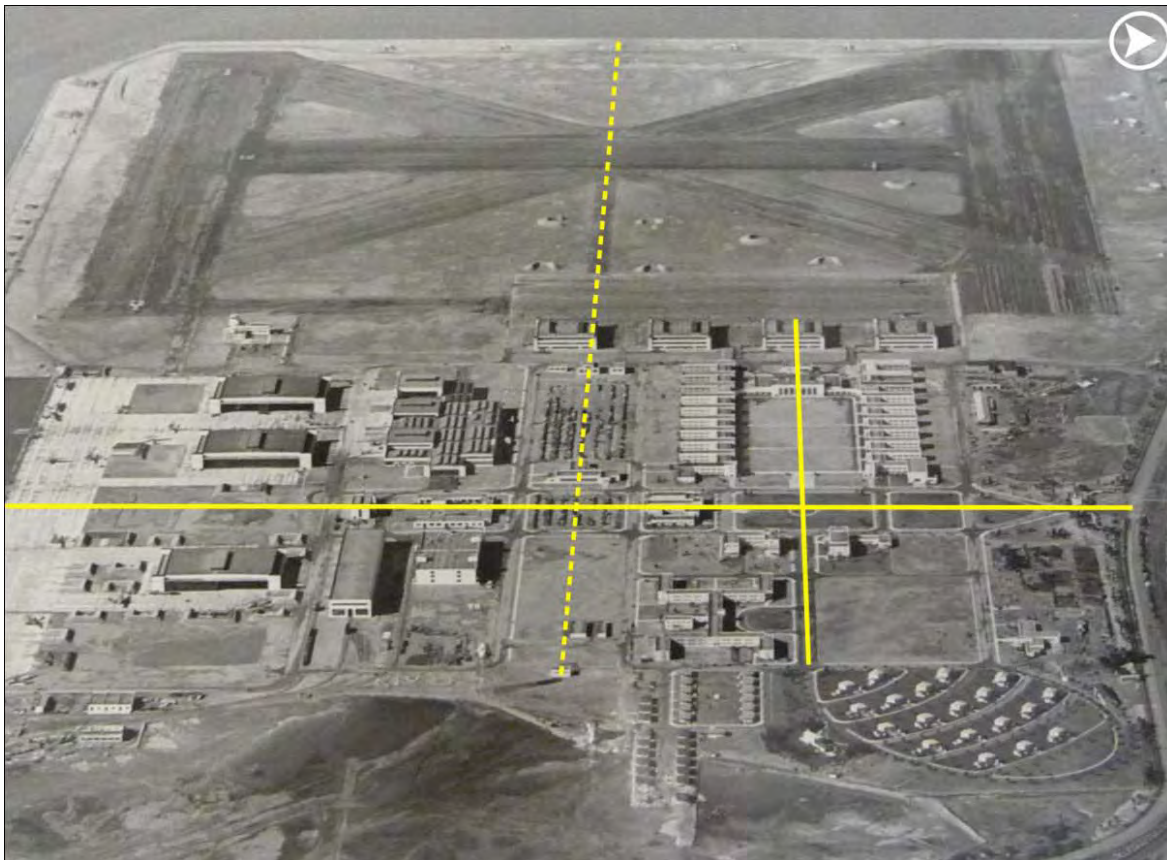
As dictated by their secondary function and/or for safety, some facilities were not placed within the formal hierarchical planning of the station's major functions or were placed away from more densely occupied portions of the station. These included magazines, locomotive repair shop, paint / oil storage, and engine test cells.

Functional and departmental requirements led to specific siting of some facilities and changes in the station's design and plans during the planned phased construction of the new station. The landplane hangars were repositioned parallel to the Airfield and aligned with a secondary axis (**Photograph 65**), and later the open space along the original east-west axis was filled with additional buildings. Placing the additional buildings in that space situated them near the industrial and storage facilities thereby maintaining functional efficiency. The axis from the BEQ quadrangle across the entry mall stretching to the Officers' Housing area thus received prominence. Station planners also increased the number of officers

²⁴ Oswaldo A. De La Rosa, "The Planning of Naval Air Facilities," *Civil Engineering Corps Bulletin* 6, no. 3 (March 1952): 68. Current aerial photographs show that NAS Jacksonville has only some elements of this layout. It is unclear what components of this design were initially constructed and which were altered over time.

²⁵ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

that could be housed in the northeast corner of the station by altering the original single-street loop to an egg-shaped configuration with curved streets (see **Illustration 5** and **Photograph 65**). This modification to the 1939-plan maintained the design concept of setting the Officers' Housing apart from the axial plan and orthogonal grid. Almost all of east side of the station, and its temporary type construction, emerged only with the demands of war. Despite these changes, the evolution of the station's layout during both the initial years of construction prior to U.S. entry into World War II and during the war left intact much of the station's original planning and its important principles of organization, functionality, efficiency, and hierarchy, adapting well to the enormous demands of war. The initial plans for a 1,000 personnel facility evolved during the war to function with 18,000 Navy personnel and 9,000 civilians working on the station.²⁶



Photograph 65: January 28, 1942. Note landplane hangars, realigned from 1939 station plan, oriented to what was originally a secondary axis (solid east-west line), rather than the original primary axis (dashed line).²⁷

²⁶ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former Alameda City Hall West, NAS Alameda, Alameda, California [hereafter Plans and Maps Room, Building 1 on former NAS Alameda]; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

²⁷ "NAS Alameda alt. 5000 ft. horizontal distance 15,000, 8 ¼ in. lense looking west, passive defense photo," January 28, 1942, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

Construction of NAS Alameda

The construction of the air station began in February 1938 under the supervision of Commander E.C. Seibert of the Civil Engineer Corps. Working from a small shack, Seibert administered contracts to 25 companies for demolition of extant buildings and structures on site, dredging submerged land, and construction of the new facility. The grounds of the station were scarified in preparation for filling and grading, and fill was obtained through dredging the future sites of the ship channel, turning basin, and Seaplane Lagoon. Before dredging took place, a stone rip-rap seawall was constructed to contain the fill and help convert submerged and partially submerged lands. A suction dredge then drew silt from the three sites and deposited the material on tidal flats and marshes located within the seawall. More than 15 million cubic feet of fill was ultimately used to build the station.²⁸ **Photograph 66** and **Photograph 67**, taken in January and November of 1941, respectively, show the progress of the fill. Once crews completed filling and grading, underground utility installation and building construction began.

The Navy phased construction of buildings at the station. (See Combined Specific Buildings Evaluation / Cold War Era Evaluation Report for additional discussion regarding construction of buildings and structures on NAS Alameda). Individual barracks, mess halls, and operational buildings were constructed in increments, with planned expansions. For example, only seven of the ten wings of BEQ Building 2 and two of the three mess halls in Building 3 were built in 1939. BEQ Building 4 and the third mess hall were shown on base plans, but construction and contracts were phased to allow growth in operations. Site plans and blueprints indicate that the General Storehouse (Building 8), Aircraft Storehouse (Building 9), Paint and Oil Storehouse (Building 13), Engine test cells (Building 14), and Bachelor Officers' Quarters (Building 17) were similarly phased (**Photograph 68**). Additional locations for hangars were also indicated on the initial plans. Building 1, the Administration Building, was completed in November 1938. By early 1940, many of other buildings were under construction – including Buildings 11 and 12, the seaplane hangars north of the lagoon.²⁹

The construction of the Seaplane Lagoon and two of the seaplane hangars prior to building landplane hangars and the Airfield indicates the relative importance for the Navy, at the time, of seaplanes or 'flying boats.' These aircraft lacked the speed and maneuverability of land-based aircraft, but were excellent patrol, rescue, and transport craft. Prior to the widespread use of radar, patrol aircraft located targets for their assigned ships. Seaplanes moved slowly, but could stay aloft for long periods covering large areas of oceans. Their ability to land on water made it possible for them to search for, and rescue, downed aviators and sailors. The large boat hull allowed them to transport materials to locations inaccessible to other aircraft. Each of the air stations established or improved under the Hepburn Board plan included seaplane facilities. The Seaplane Lagoon on NAS Alameda was formed by dredging rather than utilizing a natural feature. Seawalls for the lagoon were formed with two sizes of rock and backfilled with dredged materials in two stages.³⁰ Construction of the lagoon was integral to the dredging operations and it was largely complete by 1940, when the first of the seaplane ramps were installed (**Photograph 69**).

²⁸ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California*, np; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 3.

²⁹ Bureau of Yards and Docks, "US Naval Air Station Alameda, Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed; "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

³⁰ David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes and Amphibians* (London: Robert Hale, 1984), 70, 73, 102, 160; Bureau of Yards and Docks, "US Naval Air Station Alameda, Bulkheads, Jetties, Seawall, Dredging and Filling, Location Plan and Sections," Yards and Docks #125969, December 29, 1937, Drawer A-11 Pier no. 1 Browns-Camels, Plans and Maps Room 143, Building 1 on former NAS Alameda, Alameda, California.



Photograph 66: Aerial Photograph of NAS Alameda January 20, 1941.
Note the rows of dredged materials on what is now the Airfield.³¹



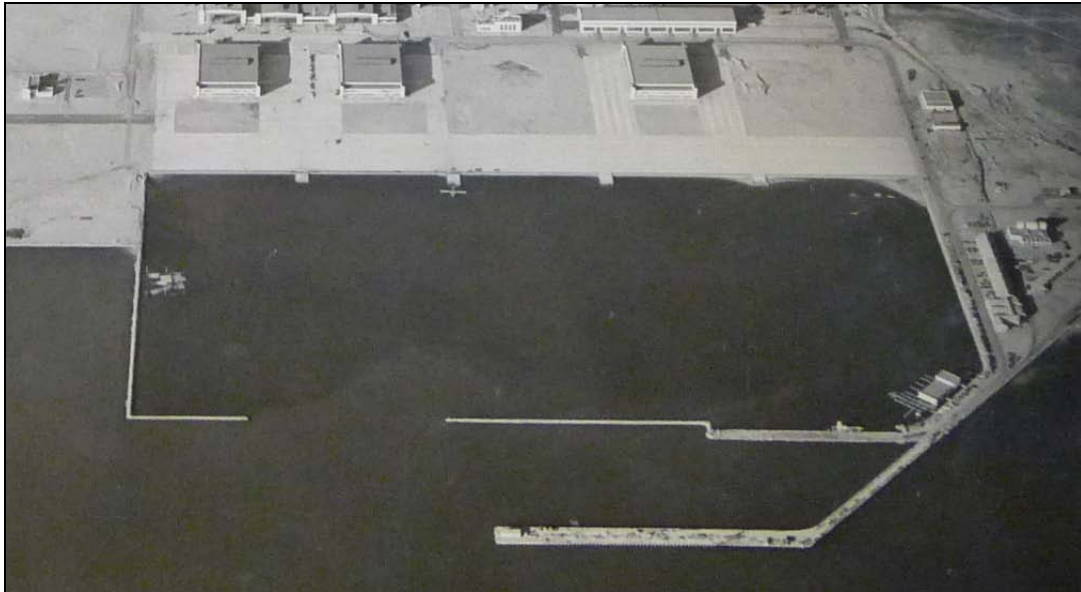
Photograph 67: Aerial Photograph of NAS Alameda November 12, 1941,
showing infill and construction progress within the year.³²

³¹ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum.

³² Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum.



Photograph 68: Aerial photograph of NAS Alameda 1941 showing construction of BOQ (Building 17).³³



Photograph 69: Seaplane Lagoon, November 12, 1941.³⁴

³³ "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

³⁴ US Navy, Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum, Port Hueneme.

The beginning of hostilities in Western Europe in September 1939 stimulated the Navy to quicken the pace of construction on NAS Alameda. In July 1940, a month after Germany invaded France, Belgium, and the Netherlands, Congress approved an additional \$17 million for work on NAS Alameda. Johnson, Drake & Piper Construction Company was awarded the major contract to hasten the station's completion. The company, with main offices in Minneapolis, Minnesota and satellite offices around the nation, secured military construction contracts across the country and overseas during World War II. Whereas the Navy previously issued contracts for individual buildings or structures, Johnson, Drake & Piper's contract covered 35 items. Additions to the contract continued through 1942, and as a result Johnson, Drake & Piper was responsible for constructing most of the station.³⁵

On November 1, 1940, although still incomplete, NAS Alameda was commissioned and placed under the command of Captain Frank R. McCrary, with Rear Admiral A.J. Hepburn in attendance at the opening ceremony. The new base was expected to boost the local economy, but few expected the station to become as large as it did as a consequence of World War II. In February 1941, three months after the base opened, the author of an article appearing in the *Alameda Times-Star* speculated that nearly 800 local residents would work on NAS Alameda. The paper could not have anticipated that by the end of the war the thousands of military and civilian personnel stationed and working on the facility. The station's opening also prompted the creation of a number of on-base trade schools for aircraft maintenance, including the Aviation Metalsmiths' School, the Aviation Machinist Mates' School and the Aviation Radiomen's School. These training centers educated civilians as well as enlisted personnel in Building 132 (since demolished), which was located near the enlisted personnel pool.³⁶

The first operational aircraft, a squadron of seven seaplanes, arrived on NAS Alameda in January 1941 along with the seaplane tender ship *USS Pelican*. These were the first of 200 aircraft to be assigned to the station.³⁷ This squadron was able to operate from the completed Seaplane Lagoon, while dredgers were forming the land for runways. Dredging to create the runways continued until September 1941 although runway construction began on the filled land in April (see **Photograph 66** and **Photograph 67**).³⁸

Architectural Design on NAS Alameda

In addition to the careful master planning for the station following principles of organization, functionality, hierarchy, and efficiency, the Navy also designed prominent buildings on the station in a manner that corresponded with the efforts to create a modern and organized facility. This was achieved by adhering the station's plan to a Beaux Arts formal spatial layout and by designing most of its prominent buildings in the Moderne style, which blended neo-classical proportion, symmetry, and order with modern design concepts of the time.³⁹ The planning and architecture on NAS

³⁵ "Construction News," *Southwest Builder and Contractor*, August 2, 1940, 107; NOy-4165: contract; *Additional Aviation Facilities at the Naval Air Station Alameda California*, re: Johnson, Drake & Piper, Inc 3 July 1940- 25 July 1943, Box 25, NOy Contracts, Record Group 12, Bureau of Yards and Docks (1862-1966), NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme. Johnson, Drake & Piper ceased operations in the 1960s.

³⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 3; Building 132, Box 59 Property Cards, RG#11.2.3, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

³⁷ "First of Navy Planes Arrive" *Oakland Tribune*, January 4, 1941.

³⁸ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

³⁹ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320. The buildings on NAS Alameda have also been described as being Art Deco. The architectural styles of Art Deco and Moderne are sometimes used interchangeably, but this obscures the differences between them and the development of the modernistic styles in the United States during the 1920s, 1930s, and early 1940s.

Alameda demonstrate trends that BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.

The NAS Alameda station plan had a comprehensive aesthetic design based on the Beaux Art planning used in City Beautiful planning. The City Beautiful movement heavily influenced planning in the United States in the first half of the twentieth century, and can be seen in city planning as well as institutional settings such as college campuses. The movement borrowed planning concepts from the French Ecole des Beaux Arts and organized elements through the use of primary and secondary axes, such as those employed on NAS Alameda. Various *partis* or shapes, such as courtyards, would then be arranged in harmony with the overall axial plan. Beaux Arts planning influenced civic planning and the design of public, governmental, and military facilities across the nation during the first half of the twentieth century. Important local examples of Beaux Arts plans include the Civic Center of the City of San Francisco built after the 1906 earthquake, the Pan Pacific International Exhibition (San Francisco) in 1915, and the Golden Gate Exhibition on Treasure Island in 1939. Early development of the campus for the University of California in Berkeley was also influenced by Beaux Art design. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. In many nineteenth century and early twentieth century examples of such plans, the buildings were also in the Beaux Arts style with Classically-derived ornamentation, but as styles evolved, buildings constructed on such plans were of a variety of styles, including the developing Moderne style used on NAS Alameda. The U.S. military had employed Beaux Arts inspired plans since World War I and continued to use such plans throughout the period between the two world wars.⁴⁰

Axial, orthogonal plans organized by bilateral symmetry such as the one present on NAS Alameda are particularly well suited for flat locations because the axial lines do not need to curve around natural features as they would in a hilly or mountainous area, a lesson earlier city planners learned through trial and error. In 1905-06, Daniel Burnham, the director of works for Chicago's 1893 Columbian Exposition, and early city planner known for his successful Chicago Plan (1909), designed a plan for a summer capital in a rugged region of the Philippines. In the design, he attempted to impose a geometrical and orderly arrangement onto the land for which he has been harshly criticized by his later peers. While this type of orderly arrangement was successful at the Columbia Exposition, on the flat lands by Lake Michigan, it did not translate well to hilly environments. In his 1971 study of landscape design, Norman T. Newton remarked, "Had it not occurred to [Burnham] that ground-consuming bilateral symmetry, and unduly extensive level areas, would prove unmanageable in this intricately rugged mountainous terrain...?" Newton further commented that a geometrical and orderly plan could have been worked out, but not with the bilateral balance that Burnham was trying to impose upon the mountainous land.⁴¹ In the same period, Burnham also designed a plan for San Francisco that was never executed because the 1906 earthquake and fire halted the planning process. Although this plan paid some attention to the hilly topography of the city, with wide diagonal boulevards converging on hilltops, the plan essentially called for another system of linear streets and diagonal boulevards imposed over the already extant grid system. Again, Burnham placed higher ideals of balance and order above the reality of the natural topography.⁴² In contrast, the flat land the Navy built at Alameda provided an ideal slate on which to design a plan using geometric shapes with bilateral balance and symmetry.

The field of landscape architecture had a closely parallel history with the City Beautiful planning movement following the influential 1893 Columbian Exposition. Shortly after the exposition renewed American interest in classical design

⁴⁰ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320.

⁴¹ Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Massachusetts: Belknap Press of the Harvard University Press, 1971), 419-420.

⁴² Gray Brechin, *Imperial San Francisco: Urban Power, Earthly Ruin* (Berkeley: University of California Press, 1999), 151-154; Newton, *Design on the Land*, 416-417.

and architecture, Charles A. Platt exerted considerable influence on the expanding field of landscape architecture in the United States, leading to a shift away from the relatively formless, romantic style “landscape gardens” that were the norm in the nineteenth century until the 1880s when architectural forms became more geometric and landscape designers integrated those geometric forms with buildings. This was the beginning of the Country Place Era of landscape architecture over which Platt exerted considerable influence. After an extended trip to Italy where he studied the character and form of the Italian Villa, Platt returned to the United States with an appreciation for the integration of indoor and outdoor space, and the integration of architecture and landscape architecture, each fit to their natural sites and designed to suit the needs of the period. Norman T. Newton noted that in both Platt’s work, and in the Italian Villa, space was organized based on a pair of fundamentals, lines of sight connecting one space or a series of spaces with one another, giving the observer a sense of inter-relationship, structure, and strength, and, defining or implying the boundaries of these visually connected spaces with vertical planes so that each individual space read as a distinct entity. In his landscape designs, Platt used geometric, usually rectilinear forms for individual spaces in order to achieve structural form. Integrating buildings and grounds resulted in strength and continuity of design. While bilaterally symmetrical spaces did occur in both Platt’s design, and the Italian Villas upon which he drew inspiration, this was not crucial to his designs, rather the sight-lines were the essential part of the design. Not only was Platt known for the overall strength of his design, but for attention to the smallest detail, which earned him the respect and admiration of a young generation of landscape architects through the 1920s. So astute was he at the integration of building and landscape, that in some cases he was commissioned to design plans for both. One of the first such commissions was an institutional project, Timberline at Bryn Mawr College. From the 1910s to the early 1930s, Platt was involved in many institutional projects where, working both solo and collaboratively, he created some outstanding works of landscape architecture to add to the design of existing buildings. He worked on plans for the University of Illinois, University of Rochester, and Phillips Andover Academy. The overall station design and planting plan for NAS Alameda reflects many of the principles of design popularized by Platt.⁴³

At the same time, Beaux Art and City Beautiful planning remained popular and prominent in civic and military design, architects worldwide began to abandon historical revival styles during the late 1920s and especially during the 1930s in favor of designs that consciously illustrated modernity and technological progress using simplified geometric forms and ornamentation. This trend developed mostly from European modernistic art and industrial design, but transferred to architecture wherein it presented sleek and spare designs. Often buildings designed in the new style(s) of the period retained proportion, symmetry, and order found in buildings inspired by Classical architecture, but without direct allusion to historical styles. Materials such as concrete, metals, and glass block – all of which were used on NAS Alameda – were prominently used to illustrate a directness regarding building fabric to help portray the machine / technological-inspired aesthetic. The “modern” architecture of the time evolved through various phases and was called by several names. Art Deco was the earliest phase. Its buildings often emphasized verticality and included intricate geometric ornamentation like stylized floral decoration or patterns such as chevrons. Prominent nearby examples include the Paramount Theatre on Broadway in Oakland. Many of the major buildings at the Golden Gate International Exposition on Treasure Island held in 1939-1940 were also in the Art Deco style. This was followed by Moderne (also referred to as Art Moderne or Streamline Moderne) that was less ornamental than Art Deco. As seen on the nearby Alameda Theater on Central Avenue in Alameda and on NAS Alameda, it expressed modernity by using curving wall surfaces and columns with highlighted simplified geometric ornamentation such as the wall panel striations (**Photograph 70**) and stylized Pegasus and eagle figures in the BEQ quadrangle (Buildings 2, 3, and 4) (**Photograph 71** and **Photograph 72**). Aspects of the station’s Moderne design were also implemented on operational buildings, such as the hangars, the designs of which included broad rectangular corner piers with decorative horizontal bands running from pier to pier across the façade, long industrial steel sash windows, and prominent copper flashing / roofing (**Photograph 73**).

⁴³ Newton, *Design on the Land*, 344-346, 372, and 416-417.
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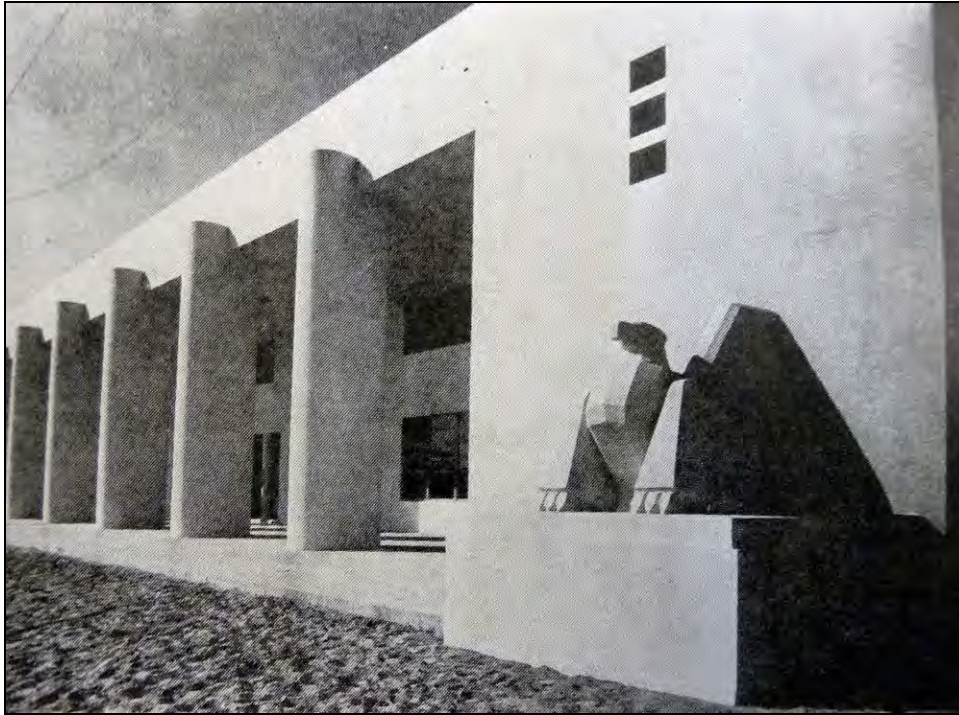


Photograph 70: Building 16, photo dated 1945.⁴⁴



Photograph 71: East end of Building 2, May 1945.⁴⁵

⁴⁴ "Building 16," November 13, 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 72: Building 3, circa 1940.⁴⁶



Photograph 73: Building 23, circa 1945.⁴⁷

⁴⁵ "Alameda, California NAS, Enlisted Bks, and Mess," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁴⁶ *Oakland Tribune Yearbook*, 1941, 29.

⁴⁷ "Preservation & Flight Test Hangar (No. 23) A.A.&T Division," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

The International Style was also evolving during the 1930s, striving to create an aesthetic purposely devoid of any ornamentation in favor of highlighting efficiency in design as well as material and functional honesty. The three terms apply to the early modern architecture in the United States. Art Deco and Moderne were most prominent prior to World War II and International Style ascended to prominence following the war, as seen in the Ordnance & Optical Shop at Hunter's Point Naval Shipyard (built in 1948) and in the Oakland and San Francisco skylines of the 1950s and 1960s.⁴⁸

The rapid evolution of aviation and other forms of transportation during the 1920s and 1930s particularly inspired designers to illustrate in architecture and industrial design modern society's departure from the past that seemed apparent, or was being sought, at the time. The expansion of civilian and military aviation was symbolic of modern technological achievement and streamline forms appeared in, and influenced the design of, seaplane and landplane aircraft as well as in the buildings of the growing nationwide network of civilian airports. The airport in Long Beach, California built in 1941 is a well known example of a civilian airport built in the Moderne style. Other examples include the Washington-Hoover Air Terminal in Washington, D.C. and the Swan Island Airport in Portland, Oregon, both of which were built in the late 1920s, Dinner Key Terminal in Miami, Florida built in 1934, and the Marine Air Terminal that became LaGuardia Airport in New York built in the late 1930s.⁴⁹ This design trend may have influenced design decisions BuDocks made for its new aviation facility at Alameda.

Architects working on Federal contracts during the 1930s developed a "style" that sought to maintain form, symmetry, and organization of the classical traditions that had guided Federal design since the early years of the Republic, but which drew upon the evolving modern styles of the decade that were increasingly popular in private construction. Various architectural historians have attempted to develop a specific name for this style, including "Starved Classicism" and "PWA Moderne." The latter of these terms denotes the use of the style for buildings constructed from the Public Works Administration program, such as the Alameda County Courthouse in Oakland.⁵⁰ This is the style of the NAS Alameda Historic District, particularly in the Administrative Core Area. The style is found throughout California, particularly in the dozens of post offices built during the 1930s.⁵¹ The style was rarely used, however, in the design of military buildings, and as a result they are treated as their own property type within the Statewide Study as "Concrete, Art-Deco

⁴⁸ The development of Art Deco and Moderne is discussed in many general works on American architectural history and guidebooks of San Francisco Bay Area architecture, including: Sally B. Woodbridge, *California Architecture: Historic American Buildings Survey* (San Francisco: Chronicle Book, 1988); Carla Breeze, *American Art Deco: Architecture and Regionalism* (New York: W.W. Norton & Company, 2003), 9-33 and 222-277; Mark A. Wilson, *A Living Legacy: Historic Architecture of the East Bay* (Lexikos, 1987), 42, 56, and 59; David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties: 1931-1941*, 2nd edition (Los Angeles: Hennessey & Ingalls, Inc, 1989), 75-91; David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California*, (Salt Lake City: Gibbs-Smith Publisher, 1985), 576-579. For discussion of International Style Modernism in Northern California see: Pierluigi Serraino, *Icons of Northern California Modernism* (San Francisco: Chronicle Books, 2006).

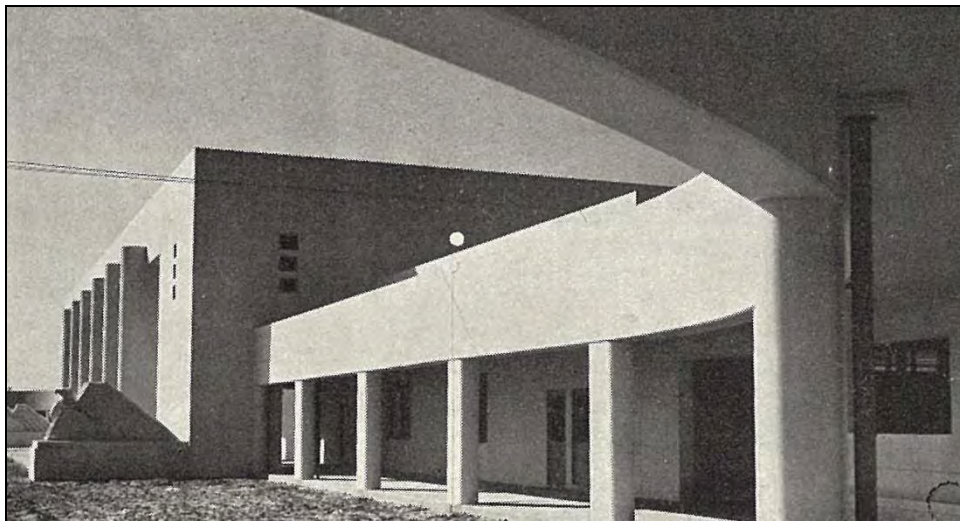
⁴⁹ Donald J. Bush, *The Streamline Decade*, (New York: George Braziller, 1975), 26-42 ; Gerrie Schipske, *Early Aviation in Long Beach*, (Charleston, SC: Arcadia Publisher, 2009); Allastair Gordon, *Naked Airport: A Cultural History of the World's Most Revolutionary Structure*, (Chicago: University of Chicago Press, 2008); Geza Szurvoy, *The American Airport*, (St. Paul, MN: MBI Publishing Co, 2003), 70, 82, and 90-95.

⁵⁰ See, for example, Lois A. Craig and Staff of the Federal Architecture Project, *The Federal Presence: Architecture, Politics, and Symbols in U.S. Government Building* (Cambridge, MA: MIT Press, 1984); David Gebhard, et al, *A Guide to Architecture in San Francisco & Northern California*, (Santa Barbara: Peregrine Smith, Inc., 1973); David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California* (Salt Lake City: Gibbs-Smith Publisher, 1985). The Alameda County Courthouse was featured in the PWA publication: C.W. Short and R. Stanley-Brown, *Public Buildings: Architecture under the Public Works Administration, 1933-1939* (New York: A Da Capo Paperback, 1939, republished 1986), 62-63.

⁵¹ Some of the best examples of this federal PWA Moderne / Starved Classicism style (also referred to as "Stripped Classicism) are found in Los Angeles, as discussed in David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties, 1931-1941* (Los Angeles: Hennessey & Ingalls, 1989).

Influenced Permanent Base Designs.”⁵² In California, there appear to be only two other examples of this style on military bases or buildings. One – another Navy-owned property – is the Naval and Marine Corps Reserve Center in Los Angeles. The other property, most comparable to NAS Alameda, is McClellan Air Force Base near Sacramento. The Reserve Center was designed by a private architect, Stiles O. Clements, while the buildings at McClellan AFB were designed directly by the Quartermaster Corps, at the time the Army’s equivalent of the Bureau of Yards and Docks.⁵³

BuDocks’ efforts to pursue modernistic design trends in the late 1930s and early 1940s was noted in design literature at the time and celebrated on NAS Alameda soon after the station’s construction. BuDocks and NAS Alameda are highlighted in an issue of *Architectural Forum* from November 1940 that presents the growing demand in military construction for national defense during the buildup prior to the United States’ entry into World War II. The “Naval Air Station, West Coast,” as NAS Alameda was labeled, was featured in a two-page photograph spread (**Photograph 74**) and touted as representing the “forward-looking trend in naval building.”



Photograph 74: Building 3, circa 1940.⁵⁴

The article went on to point out BuDock’s exceptional efforts to create efficient designs following modernistic design trends, especially for standardized officers housing, rather than following the traditional architectural expressions of Colonial Revival or Spanish Revival for housing seen elsewhere on military facilities.⁵⁵ The proposed standardized designs illustrated in the *Architectural Forum* article have remarkable similarities to the officer housing on NAS Alameda (**Illustration 6** and **Photograph 75** and **76**). As previously noted, the station’s original design received an award at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939. One description of that award stated that the prize was for BuDock’s design that combined “modern architectural

⁵² JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-43 – 7-44.

⁵³ Mikesell (JRP Historical Consulting Services), “Guide to Preserving the Character of the Naval Air Station Alameda Historic District,” 7-8; JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-47.

⁵⁴ *Architectural Forum*, November 1940, 356. Some of the photographs taken for *Architectural Forum* were republished in the *Oakland Tribune Yearbook*, 1941, 28-29.

⁵⁵ “Military and Naval Buildings,” *Architectural Forum*, November 1940, 342-373. The photographs of NAS Alameda and BuDocks officers housing designs are on pages 356-359. The entire issue is focused on building for national defense.

beauty and simplicity of line with maximum effect.”⁵⁶ Furthermore, a few years after the station’s construction, the Navy boasted about the modernity of its facilities in the station newspaper, observing several aspects of the design that contribute to its Moderne character. The BEQs and their quadrangle were noted for their symmetry, “classic lines,” and “wide and circular arcade” that was “a pleasing study in squares and curves.” The effect was promoted as being “modern in every respect.”⁵⁷

Alameda was not the Navy’s only naval air station that was designed in the Moderne style. Both NAS Jacksonville and NAS Quonset Point, the other two naval air stations newly built in response to the Hepburn Report, also had multiple buildings constructed using architectural language similar to NAS Alameda (**Photograph 74**, **Photograph 77**, **Photograph 78**, and **Photograph 79**). The BuDocks designs for Alameda may have influenced the architecture on Jacksonville and Quonset Point, as well as influenced the work toward standardized officers housing illustrated in *Architectural Forum*. No specific documentation identified for this report links the three stations architecturally, but available photographs and plans show there were distinct similarities that were even continued by private architect Albert Kahn for his designs on Quonset Point, albeit in brick rather than concrete. The implications of the similarities, along with the BuDocks design trends noted in *Architectural Forum*, are that the Navy was purposely employing modernistic designs as part of their expressed efforts to enhance efficiency and functionality at its new naval air stations in the late 1930s and early 1940s.

Planting Plan

Initial plans for NAS Alameda did not include a designed planting plan; however, the need to vegetate the newly created land quickly became apparent to those living and working on the station. Because this end of Alameda was largely marshland and the station had been built on fill, it was susceptible to soil movement and erosion. Blowing winds created dust-storms that were abrasive to machinery, and also made it difficult to maintain acceptable standards of cleanliness for a military installation (**Photograph 80**). To alleviate the situation, in 1940 Johnson, Drake, and Piper contracted Emery A. LaVallee to design a planting plan for NAS Alameda that would cover the open areas of the station with vegetation. LaVallee was a landscape architect who designed the planting plan for the Sunnyvale Naval Air Station and who worked as an assistant horticulturalist for the 1939 Golden Gate International Exposition (GGIE). The plans for Alameda were completed in early 1941 and at that time, the Navy only made a small appropriation for planting the station. Fortunately, however, the GGIE was simultaneously being dismantled at Treasure Island, just a short distance northwest of NAS Alameda. Because Treasure Island had also been built on fill, the plants selected for that location were also ideally suited to NAS Alameda, and because the distance of transport was short, it was not an expensive proposition to move plants from Treasure Island to Alameda. Rather than transferring some of the delicate ornamental plants that had been sold after the exposition closed, the Navy transferred heartier plants: ice plant, acacias, coastal pines, and cypress. Ice plant had been used at the GGIE to create a stunning array of color referred to as the “Magic Carpet” (**Photograph 81**).

⁵⁶ US Navy, Command History 1 of 25, “Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45,” Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); WPA Writer’s Program, *Alameda: The Island City*, 118 (available at the Alameda Free Library).

⁵⁷ “Through these Portals,” *The Carrier*, December 15, 1944, 2.

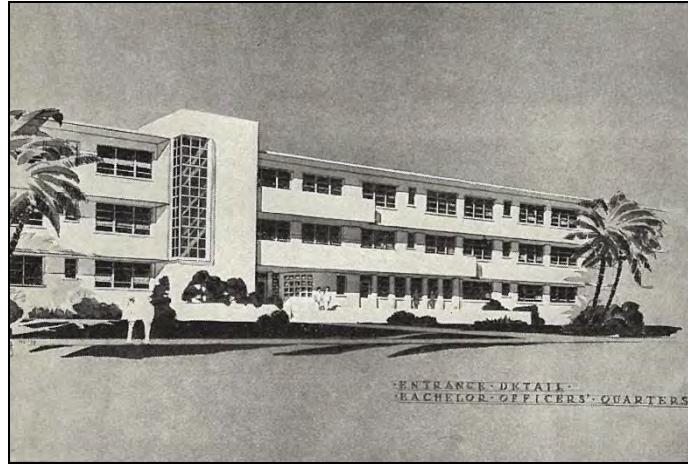
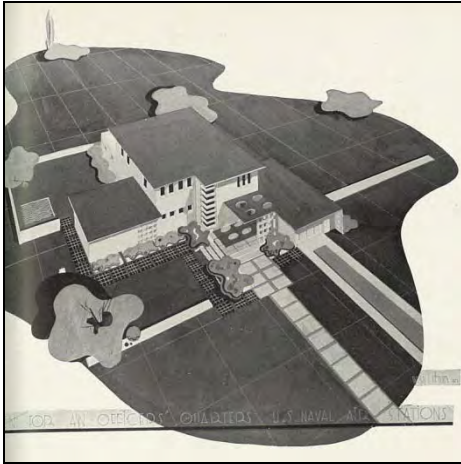


Illustration 6: BuDocks Officer Housing Designs, *Architectural Forum*, November 1940.



Photograph 75 and Photograph 76: NAS Alameda, Officer House B and Building 17, BOQ, 2009 and 2010.



Photograph 77: NAS Quonset Point, RI, Building 7, Administration Building, 1979.⁵⁸

⁵⁸ "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.
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Photograph 78: Buildings 30 and 31, NAS Alameda, 2009.

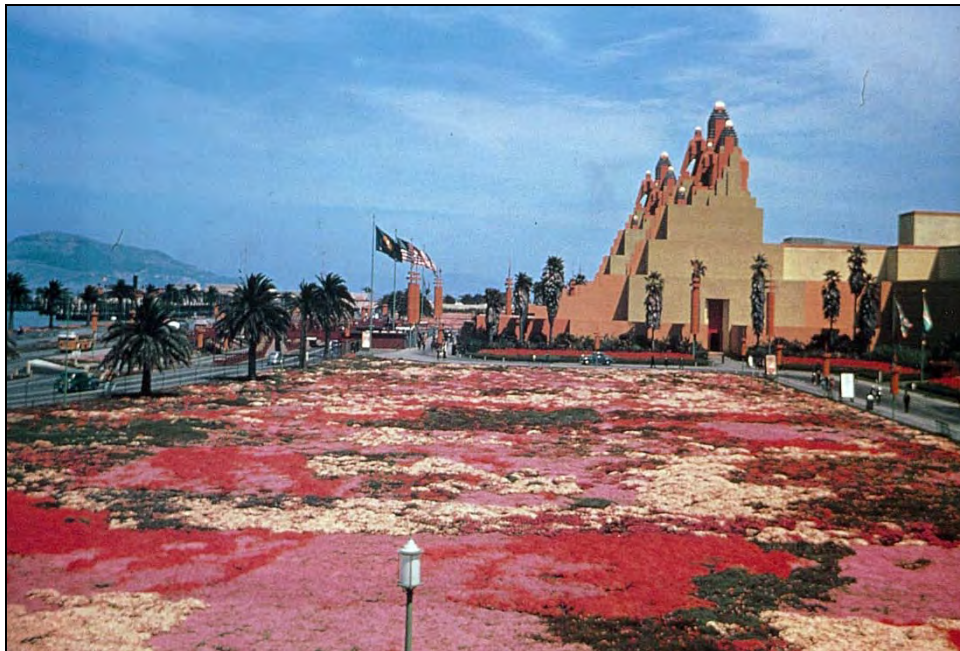


Photograph 79: Buildings 10 and 850, NAS Quonset Point, RI, 1979.⁵⁹

⁵⁹ “Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15,” Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.
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Photograph 80: January 1941, note lack of vegetation throughout station.⁶⁰



Photograph 81: "Magic Carpet" of ice plant at main entrance to GGIE on Treasure Island, ca. 1939.⁶¹

⁶⁰ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.

⁶¹ Photograph credit: Karl Jacobs in Patricia F. Carpenter & Paul Totah, eds., *The San Francisco Fair, Treasure Island: 1939-1940* (San Francisco: Scottwall Associates, 1989), 26.

Although the Navy transferred the plants from the exposition, planting plans for the ice plant on NAS Alameda depicted an orderly segregation of color, rather than the wild array planted on Treasure Island. The commanding officer of the station, Captain Frank R. McCrary, had a personal interest in gardening and was reportedly active overseeing the station planting. By June 1942, approximately one-fifth of the station was under cultivation, and the Public Works department maintained an on-site nursery where they grew iceplant and young acacia trees to line the streets of the station.⁶²

LaVallee designed a traditional planting plan for NAS Alameda that complemented the master station plan, existing buildings, and landscape by emphasizing the axes and orthogonal layout that organized functional areas and reinforced hierarchical distinctions. The planting plan also left the open sightlines intact along the main entry mall and BEQ quadrangle that visually tied different functional areas of the station together. LaVallee used a palette of plants in his plan that included a wide variety of species, many of which were drought-resistant, and not native to California. Although research revealed little information about LaVallee, it is likely that he gained a wide knowledge of plant species that thrived in the San Francisco Bay Area climate while working at the GGIE. The varied palette of plants that LaVallee drew upon resulted in a rich, yet still traditionally designed planting plan.

The planting plan focused on the northern portion of the station in the administrative areas, housing (for both officers and enlisted personnel), and northern station border (**Illustration 7**), including the Main Gate. This formally designed plan called for single species tree-lined streets laid out with consistent spacing and setback from the sidewalk, street trees flanking building entries, ground cover, consistently spaced shrubbery at building foundations, and clusters of trees punctuating the corners of the large quadrangles at the station core. At the entry mall in front of Building 1, the plan included a patterned arrangement of different colors of ice plant (*mesembryanthemum*) with the center circle planted with gazania and trees accenting the corners of the space (**Illustration 8**).

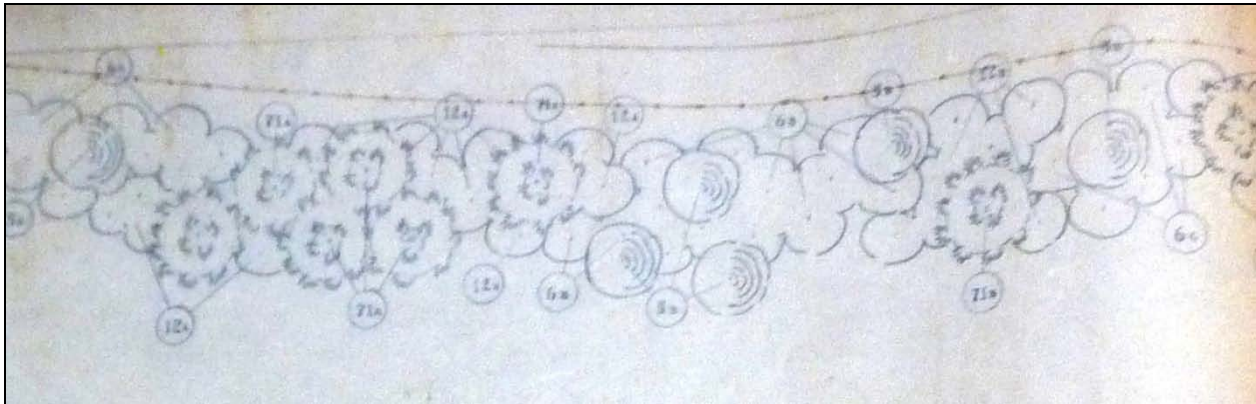


Illustration 7: Portion of the 1941 planting plan for the north border of the station. This dense line of trees was designed to extend from the Main Gate, northeast along the station border.⁶³

⁶² Johnny Noble, "Hundreds of Plants Hold Down Naval Air Station," *Oakland Tribune*, June 24, 1942, 13; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum; Bureau of Yards and Docks, "Landscaping Street Tree Planting Plan," December 1941, Drawer 170, Plan and Maps Room, Alameda City Hall West.

⁶³ Johnson, Drake, and Piper, "Landscaping Section 1, Unit A – Pt. 3 Planting Plan," July 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

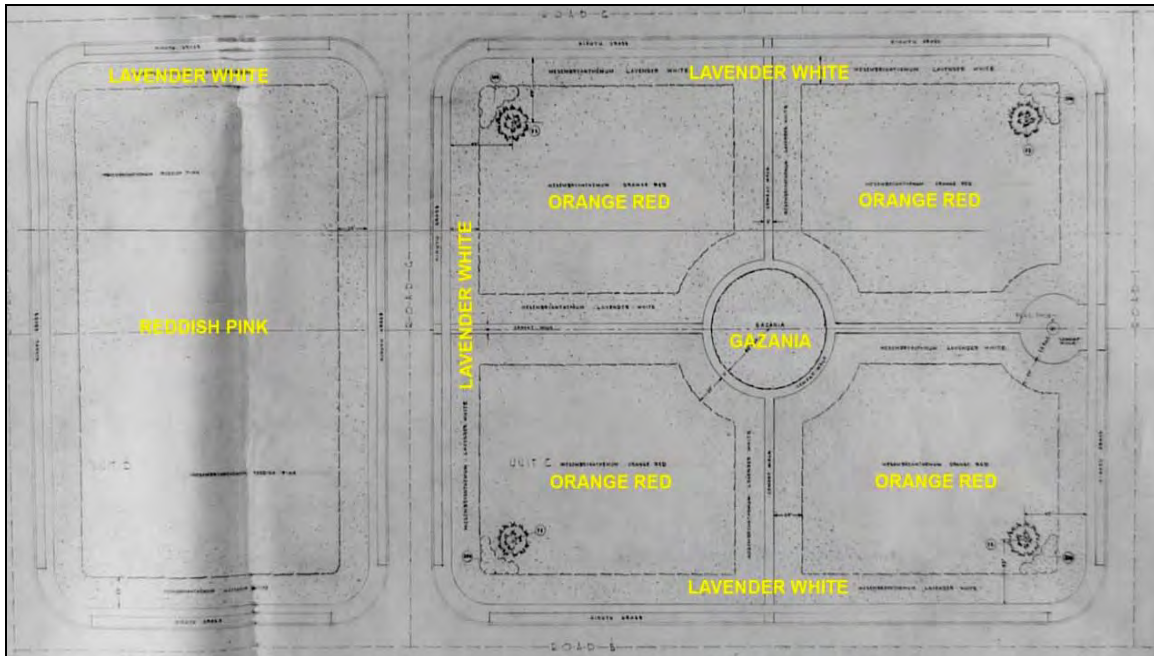


Illustration 8: Entry mall, 1941 planting plan. Indicates color scheme of ice plant (*Mesembryanthemum*); also note trees punctuating the corners of the main quadrangle. It is unclear whether gazania was ever planted in the center circle.⁶⁴

Decoratively designed plantings of ice plant (*mesembryanthemum*) were also slated for the circle drive on the north side of the BOQ (Building 17). As with other orthogonal blocks in the administrative and residential areas of the station, the plan for this block also featured tree-lined streets and shrubbery at the foundation of the building. Other plantings planned for this block included a single tree in each of the two triangular spaces between the north side of the building and the circular drive, and trees lining the parking areas on the east and west ends of the block (**Illustration 9**).

The planting plan for the BEQ quadrangle (Buildings 2, 3, and 4) mirrored the bilateral symmetry of the open space formed by the surrounding buildings. Rows of broadleaf trees lined the walkways on the interior edges of the quadrangle. Paired plantings demarcated the pathways approaching each of the building entries and clusters of Monterey Pines accented the western corners of the quadrangle. The plans called for the quadrangle to be planted with Kikuyu grass (*Pennisetum clandestinum*), the preferred turf for the station (**Illustration 10**).

Planting just south of the Main Gate continued the planting scheme of the entry mall into the triangular shaped area, calling for a lavender white ice plant around the perimeter and golden ice plant within. Single conifer trees were placed at the two southern points of the triangle. Trees lined the streets south of the gate, and dense vegetative cover wrapped around the curved parking area. Kikuyu grass filled in the open spaces between scattered clusters of trees of either side of the triangle (**Illustration 11**).

⁶⁴ Johnson, Drake, and Piper, "Landscaping Section 7 Units C & D Planting Plan," illeg. 1941, Aperture Card 49627, BRAC PMO West Caretaker Site Office, Treasure Island.
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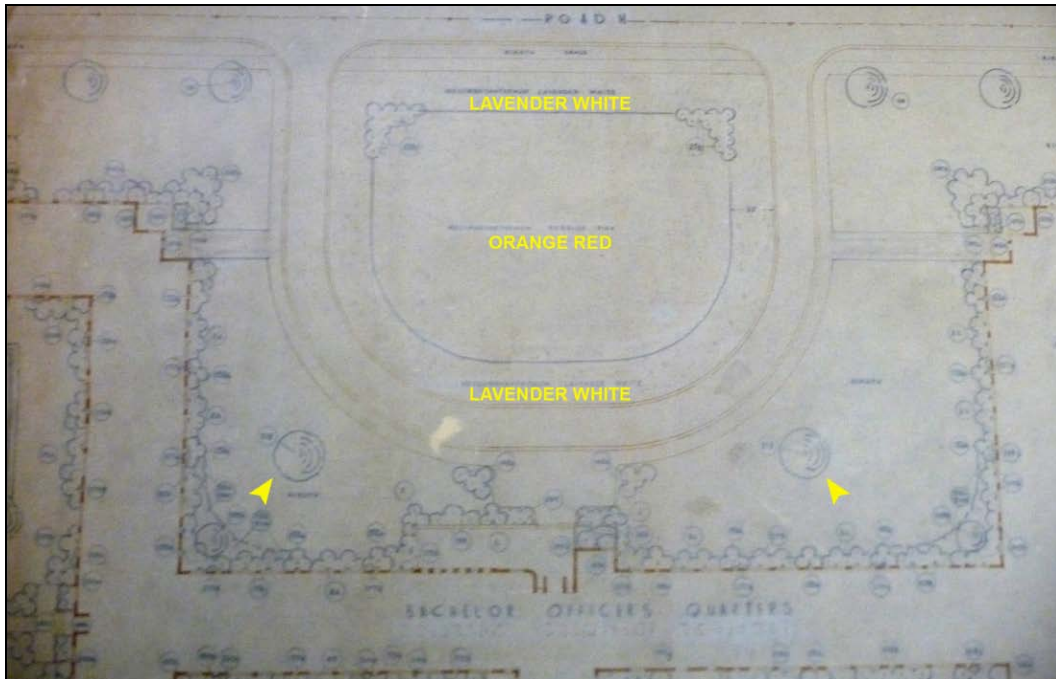


Illustration 9: Portion of BOQ (Building 17) block, 1941 planting plan. Note decoratively planned planting of ice plant within bilaterally symmetrical space formed by circular drive and single trees emphasizing spatial symmetry.

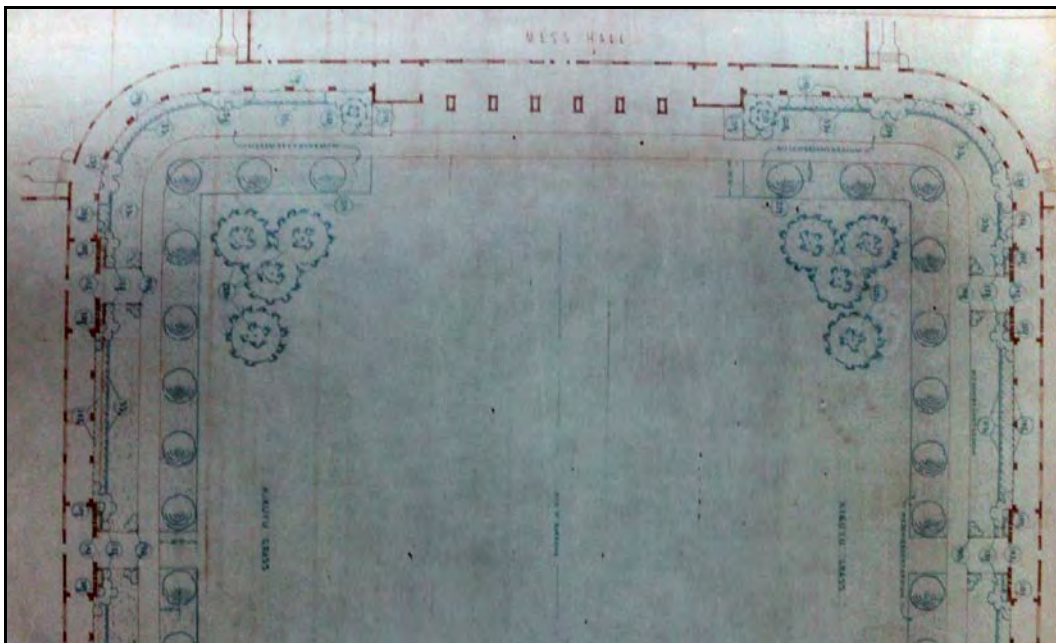


Illustration 10: Portion of 1941 planting plan showing west end of BEQ quadrangle. Note bi-laterally symmetrical plan with tree-lines along walkways, paired trees at building entries, and two clusters of trees punctuating corners of the quadrangle.⁶⁵

⁶⁵ Johnson, Drake, and Piper, "Landscaping Section 7, Unit A – Pt. 1 Planting Plan," August 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.
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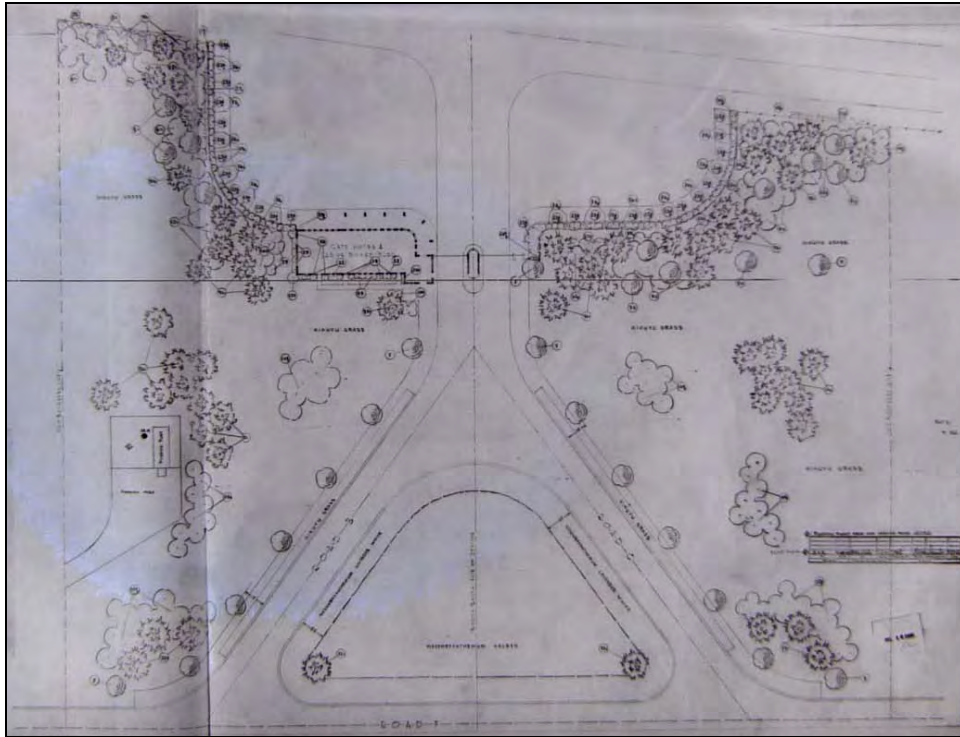


Illustration 11: Portion of 1941 planting plan showing Main Gate.

The patterned planting of ice plant extends north from entry mall into the triangular area.⁶⁶

Tree lines, particularly those composed of black acacia (*Acacia melanoxylon*), were designed to line many of the streets in the northern part of the station, particularly in the administrative and residential areas, which emphasized the orthogonal layout of the station plan. Also common to the planting plans for the administrative and residential areas were mixed varieties of shrubbery placed at building foundations. Plans laid out street trees on all sides of the orthogonal blocks that contained Buildings 1, 16, and 18 (**Illustration 12** and **Illustration 13**).

The planting plan accentuated the median demarcating West Essex Drive as a main axis, rather than a typical interior roadway, with a single line of plantings of fan palms (*trachycarpus*), cross-leaved speedwell (*Veronica decussata*,) and New Zealand Flax (*Phormium tenax*) (**Illustration 14**).

The plans also called for tree lines along the curvilinear interior streets of the Officers' Housing and formal gardens behind each officer's house. In addition to the gardens, each officer's house also had an informal sheltered drying yard to the side of the residence (**Illustration 15**).

Although wartime contingencies prevented full installation of LaVallee's planting plan because funds and effort focused on completion of buildings, housing personnel and vital station activities, the administrative and residential areas of the station all received at least modest, and in some instances, modified implementation of the plan, as discussed herein.

⁶⁶ Johnson, Drake, and Piper, "Landscaping Section B – Unit C Planting Plan," July 1941, Aperture Card 49574, BRAC PMO West Caretaker Site Office, Treasure Island.

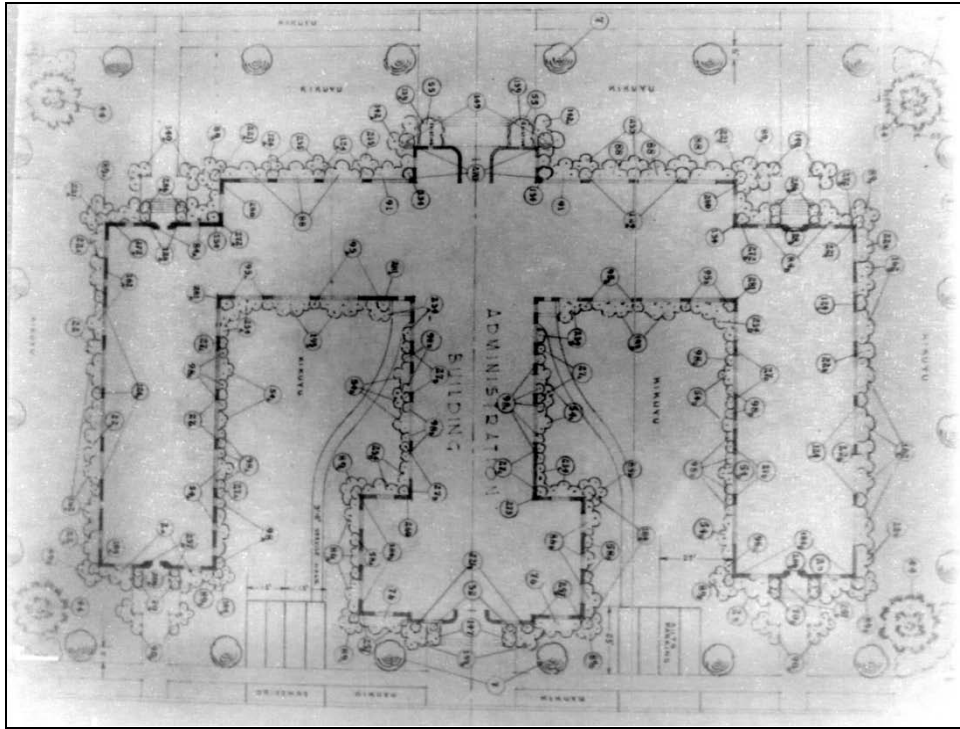


Illustration 12: Building 1 from 1941 planting plan. Note tree lined streets and foundation shrubbery.⁶⁷

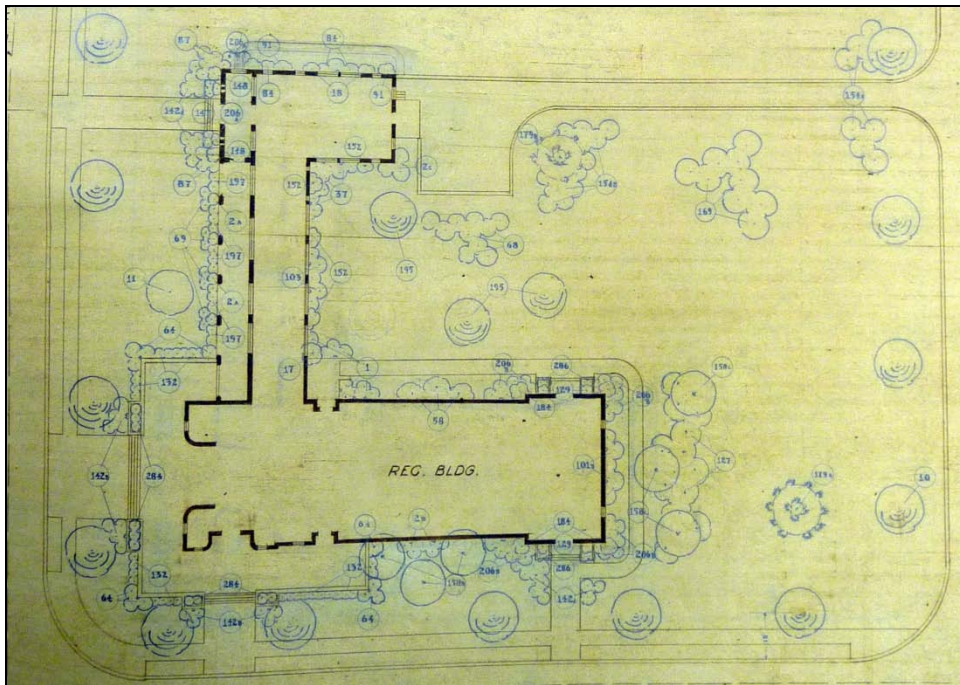


Illustration 13: Building 18 from 1941 planting plan. Note tree lined streets and foundation shrubbery.⁶⁸

⁶⁷ Johnson, Drake, and Piper, "Landscaping Section 7 – Unit B Planting Plan," April 1941, Aperture Card 49628, BRAC PMO West Caretaker Site Office, Treasure Island.

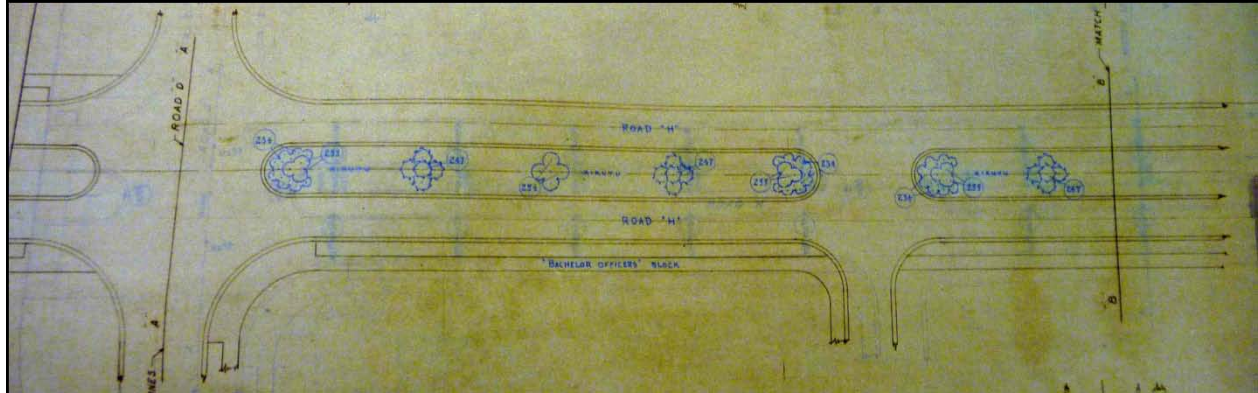


Illustration 14: The only median on the station was located on West Essex Drive.

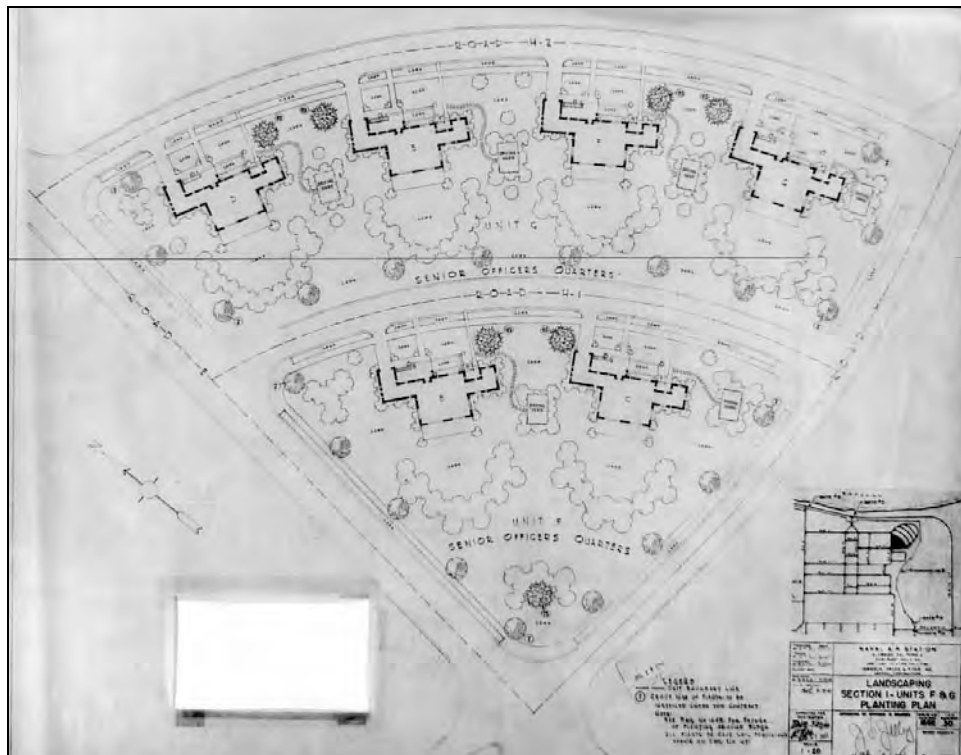


Illustration 15: Portion of the 1941 planting plan for the Officers' Housing.⁶⁹

⁶⁸ Johnson, Drake, and Piper, "Landscaping Section – 1 – Unite – C, Planting Plan," August 13, 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

⁶⁹ "Landscaping Section 1- Units F & G Planting Plan, June 1941," Aperture Card No. 49587, Plans Room, Treasure Island.

World War II (1941-1945)

The demands on naval aviation during World War II transformed NAS Alameda dramatically, requiring the new station to adapt to increased demands and an expansion of its capability. This resulted in additions to and alterations of the station's original design, particularly in the intentionally unplanned, secondary spaces. Although adjustments to the original plan were necessary to accommodate wartime mobilization, the primary elements of the plan – axial layout, spatial relationships, land use, circulation pattern, sightlines – remained generally unaltered from the original execution of the plan during the initial phases of construction. After transferring trees and plants from the GGIE in Spring 1941, the Navy began executing the planting plan Johnson, Drake, and Piper subcontracted Emery LaVallee to design.

In some cases, the need for additional facilities resulted in modifications to the station's original 1939 plan. In peacetime the Navy had a phased program to build the station, which likely would have taken years to complete. Many of these phases were rapidly sped up and completed during the war years. Pre-war construction tended to be of permanent concrete construction, while most buildings constructed under President Roosevelt's national emergency declaration and wartime contingencies were of temporary, wooden construction.⁷⁰ Along with different building designs and materials, the changing war needs resulted in additional construction and modifications to the station's original 1939 plan. Original plans called for the primary east-west axis to create a wide spatial division between the administrative and industrial functions of the station (see **Illustration 5** and **Photograph 65**). Although this axis was first abandoned before the first phase of construction when the landplane hangars were aligned parallel to the Airfield, during the war, the space was filled with shops and training facilities (**Photograph 82**). Initial construction through the space was small, consisting of two engineering buildings (Buildings 42 and 44) and a small weapons shop (Building 43) at the west end. Construction continued in the area with the civilian cafeteria (Building 62) in 1942, Ground Training Building (Building 101) in 1942, Ordinance Office (Building 102) in 1943, Public Works Shop (Building 114) in 1944, and Storage Racks (Building 191) in 1944.⁷¹ The last portion of this axis to be filled was the northern expansion of Building 5, the Interim Overhaul Building, in 1945, which was usually referred to as Building 5A. This addition had not been included in the original station plans and nearly doubled the size of Building 5. Construction through the space originally slated as the primary east-west axis further elevated the primacy of the east-west axis stretching from West Essex Drive through Building 3.⁷²

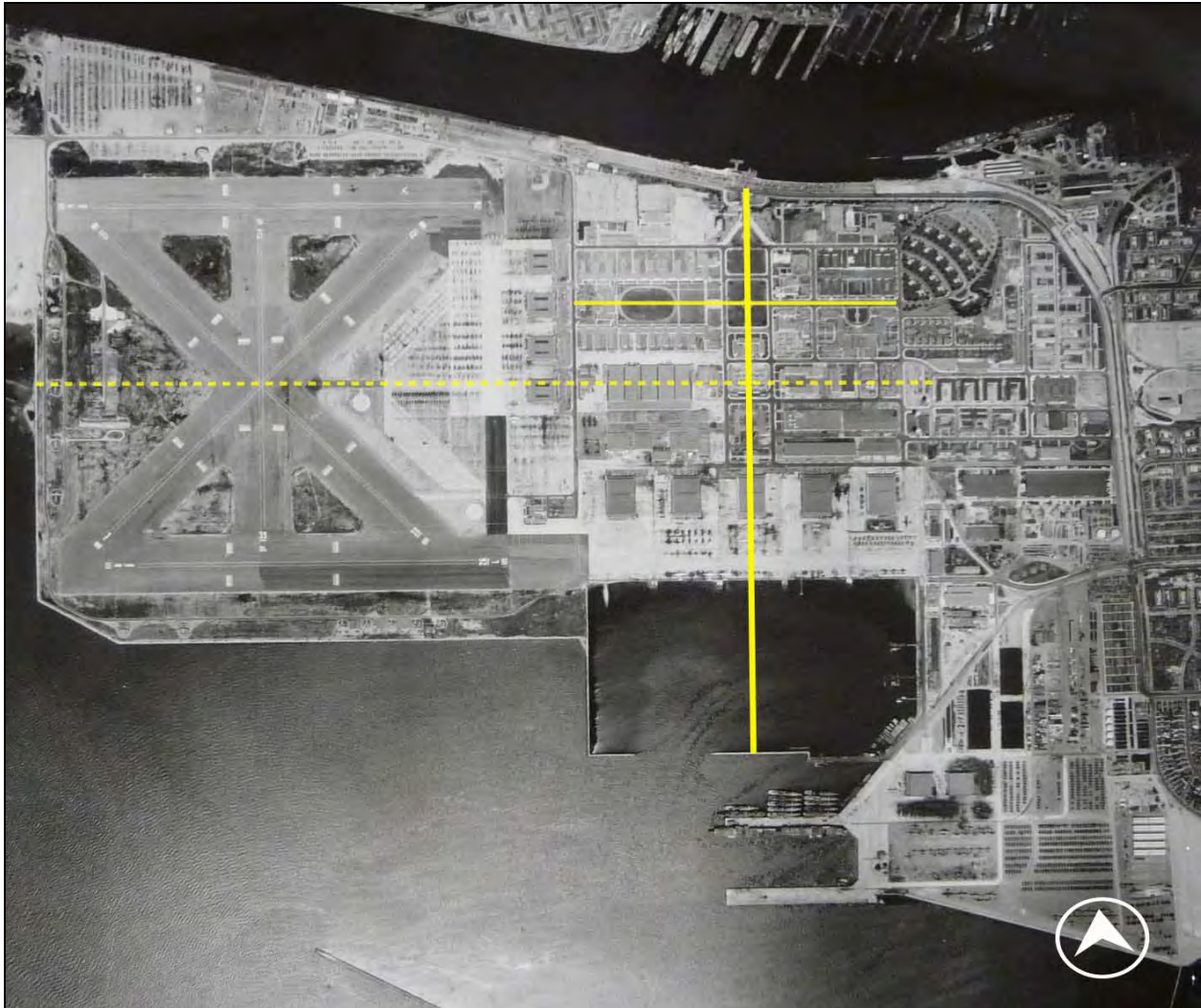
Some wartime construction completed the station's 1939 plan, as some buildings were placed appropriately within the functional layout of the station's original plan, and many buildings were constructed during the war in areas that had been previously unplanned. The Navy, for example, expanded Building 10 in 1945 into the area between Lexington Street (Second Street) and Saratoga Street (Third Street) in order to accommodate additional generators. This building completed the symmetrical design that had been intended for that location.⁷³

⁷⁰ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

⁷¹ Buildings 42,43,44,62,101,102,114,191, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Bureau of Yards and Docks, "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Jones & Stokes, "Historic Properties Inspection Report for the Naval Air Station Alameda Historic District Alameda, California, Final" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, July 2007), 6-73.

⁷² Bureau of Yards and Docks, "US NAS Alameda, California, Interim Overhaul Building, Elevations and Sections A, B, C, D, &E," Yards and Docks #291658, December 16, 1945, Drawer 47, Maps and Plans Room 146, Building 1 on former NAS Alameda, Alameda, California.

⁷³ US Navy, "History of U.S. Naval Air Station Alameda, California, First Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 – 1992, RG 181, NARA (San Francisco).



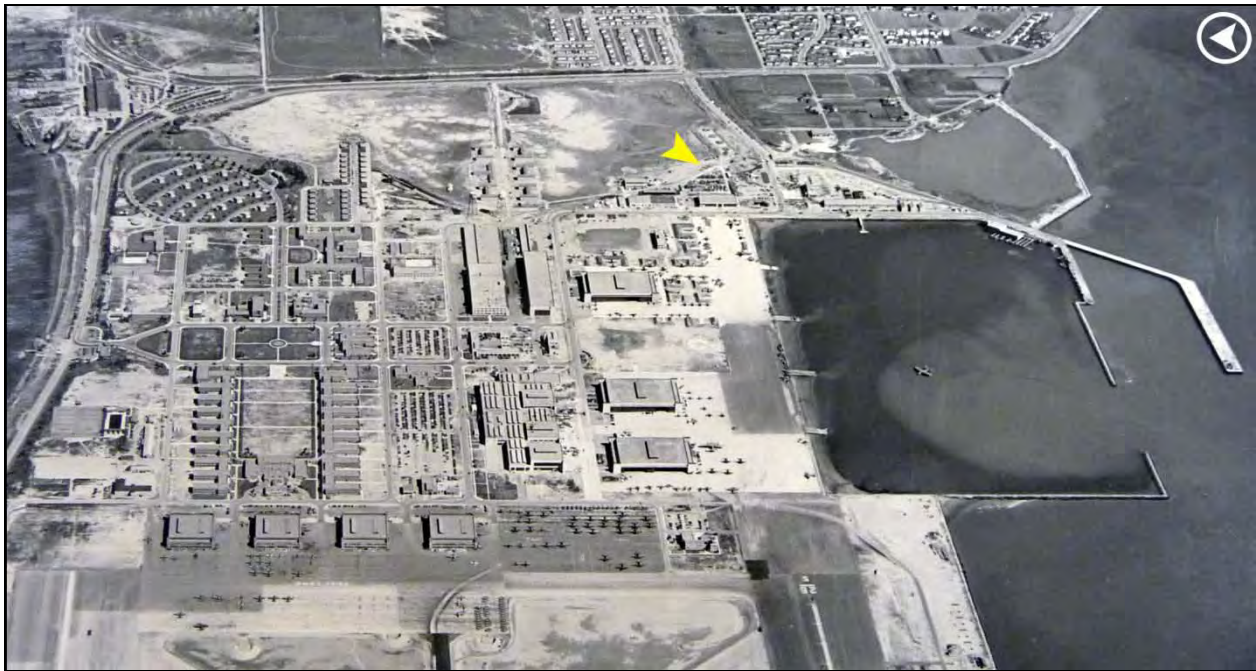
Photograph 82: NAS Alameda axes illustrated on 1948 aerial photograph. The dashed line is the station's initial east-west axis that was not built.⁷⁴

The expanding Supply Department constructed wooden warehouses (Buildings 91 and 92), built in alignment with Buildings 8 and 9, filling in space that had been intended for storage facilities. Increasing numbers of personnel during the war made necessary the expansion of the Enlisted Barracks (Buildings 2 and 4) from 14 to 20 wings, completing their original designs. Previously unplanned buildings included temporary buildings, like the corrugated metal Armco Huts and wood frame barracks.

Growth in station personnel and activities pushed the Navy toward quicker development of unplanned, secondary spaces outside the original design's axial and formal layout. This initially occurred in the triangular shaped area on the east side of the Seaplane Lagoon delineated by railroad tracks and spurs, hemmed in by marsh and undeveloped land (**Photograph 83**). The tracks roughly paralleled the extension of Atlantic Avenue west of Main Street before turning southwest to the single pier that was built with the Seaplane Lagoon. A spur turned northwest providing service to the supply department's buildings in the southeast quadrant of the station core. The original East Gate was located west of where it

⁷⁴ Aerial photograph of NAS Alameda, 1948, Box 1, RG 10, CEC / Seabee Museum, NBVC, Port Hueneme.
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eventually was placed. It was originally located on the extension of Atlantic Avenue where Orion Street is now. This entry was the apex of the triangular land form. The initial plans had treated the area as secondary to the station's main functioning, placing hazardous facilities in the area, such as paint and oil storage and engine test cells. The angular borders prevented a clear orthogonal plan.



Photograph 83: June 1943. Triangular area east of Seaplane Lagoon (area indicated with yellow arrow) was secondary to the station plan. As the Supply Department expanded during the war, the area developed a utilitarian layout and landscape.⁷⁵

During the war, the Navy expanded the Supply Department in this triangular shaped area, east of the Seaplane Lagoon. Assembly and Repair (A&R) would not have been functional without the Supply Department, established on station along with A&R in 1940. It managed purchase and inventory control of aircraft and parts for A&R, aviation supply for forward overseas stations, and station supplies for the exchange, mess halls, and cafeterias. As NAS Alameda's operations expanded, the Supply Department also provided material for the system of outlying fields and auxiliary fields that provided safe landing and operational bases for patrol and carrier squadrons attached to NAS Alameda.⁷⁶ In 1941 the supply staff grew from 50 to 100 and its materials on hand increased from several hundred items to over 20,000. During the first year of the war the department received over \$1.5 million worth of materiel a month and doubled in physical size. Tons of equipment were accepted and shipped from NAS Alameda and sent to the Pacific theater. To support this activity the supply department began warehouse operations in Building 105 (since demolished) along the east side of the Seaplane Lagoon in 1940.⁷⁷ In 1942, four new support buildings (Buildings 66, 67, 77, and 98) were constructed in this area east of the Seaplane Lagoon.

⁷⁵ Aerial photograph of NAS Alameda, June 17, 1943, Box 27, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme

⁷⁶ "Know Your Station: The Story of Supply" *The Carrier*, December 29, 1944, 8.

⁷⁷ US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1, 1940 to 31 December 1958," Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco).

In 1942 – 43, the Navy also expanded the station into the former Peralta land grant between the tide lands and Main Street (**Illustration 16**).⁷⁸ Dredging added land to the station east of Piers 1 and 2 (**Photograph 84**). This allowed for the construction of the two wharfs and Pier 3 in 1945. The original East Gate was moved eastward to its current location (and the location where the East Gate buildings were removed in the 2000s, near Building 90). New buildings constructed in this eastern portion of the base were utilitarian and standardized types, and not in the station's cohesive Moderne architectural style.

This area was also outside the boundary of the planting plan LaVallee designed for the primary parts of the station. This newly reclaimed land was immediately divided into a grid, but unlike the main station north of the Seaplane Lagoon, this area did not have a major central axis, nor did it correspond directly to the station's major north-south axis. Its street and block layout was further differentiated in that the blocks south of Atlantic Avenue and the East Gate were oriented in a more north-south direction, while those in the core area of the station were oriented east west.

The railroad tracks following Atlantic Avenue running diagonally across this portion of the station also disrupted the grid pattern. These tracks pre-dated the Navy's occupation of the site and had determined the southeastern corner of the Seaplane Lagoon and the angle between Piers 1 and 2. The Navy needed rail service and retained them, as well as constructing new spurs to serve Pier 3. Railroad spurs constructed to serve the supply area of the station aligned with the orthogonal plan in the area west of Pan Am Way.⁷⁹ Other changes to the overall size and shape of this part of the station included improvements to navigation that addressed silting in the pier area and turning basin⁸⁰

These new east and southeast areas of the station, largely built as part of the Navy's response to World War II, provided additional space for the supply and A&R departments on NAS Alameda. Warehouses and outdoor storage occupied most of the area south of Atlantic Avenue and the landscape and architecture reflected this utilitarian use (**Photograph 85**). Areas surrounding the additional warehouses and shops were paved to provide easy access for loading and unloading materials into them and the remaining area was either paved roadway or fallow. Southeast of Pier 2, the area remained open for aircraft parking.⁸¹

⁷⁸ Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

⁷⁹ Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial photograph, 1943, NOy 4165, folder 23 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum.

⁸⁰ "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

⁸¹ NAS Alameda ceased using the Homoja housing in 1968 although the Quonset huts remained in place for several more years. The Navy dismantled the civilian labor camp shortly after World War II. Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum; United States, Building the Navy's Bases in World War II, 374. According to *Popular Science* in March 1946 (page 67), Homoja is a compound word derived from the names of Admirals Horne, Morcell, and Jacobs.

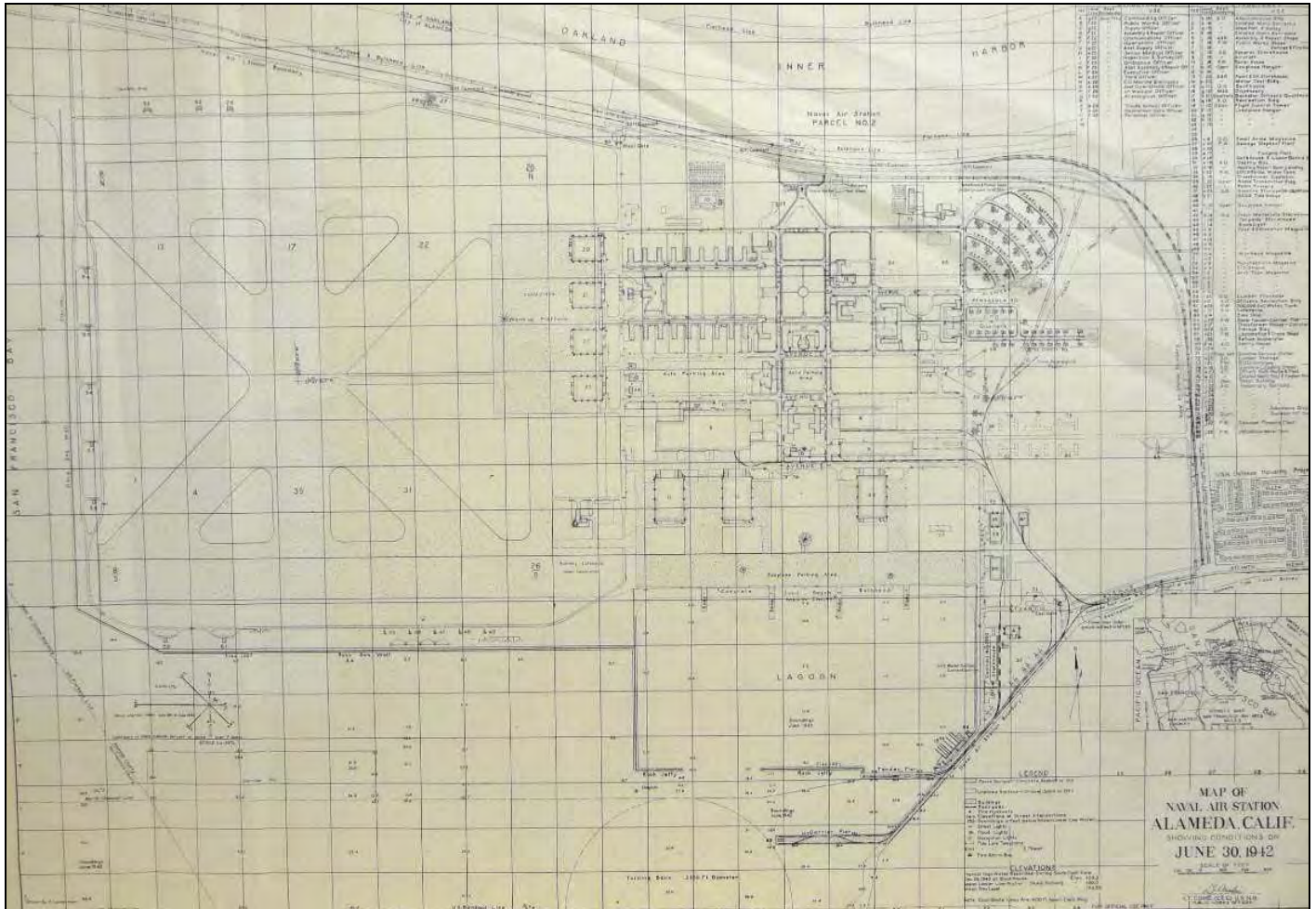


Illustration 16: 1942 Station map showing the encroachment onto Peralta grant land and the addition of buildings east of the Seaplane Lagoon.⁸²

⁸² Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum.
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Photograph 84: November 1944. Newly dredged and filled southeast portion of the station. This area was outside the original station plan, and outside the original planting plan. (Numbers and labels from original photo identification.)⁸³



Photograph 85: September 1945. Southeast portion of the station retained a utilitarian appearance throughout World War II, distinct from the formal design of the core of the station. (Numbers from original photo identification.)⁸⁴

⁸³ “NAS Alameda Homoja Housing looking southwest, Alt. 1000,” November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

The need for station housing – like almost every aspect of activities on the station – increased throughout the war. In 1942 the Navy planned for five new temporary barracks on NAS Alameda.⁸⁵ They were also located in one of the unplanned, secondary spaces of the original station plan, south of the original east-west axis and east of the storehouses. The five temporary barracks (Buildings 78 through 82) were constructed according to the Navy's B-1 plan for H-type barracks.⁸⁶ The Navy had adopted the B-1 barracks design at the end of World War I, and used it through 1942. Only one of these barracks (Building 78) remains on NAS Alameda.⁸⁷ These barracks did not solve the housing problem, so the Navy built additional standard barracks south of Midway Avenue (Avenue C), again in one of the originally unplanned spaces. These barracks used the B-1-B standard plan developed after 1942 that utilized fewer construction materials.⁸⁸ On NAS Alameda, three rectangular B-1-B barracks were arranged in U shapes. These were constructed in two phases in 1943 and 1944, and filled the remaining northeast corner of the station from Tower Avenue (Avenue F) to Main Street (**Photograph 86**).⁸⁹ Quonset huts were erected south of the East Gate under the Homoja Program for temporary housing of sailors' families staying on base for 60 days or less.⁹⁰ All of the temporary housing in the east portion of the station bound by West Midway Avenue to the north, Orion Street to the east, West Tower Avenue to the south and Moonlight Terrace to the west, except Buildings 78, 135 and 137, were subsequently demolished over several decades following World War II.

Completion of the runway system on NAS Alameda was a pressing wartime concern. Dredging and landfill created the Seaplane Lagoon and central portion of the station first, with construction starting on station buildings before the Airfield was complete. The initial runway layout was a sideways W shape; however, the Navy modified this plan by 1940, opting for a layout of five runways that resembled a capital "I" superimposed over a capital "X." Two short runways ran west to east and formed the top and bottom bars of the "I" and a single, north-south runway formed the center stem of the "I." Two runways, running northwest to southeast and southwest to northeast respectively, formed the "X." The center axis of the three runways was aligned with the main east-west axis of the station (**Photograph 87**). The number of runways and their alignment were designed to ensure that aircraft could operate regardless of wind direction. Construction of the Airfield lagged behind the rest of the station as the extensive dredging project worked to generate enough fill to create more than 348 acres of land. Dredging continued until September 1941 and two months later, despite work having barely begun on the Airfield, the Navy began using it. Entry into World War II hastened completion as station authorities quickly built earthen revetments on the Airfield and near the hangars for the protection of aircraft and materiel. The Navy also installed weapons magazines around the edge of the Airfield to keep hazardous items a safe distance from other station activities. Despite its flat appearance the grade of the Airfield was slightly domed to assist drainage. By November 1942 the combined I and X shaped runway system was complete and was installed with no traditional landscaping.⁹¹

⁸⁴ "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

⁸⁵ US Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 48.

⁸⁶ USGS, *Oakland West Quadrangle* (Washington, D.C.: USGS, 1949); US Army Corps of Engineers, *World War II Temporary Military Buildings*, 50.

⁸⁷ US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48; Building 78, *iNFADS*, 2008.

⁸⁸ US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.

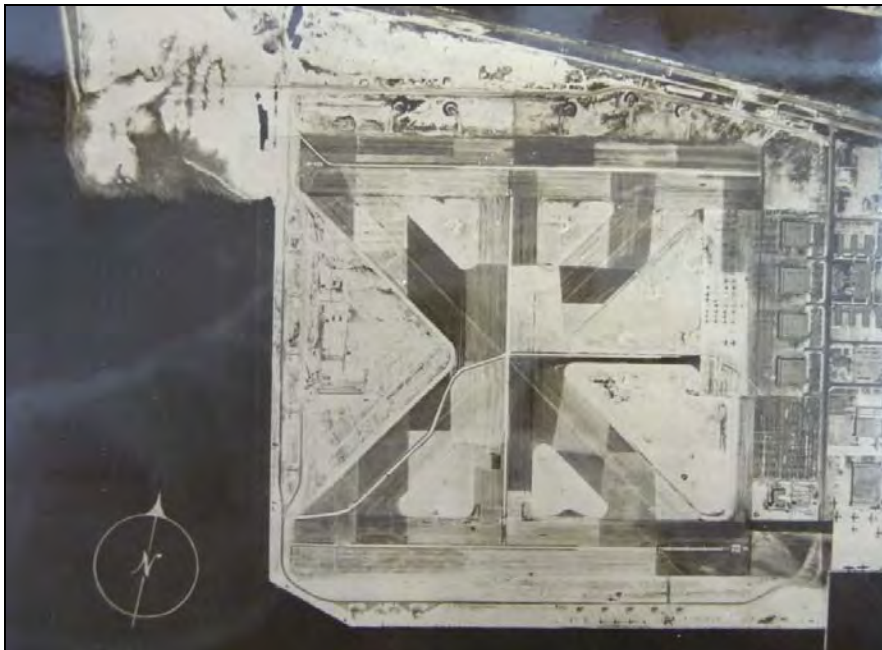
⁸⁹ Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks Triple Unit Plan and Details," Yards and Docks Specification # 12146, November 24, 1943, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks, Bachelor Officers Quarters and Sea Plane Hangar Foundation Plot Plan Barracks Area," Yards and Docks # 317552, April 10, 1944, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

⁹⁰ United States, *Building the Navy's Bases in World War II*, 374.

⁹¹ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; and Michael D. Roberts, *Dictionary of American Naval Aviation Squadrons* (Washington, D.C.: U.S. Department of the Navy, Naval Historical Center, 2000), 737.



Photograph 86: Construction of temporary style barrack on east end of NAS Alameda, 1944. Numbers indicated specific projects on original photograph.⁹²



Photograph 87: The Airfield in 1943.⁹³ Note shape and size, compared to modifications made in the 1950s (see below). Also note that it is a vast, paved space without formal plantings.

⁹² NAS Alameda B1B Barracks Looking NW, Alt. 1000', November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

During the war the Navy further modified the Airfield to accommodate growing station activities. The warm-up and parking apron was increased from a rectangle in front of Buildings 20-23 to a larger triangular shaped area set between two diagonal runways. On the north edge of the Airfield, there was storage for aircraft requiring repair and a supply department salvage yard. The station landfill at the northwest corner of the Airfield continued to expand the station's landmass.⁹⁴

The station workforce expanded to 18,000 military personnel and 9,000 civilian workers during the war, putting a strain on available transportation and newly established circulation patterns on station.⁹⁵ The orthogonal organization of roads within the station continued to function well; however, the need to get civilian workers efficiently on and off station challenged officials. Public transportation in the form of buses, trains, and ferries, left workers at the station gates, and the increasing numbers of workers who carpoled to the station parked at the north and later east gates, also had to walk relatively long distances. Inadequate parking space was a problem from the beginning and continued to plague the station throughout the subsequent Cold War era. Parking was originally provided for officers in their housing areas and there was some limited parking in the administrative areas, but it fell woefully short of the spaces needed. Station officials developed an early solution by creating additional parking along the former east-west axis and around shop facilities. A transportation hub was created in the center of the station just south of the Administration Building (Building 1) at the center of the main axis (**Photograph 88**). Parking in the administrative area increased significantly south of Building 16 (where Building 7 now sits) during the war (as well as during the 1950s to 1980s), and filled a quarter of the block. The station constructed parking for the CPO Housing in 1945, just as the war came to an end. Throughout the changes made to address the growing need for parking, the station retained the open spaces at the entry mall and BEQ quadrangle.



Photograph 88: War time shift change at Building 5 showing transportation pool behind Building 1 and Building 6 on the right. Also note building setback, lawn and foundation shrubbery at Building 6.⁹⁶

⁹³ "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁹⁴ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum.

⁹⁵ Jean Ebbert and Marie-Beth Hall, *Crossed Currents: Navy Women from WWI to Tailhook* (Washington, D.C: Brassey's, 1993) 27-34; Susan H. Godson, *Serving Proudly: A History of Women in the U.S. Navy* (Annapolis, Maryland: Naval Institute Press, 2001), 106-112, 117-119; and Allbrandt, *History*, 5; "Wave Lengths," *The Carrier*, January 28, 1944; "Wave Lengths," *The Carrier*, May 5, 1944; "Girls in Blue Perform Many Tasks at NAS," *The Carrier*, August 20, 1945, 3.

⁹⁶ *The Carrier*, December 15, 1944.

Execution of the Planting Plan during World War II

By January 1942, one month after the United States entered World War II, many of the trees transferred from Treasure Island, and called for in LaVallee's plan, had been planted on the station. Black acacias lined the curvilinear streets of the Officers' Housing, clusters of trees punctuated the four corners of the entry mall, the south corners of the triangle south of the main entry, and the west end of the BEQ quadrangle, and the median along West Essex Drive had an evenly spaced row of plantings (**Photograph 89** and **Photograph 90**).

Aerial photographs indicate that by 1943 the Navy had implemented the planned decorative planting of ice plant throughout the entry malls and triangle (**Photograph 91**). Colorized postcards depicting the station feature the ice plant prominently, exaggerating the vibrancy of the colors (**Photograph 92** and **Photograph 93**). By 1945, historic photographs indicate that the iceplant had become rather unruly with an uneven, un-manicured appearance (**Photograph 94** and **Photograph 95**).

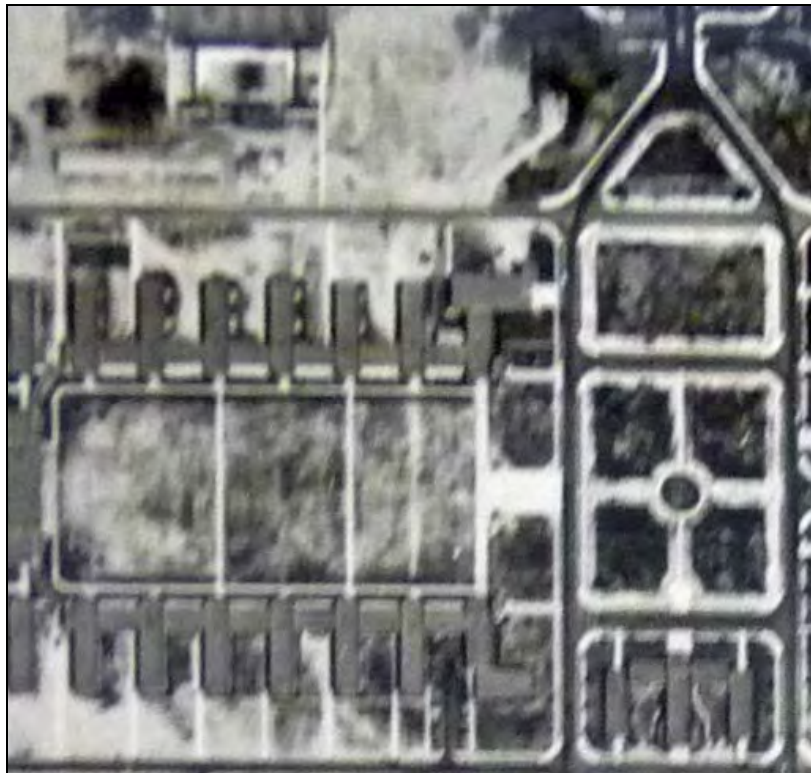


Photograph 89: January 1942. Street trees in Officers' Housing (1); Plantings along West Essex Drive (2); Clusters of trees planted at west end of BEQ quadrangle (3); Clusters of trees planted at four corners of entry mall (4); and trees planted at south corners of entry mall triangle (5).⁹⁷

⁹⁷ Graphic base from "NAS Alameda, Alt. 5000 ft horizontal distance 10,000 8 ¼ in lens looking west, passive defence photo," January 28, 1942, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



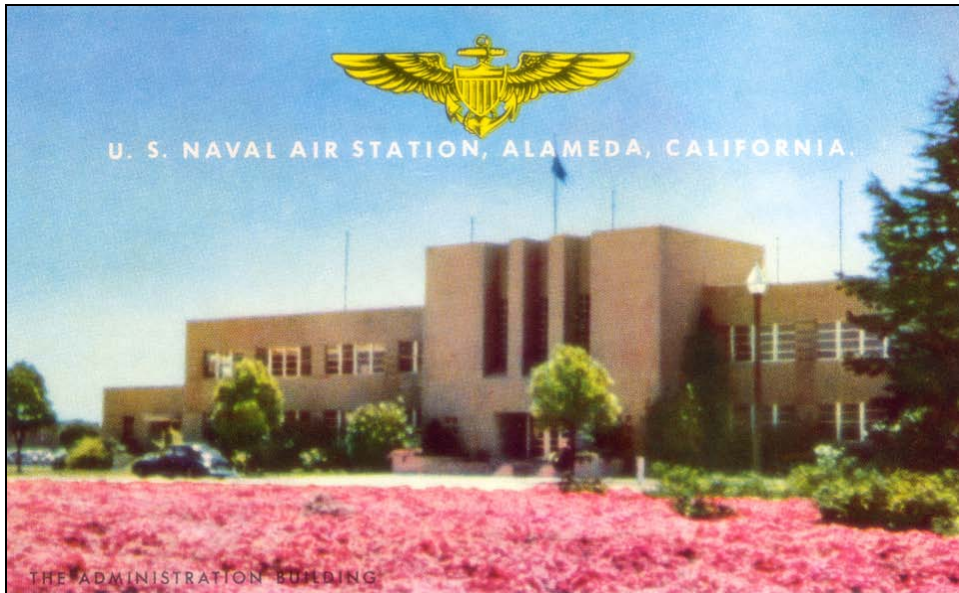
Photograph 90: Housing for married officers circa 1945 as seen from back (southwest side). Implemented landscaping included foundation plantings and shrubs and street trees.⁹⁸



Photograph 91: 1943.⁹⁹ Monochromatic sections of ice plant plantings visible around edges of entry mall and through paths and around circle large quadrangle.

⁹⁸ Photograph 121-3, circa 1945, RG5, CEC / Seabee Museum.

⁹⁹ "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 92: Period postcard depicting Building 1, circa 1943. Colorized postcard exaggerated the vibrancy of ice plant in entry mall.



Photograph 93: Period post card depicting Building 94, circa 1943. Colorized postcard produced contemporaneously with **Photograph 92**. Again, vibrancy of the color scheme of ice plant is exaggerated. The photo does, however, indicate that the bi-chromatic planting scheme was executed.



Photograph 94: 1945. Photo taken from northeast side of large entry mall facing west toward BEQ quadrangle. Tree at right foreground is at the northeast corner of the entry mall; trees at right background are those located at northwest corner of entry mall. Also note un-manicured groundcover in entry mall and sporadic coverage in planting strip in foreground.¹⁰⁰



Photograph 95: 1945. Building 1, facing south from circular space in the center of the entry mall.¹⁰¹

¹⁰⁰ “General View of Enlisted Barracks & Mess,” May 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰¹ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California.*, 27.

The formal entry mall was not the only area of the station that received vegetation during World War II. As the war progressed, the Navy made continued progress executing the primary elements of the planting plan in the designed areas. Administrative buildings and major buildings in the Administrative Core received formal plantings – street trees, foundation shrubbery, and ground cover. Neatly tended grass, foundations shrubs, and street trees were planted at buildings along the entry mall. Paired plantings were found throughout the planting plan, and many of these were also executed during the war, particularly flanking the walkways at the approaches to the BEQ (**Photograph 96, Photograph 97, Photograph 98**).¹⁰²

The Shops Area, a functional area expanded during the war, also had some formally planted areas, particularly at the buildings adjacent to the main north-south axis, Buildings 6, 8, 62 (see **Photograph 96**), and 114. Buildings at the northwest corner of the Shops Area – Building 42, 43, 44 and 102 – also had deep setbacks planted with lawn and foundation shrubbery.¹⁰³

Between 1944 and 1945 adaptations were made to the large quadrangles in the Administrative Core, both the entry mall, and the BEQ quadrangle. The east-west path bisecting the large entry mall was extended through the circular center circular path, creating a more direct route across the quadrangle. In the BEQ quadrangle, the westernmost path was removed and a sporting field was added. The addition of the field did not appear to have disrupted other plantings in the immediate vicinity (**Photograph 99**).



Photograph 96: 1944. In addition to the plantings present by January 1942, this photograph indicates the presence of foundation shrubbery around the east ends of Buildings 2 and 4 (1), and on the south side of Building 18 (2). Street trees are present around Building 1 (3). Also present are paired plantings flanking the pathways approaching the east ends of Buildings 2 and 4 (4) and the BEQ quadrangle (5). Parts of the Shops Area also had formal plantings, as seen here at Building 62 (6).¹⁰⁴

¹⁰² Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/Seabee Museum.

¹⁰³ Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/Seabee Museum.

¹⁰⁴ "Assembly & Repair Department, NAS Alameda- January 1, 1944," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.



Photograph 97: 1945. Building 4 at left, camera facing west. The tree line depicted in the planting plan had been executed (right), and like other buildings in the Administrative Core, Building 4 had foundation shrubbery.¹⁰⁵



Photograph 98: 1945. Building 18 taken from center circle of entry mall. Note consistent spacing of foundation shrubbery on west side of building and free-standing concrete planter left of entry.¹⁰⁶

¹⁰⁵ "Alameda, California NAS, Enlisted Bks, and Mess," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰⁶ "Theater," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 99: September 1945. The western pathway bisecting the BEQ quadrangle was removed to make room for a sporting field. Also note the extension of the path through the circular area in the center of the entry mall.¹⁰⁷

Summary of the World War II Era

By the end of the war, the station had grown to accommodate 158 buildings with remarkably little interruption to the original 1939 station plan. The operational units remained intact, with only minor adjustments to their boundaries (Shops Area expanded north to West Midway Avenue) as the Navy built core portions of the original layout. Extensions of the functional areas were developed during the war in the southern and eastern portions of the station. Station personnel and employees, of course, quickly nicknamed various areas. The massive concrete BEQ constructed before the war was known as the “Marble Mansion,” whereas the temporary wooden barracks became known as “Splinterville.”¹⁰⁸ Splinterville, first used to orient quickly-inducted Navy personnel to military life, was initially the Receiving Unit, and operated semi-autonomously. Later official records refer to the area as East Barracks.¹⁰⁹ Land at the northern edge of the Airfield where damaged aircraft were stored before overhaul was commonly known as “Siberia.”¹¹⁰

Throughout the war the Navy continued construction to increase the operational capacity of the station. Pier 2, the aircraft carrier pier, was constructed of reinforced concrete on cast concrete pilings in 1941.¹¹¹ Pier 3, a second, larger carrier pier, was added in 1945 late in the war to accommodate the Navy’s ever larger ships. Navigation in the station’s channels was hampered by silting in the pier area and turning basin. In 1945 the Navy hired the Basalt Rock Company of Napa to build another mile-and-a-quarter breakwater south of the piers, to protect them from storm damage and reduce

¹⁰⁷ Graphic base from: “Assembly & Repair Buildings, NAS, Alameda-September 1, 1945,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

¹⁰⁸ Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

¹⁰⁹ US Navy, “History of U.S. Naval Air Station Alameda, California First Quarterly Installment, 1945,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹¹⁰ Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

¹¹¹ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

silting in the channel and turning basin.¹¹² The new breakwater was the result of three years of design and testing by the Army Corps of Engineers.¹¹³

Vegetation was added throughout the Administrative Core, the Residential Area, and to a lesser degree, the Shops Area. In most cases, the vegetation that was planted followed the planting plan LaVallee designed in 1941, however, adjustments, modifications, and editing also occurred in the implementation of the planting plan.

Throughout the war years, NAS Alameda served a valuable role in naval operations and demonstrated the critical role aviation had within Navy strategy and operations. Swarms of Navy and civilian personnel carried on activities aimed at providing support services to the striking arm of the fleet. Its training facilities prepared service personnel for duties in forward areas, and air crews in flight operations. Its shops and repair facilities assembled aircraft and returned battle-damaged aircraft to the fight. It provided a homeport for combat ships, and a resupply and service location for their crews and equipment. In all of this, NAS Alameda was like the many naval facilities around the San Francisco Bay, along the Pacific Coast, and along the Atlantic seaboard – it helped keep the Navy fighting.

Cold War Era (1946-1989)

At the end of World War II, the United States and Soviet Union emerged as the world's two major powers. Fueled by a clash of ideologies, a new state of hostile relations between the United States and its allies against the Soviet Union, the Peoples' Republic of China, and their client states developed into a "Cold War" of propaganda, economic pressure, and covert actions. From its beginning in 1946 until the dismantling of the Berlin Wall in 1989, the Cold War era was a period of great military expansion to meet the perceived threat from the nation's adversaries. While the United States followed its policy to contain communism, the international community widened its influence in dealing with conflicts around the world through the efforts of the United Nations. In the United States, the race to develop and deploy advanced weapons for defense and deterrence led to the rise of an extensive defense industry, which provided the military with a flow of new technologies and improved equipment. Although the Cold War was marked by expanding nuclear capabilities, conventional weapons and strategies were the major instruments used by the U.S. military to shape the outcome of conflicts throughout the period. Specialized facilities of this period – for example what is now Naval Air Weapons Station China Lake – contributed to the improvement, development, testing, and evaluation of new weapon technologies; however, NAS Alameda, like most stations, continued to support active military and routine missions and operations. Through the early Cold War, NAS Alameda and other air stations adapted to service new technologies and equipment developed elsewhere by adding facilities to accommodate and maintain jet aircraft and other conventional weapons. However, technology outpaced the station's development. The expansion of San Francisco Bay Area urban development, expense of maintaining facilities, and reorganization of Naval shore establishments with changing missions and military requirements led to the eventual decommissioning of the station after the Cold War ended.

The conclusion of World War II with the atomic attacks on Japan encouraged a belief that future conflicts would involve strategic nuclear bombing. The Army and Air Force took the view that the Navy, despite its successes in World War II, was obsolete. The Navy struggled for survival, focusing on efficiency, modernization, and fighting limited to conventional warfare. During this period the Navy increased carrier capacity to accommodate strategic bombers, updated aircraft technology, and initiated guided missile programs. This placed the Navy in a strong position when the Korean War, a limited conventional war, began in 1950.¹¹⁴

¹¹² "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹¹³ R. A. Jackson and R. Y. Hudson, United States Department of the Army, Corps of Engineers, Mississippi River Commission, *Technical Memorandum No. 2-242, Breakwater Location U.S. Naval Air Station, Alameda, California, Model Investigation* (Vicksburg, Mississippi, Waterways Experiment Station, December 1947), 1-2.

¹¹⁴ Nathan Miller, *The US Navy: A History* (Annapolis, Maryland: Naval Institute Press, 1997), 247-250.

In the years immediately following World War II, NAS Alameda's main role was storage. Seventeen ships of the Pacific reserve fleet were moored at the station. The A&R department continued to process aircraft, applying coating parts to preserve them. The Navy stored aircraft and aircraft components both on the station and in other repositories nationwide. Meanwhile tons of equipment, supplies, and parts were returning from the Pacific Theater and the supply department processed these for sale or reuse.

NAS Alameda, like many other military installations in the immediate aftermath of World War II, experienced a rapid reduction in force. The Navy's demobilization plan called for the service to shrink to one-third its 1945 size. By August 1946, a year following the Japanese surrender, the station's force had been reduced from 18,000 military personnel to 187 officers and less than 1,800 enlisted personnel. Aircraft and aircraft parts were preserved and stored for future use; and seventeen vessels, including two decommissioned aircraft carriers, *Enterprise* (CV-6) and *Hancock* (CV-19), were moored at piers on NAS Alameda as part of the Pacific Reserve Fleet. The reduction in staff and material led to a station-wide emphasis on efficiency and the goal of completing more with less. Consolidation of activities and the development of new services helped keep NAS Alameda an active part of the Navy's operations.

The elements of the landscape that had taken shape during initial construction and wartime – station layout, circulation patterns, land use areas, sightlines and view sheds, and implementation of the planting plan – remained intact during this period of NAS Alameda's development. The planting plan, the most transient of landscape elements, matured in the early years of the Cold War, and elements of the original planting design were modified, particularly in the entry mall. Rather than the wide swaths of ice plant bisecting the entry mall as depicted in the original design and implemented by 1943, shortly after the war, the swaths were replaced by two lines of plantings running north-south through the entry malls (**Photograph 100** and **Photograph 101**).

By the early 1950s, the Public Works department on NAS Alameda had a crew of 24 workers whose job was to keep the grounds of the station in "park-like shape." In 1951, *The Carrier* published an article that listed the inventory of vegetation on station as 60 acres of lawn, 8,000 – 9,000 trees and shrubs, and acres of flower beds. The gardener in charge of the greenhouse was tasked with making sure there were always enough plants available to "replace plants past their peak or to go into new locations."¹¹⁵

NAS Alameda entered the jet age as a well-organized and complete air station at rest, but the Korean War catapulted the station back into action. In June 1950 communist North Korean forces crossed the 38th parallel and invaded South Korea. The United States, in conjunction with United Nations forces, came to the defense of South Korea. Unlike the nuclear war for which the Air Force and Army had prepared, this was a limited conventional war. Because of small targets and fewer bases in the combat theater for bombers, most aerial combat operations fell to the Navy and its aircraft carriers. Successful operations in Korea resulted in additional funding for the Navy, construction of the larger *Forrestal* class aircraft carriers, and accelerated conversion to jet aircraft.¹¹⁶

The outbreak of the Korean War in 1950 prompted the Navy to expand operations on NAS Alameda. With President Harry Truman's authorization of U.S. air and sea forces to assist South Korea, NAS Alameda-based Carrier Division 3 launched the first air strikes against North Korean troops. The station itself returned to a wartime footing with well-understood organization, both administrative and spatial. NAS Alameda inaugurated a 48-hour workweek and the O&R Department (name changed from A&R to reflect the change in tasks that did not include aircraft assembly) instituted 10-hour shifts. The Navy brought back into service nearly 270 mothballed aircraft, re-commissioned previously decommissioned ships, and called in reservists. A thousand additional civilians were hired to meet expected wartime demands for aircraft repair and support. By the fall 1951, NAS Alameda was the largest naval air station in the county

¹¹⁵ *The Carrier*, "PW Crew Keeps Station Green," June 1, 1951: 6.

¹¹⁶ Miller, *The US Navy*, 251 and 253.

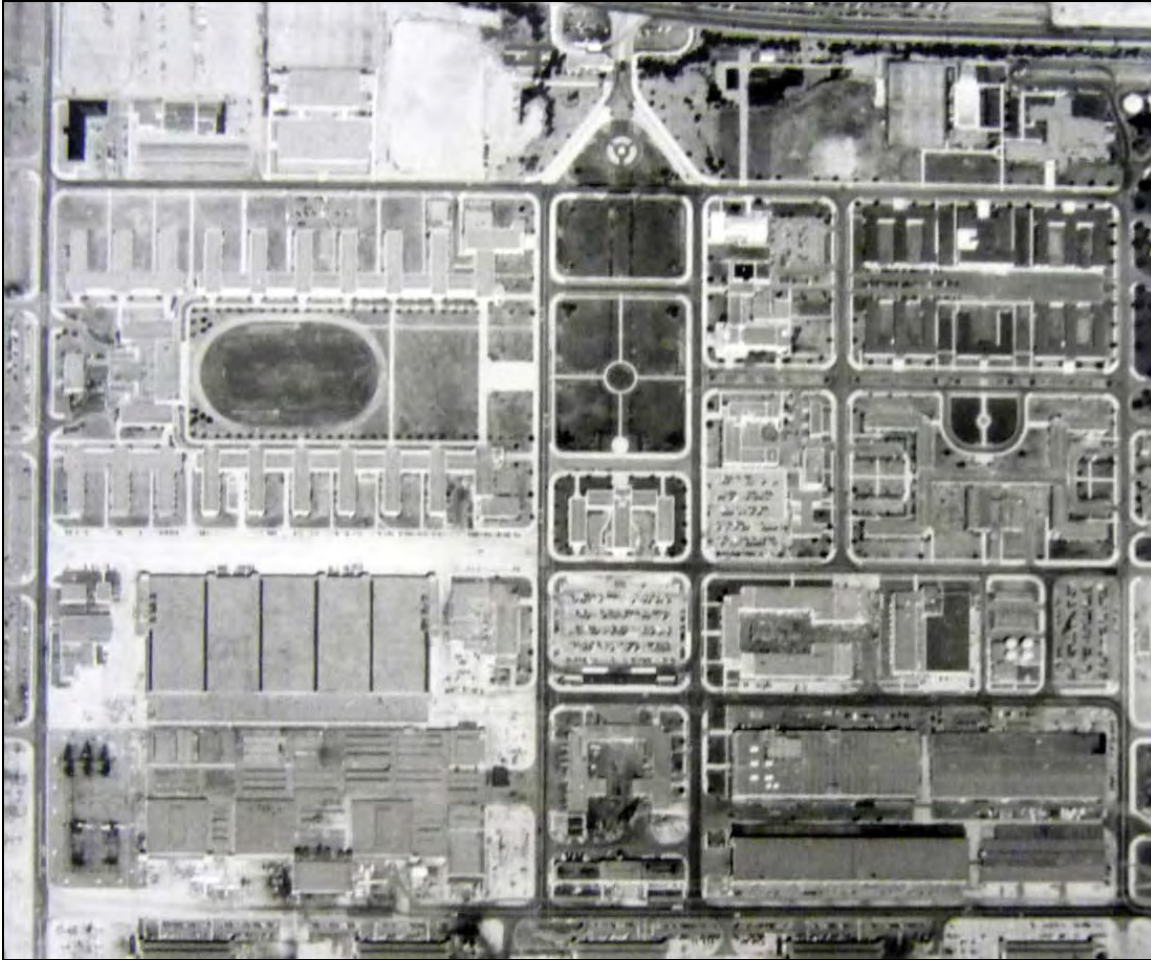
*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

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with 15,000 military and civilian personnel in eight departments.¹¹⁷ As during World War II, NAS Alameda teemed with activity as an industrial facility, airfield, and small city. There was constant activity on base, punctuated by civilian employee commuting rush hours that were handled in three shifts to accommodate the great number of personnel coming aboard and leaving the base (**Photograph 102**). Most of the activity occurred in the facilities that had been built and used during World War II.¹¹⁸



Photograph 100: Ariel Photograph, 1948.¹¹⁹ After World War II, vegetation matured, more trees were planted along the northern border, and the planting plan in the entry mall was altered.

¹¹⁷ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 9-10.

¹¹⁸ Baack, oral history interview, December 8, 2009; Bronson "Chief" Parry, former Navy Chief Petty Officer who served on NAS Alameda (1966-1976), oral history interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 22, 2009.

¹¹⁹ "N.A.S. Alameda, Calif. Vertical alt. 10,000' F-6," May 10, 1948, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 101: Oblique aerial photograph, 1950.¹²⁰ Entry mall, facing south. Planting plan has been altered from original design to include the lines of plantings running north-south through the entry mall. Also note installation of new planting around monument in triangle.



Photograph 102: Overhaul & Repair Department shift change, Building 5A, ca. 1954.¹²¹

¹²⁰ *The Carrier*, October 19, 1950: 1.

¹²¹ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

Aircraft technology had changed since the beginning of World War II through the outbreak of the Korean War and as a result, NAS Alameda updated its facilities to accommodate these new aircraft. The new faster, larger, and heavier aircraft required longer runways and maintaining them required larger engine re-work facilities and test facilities. Modifications would change the relationship between the Airfield and the rest of the station and continue filling the entire station with operational facilities.

The changed position of the United States in the world meant that demobilization following the Korean War was more limited than that following World War II. This new position, along with the introduction of new technologies to the military continued the expansion of NAS Alameda that began during the Korean War into the following decade. The station received additional facilities to support jet aircraft and updated facilities for nuclear powered ships. Between 1947 and 1952, the percentage of jet-powered Navy aircraft increased from less than one percent to almost 20 percent. By the late 1950s, more than half of the engines that propelled Navy aircraft were either turboprop or turbojet. The Navy operated nearly 10,000 aircraft, making it the third largest air force in the world behind the U.S. Air Force and the military of the Soviet Union. By the early 1960s, NAS Alameda was no longer servicing propeller aircraft. More sophisticated jet aircraft had more demanding maintenance requirements, and NAS Alameda was among the Navy's facilities best suited to do so.¹²² The Navy's growing reliance upon new technology also required a highly trained support staff. Retention of military personnel with such expertise required upgraded housing, morale, and recreational facilities.

Following the end of the Korean War, the United States and Soviet communist forces met largely in proxy wars using conventional weapons. The Navy continued to be an important tool in these conflicts because it was able to project force around the world, illustrating support for U.S. allies. This period, however, was exemplified by deployment of many new, technologically-advanced weapons developed in the previous years. The launch of Sputnik in 1957 accelerated the arms race. No longer were aircraft required for the delivery of nuclear warheads. The Air Force, Army, and Navy all developed their own Intercontinental Ballistic Missiles (ICBMs). The Navy's Polaris ICBM could be launched from a submarine. The Navy constructed new nuclear powered ships armed with guided missiles. Throughout this period the Navy, like the other service branches, focused on developing and deploying these and other new military technologies.¹²³

Although American military advisors had been involved in Vietnam since the 1950s, direct involvement in the conflict of personnel stationed on NAS Alameda did not occur until North Vietnamese torpedo boats reportedly fired upon two American destroyers operating in the Gulf of Tonkin. The incident resulted in passage of the Gulf of Tonkin Resolution by Congress in August 1964. Thereafter President Lyndon Johnson increased the United States role in 'containing' the North Vietnamese Communists. The Navy participated in bombing targets in North Vietnam and operated blockades and patrols in the Mekong Delta. With increased involvement in Vietnam, the Navy faced the challenges and increased demands were placed upon military personnel. Physical and mental hazards as well as casualties increased, and repeated deployments to Vietnam were challenging for personnel and their families. During this time, Secretary of the Navy Admiral Elmo Zumwalt initiated a program focused on paying more attention to MWR needs of personnel. NAS Alameda worked to improve its MWR facilities on station, as well as repair and supply facilities, to support military personnel during increased Vietnam operations. As part of the morale boosting efforts of the station when incoming carriers from Vietnam came to port on NAS Alameda, there was an effort to honor returning military personnel with large welcoming crowds.¹²⁴

¹²² Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 12 and 15.

¹²³ Nathan Miller, *The US Navy*, 255-260; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-6 – 8-10.

¹²⁴ Nathan Miller, *The US Navy*, 263-270; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-10 – 8-12; Baack, oral history interview, December 8, 2009.

Following the Vietnam Conflict the U.S. military entered a period of uncertainty as the nation's foreign policy adapted to new conditions. After 1977, President Carter's administration focused on supporting the North Atlantic Treaty Organization rather than exceeding the Soviet military build-up. As a result, Congress cut budgets for new ships and deferred improvements to the Pacific Theater forces. The military also became a completely volunteer force, necessitating changes in recruitment, retention, and advancement policies for military personnel. This continued the demand for increased attention for MWR facilities. The trend for reduced spending and the European focus of the late 1970s was completely reversed in the 1980s by the Regan administration, with increased spending on new and technologically-advanced ships and submarines. The new focus was on technologically superior weaponry, and quick military responses required the use of naval forces to dispel unrest around the world through the end of the Cold War. Congress again cut military spending in the late 1980s and the Cold War ended with the dismantling of the Berlin Wall that accompanied shifts in power in Eastern Europe in 1989. Contracts for new ships, submarines, and aircraft were cancelled. During this period, Congress initiated a process known as Base Realignment and Closure (BRAC) to reduce the number of military installations to sustainable levels.¹²⁵

Evolution of the NAS Alameda Landscape during the Cold War

The following discussion addresses the evolution of and changes over time to NAS Alameda and its landscape during the Cold War period (1946-1989). It is presented by functional area, corresponding with the description of existing conditions. The functional areas are: Administrative Core, Shops, Residential / MWR, and Operations. These functional areas were first established as an organizational tool for understanding the station's design in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District." This CLR changes the name for one of the functional areas. The Hangars Area from the 1997 report is now the Operations Area, reflecting the wider functions of the area in which the hangars are situated and their relationship with adjacent spaces including the Seaplane Lagoon and the Airfield. The Operations Area also includes the waterfront / piers area.

Administrative Core

Through the Cold War period, the entry mall continued to serve NAS Alameda as a formal space at the center of the Administrative Core. By the late 1950s, aspects of the entry mall had been altered, perhaps to provide a suitable space for parade grounds. A photograph dated May 1958 shows that the decorative plantings bisecting the entry mall that were present in the early 1950s, until at least 1954, had been removed and the ice plant had been replaced with turf throughout the entry mall (**Photograph 103** and **Photograph 104**). Also visible in the 1958 photograph are sailors in formation on the streets around the entry mall. The following year, another photograph shows the sailors in marching formation in the entry mall itself (**Photograph 105**). This photograph also indicates that the planting strips originally designed and constructed around the entry mall had been removed to create wider perimeter sidewalks. At this point, vegetation in the large entry mall also included trees flanking the east-west walkway on the west side, trees along the south border, and low shrubbery bordering the quadrangle on the east and west sides. The pathway bisecting the circular area in the center of the quadrangle had been removed and the area was planted with groundcover encircled by turf and the walkway.

The permanent versus temporary nature of the housing in the east side of the Administrative Core became apparent during the Cold War period. The Navy removed most of the temporary barracks north of West Essex Drive, however, the BOQ (Building 17) remained relatively unchanged through the Cold War. In 1952, the BOQ appeared much as it did at the end of the war, and much as it does today. Both vegetation and circulation features accentuated the symmetry of the building. Carefully manicured hedges lined the curved drive on the north side of the building, and paths in the courtyards on the east and west ends of the building were mirror images of one another (**Photograph 107**). Over time, the

¹²⁵ Miller, *The U.S. Navy*, 272-278; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-13 – 8-15.

introduction of new plants at new locations around the building, and reduced maintenance altered some of the vegetation around the building.



Photograph 103: Photograph featured in 1954 NAS Alameda Yearbook; note long views down main north-south streets, Lexington and Saratoga.¹²⁶



Photograph 104: May 1958. Entry mall, looking south from Main Gate. Note that decorative plantings bisecting the entry mall have been removed, and ice plant appears to have been replaced with turf throughout the entry mall..¹²⁷

¹²⁶ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

¹²⁷ *The Carrier*, May 23, 1958.



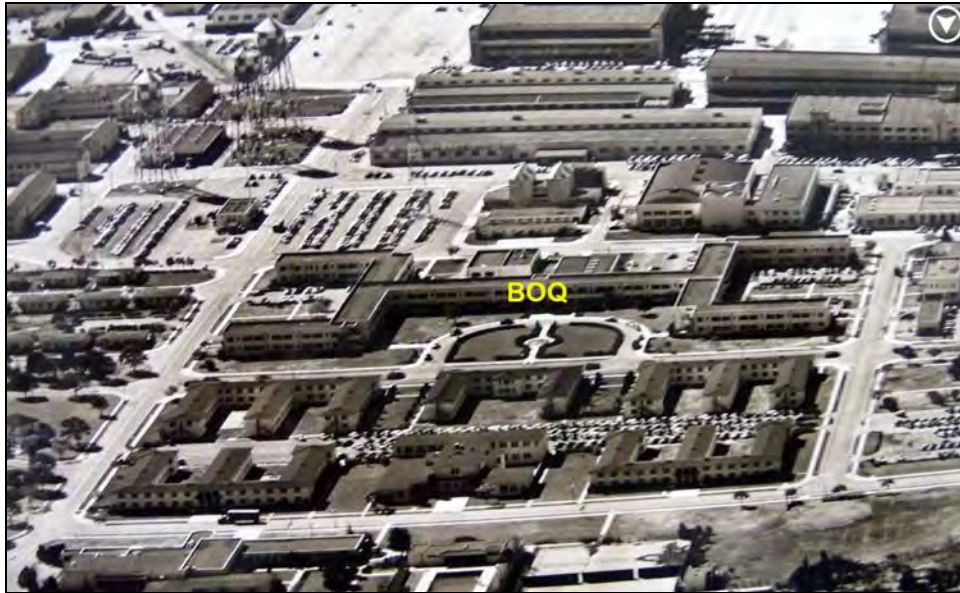
Photograph 105: July 1959. Plantings and hardscape in entry mall have been modified to include turf, additional trees, perimeter shrubbery, and wider sidewalks. The pathway bisecting the center of the circular area has been removed.¹²⁸



Photograph 106: July 1963. Facing south toward Building 1 from north end of entry mall. Note decorative planting in center of entry mall, and maturation of trees.¹²⁹

¹²⁸ *The Carrier*, July 10, 1959.

¹²⁹ *The Carrier*, July 12, 1963.



Photograph 107: 1952. East side of Administrative Core showing BOQ Building 17 (labeled) and temporary barracks (adjacent to BOQ in foreground).¹³⁰

Unlike the block containing the BOQ, changes in the number of officers housed on the station and shifts in functions on station during the Cold War had a substantial visual impact on the block containing the temporary BOQs. The Navy constructed five temporary barracks and a subsistence building opposite the permanent BOQ during World War II, in lieu of a mirror image permanent BOQ originally planned for the site. Improved housing elsewhere on station and reduced personnel levels and rendered the temporary buildings obsolete. The station demolished Building 124 (**Photograph 108**), centermost on the south side of the block, by 1958, and three more temporary barracks were demolished between 1968 and 1973 (**Photograph 109**). The station replaced the barracks with paved parking areas as the use of automobiles continued to increase throughout the station, necessitating increased parking demands. The two remaining buildings, Building 135 and 137, became morale, welfare, and recreation facilities, housing day care, youth recreation, family services, and Officers Wives' Clubs.¹³¹ As the station continued to improve personnel services it constructed a new CPO Club in the southwest corner of the block and a new electrical substation on the eastern side of the block. Neither of these buildings maintained the setback established by the original temporary BOQs and without this common setback, the block lost some of its definition that it originally had (**Photograph 109**). Portions of the lawns between the original buildings were retained, but this did not define the space as well as the two-story barracks and adjacent landscaping. Despite the reduction of force on the station after World War II, parking remained an issue as changing social economics increased car ownership. The station added parking on the north side of Building 4 following the war. In a single year, between 1948 and 1949, the parking space at this building was expanded from the area between two wings to spanning four wings.¹³²

¹³⁰ US Navy, *US Naval Air Station's Photograph Album, Alameda, California, c. 1952*, Oakland History Room, Oakland Public Library, Oakland, California.

¹³¹ USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer; Building 553 and 585, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

¹³² Aerial Photograph 1948, Folder 03-02, Box 2, RG 10, CEC/Seabee Museum, Port Hueneme; Aerial Photograph 1949, RG-10, CEC/Seabee Museum.



Photograph 108: Circa 1965. Building 124 (temporary barracks) was removed to create more parking. Building 17 (background) has retained its symmetrical design characteristics.¹³³



Photograph 109: Aerial Photograph, 1985. Only two temporary barracks remain in block north of the BOQ (Building 17).¹³⁴

¹³³ 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹³⁴ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

Changes to playing fields in the officers' recreation area to the east of the main gate and the BEQ quadrangle changed vegetation patterns in these areas. The football field in the BEQ quadrangle was dismantled in the early 1960s and was eventually replaced with two baseball fields (and have more recently been converted to soccer fields). Open green space east of the main gate that was the station plant nursery, became a six-hole 'pitch and putt' golf course in 1960. Infrastructure improvements to the station, including an improved sewage treatment system clipped the eastern side of the enlisted baseball field west of the main gate, resulting in a truncated right field.¹³⁵

The Navy modified recreational facilities throughout the station core in the mid-1960s. The Brunswick Company constructed a new, 24-lane bowling alley (Building 525) east of Building 18, in an area that had previously been open space.¹³⁶ This new, large building was sited with a narrower setback than typical of other buildings in the area. The new building and its accompanying parking lot, adjacent to the south, filled in a space that had previously included open green space (see **Photograph 109**) and a Chaplain's Office.

Throughout the Cold War, the vegetation on station required periodic maintenance when diseased or dead plants required removal, or storm damaged trees needed clearing. In 1970, *The Carrier* reported that 50 cypress trees were being removed on the station because they had been found to be infected with a serious fungal disease. Most of the infected trees were located in the northeast portion of the station in the area between West Midway Avenue and the north border. Plans were approved in 1977 for spraying, pruning, and removing the cypress trees on the station. Also in the late 1970s, the Facilities Management Office coordinated the planting of 200 trees and shrubs to replace plants killed by drought, disease, and storms (a storm in 1958 felled several trees on station). Trees planted in this period included blackwood acacia, Aleppo pine, and Chinese evergreen elm. Ivy was also planted along the perimeter fence on Main Street to replace the screening effect of the removed cypress trees.¹³⁷

Renovations continued in 1979 with refreshing of planters in front of residential and administrative buildings and installation of informal groupings of shrubs that utilized a mixed variety of plant materials. The program updated each of the planters at the BOQ, moving trees from other portions of the station, and adding new material. Material removed from the foundations of Building 8 thinned the groupings and was replaced with more tree-like vegetation. Trees now lined the walkway to the building in addition to the street. Designers created a bermed screen for the parking lot at the northeast corner of the former temporary BOQ block to provide a more pleasing view for the adjoining Officers' Housing and Officers' Club. The Officers' Club landscaping included gardens flanking the sidewalk. At the theater (Building 19), trees were relocated from the grassy verge to the planters, closer to the building. Additional shrubs were added to the informal grouping of trees and shrubs at the southern end of the mall. This landscaping improvement project in the late 1970s introduced trees into new locations on the station, particularly the cypress tree in the center of the entry mall

¹³⁵ "Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Building 562 and 525, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer.

¹³⁶ US Navy, "Aviation Historical Summary(OPNAV Form 5750-2), 1 April 1966 – 30 September 1966," and "1967 Command History, U.S. Naval Air Station Alameda, California," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," and "1970 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).

¹³⁷ *The Carrier*, "50 Cypress Trees To Be Removed," September 25, 1970: 1 (col. 1); *The Carrier*, "Planting Project yields new 'roots' for NAS," August 11, 1978: 1 (col. 1); US Navy, "1976 Command History, U.S. Naval Air Station Alameda, California," and "Naval Air Station Alameda Command History 1978," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); Naval Facilities Engineering Command, "Spray Prune & Remove Cypress Trees," August 12, 1977, Drawer 141, Plan and Maps Room, Alameda City Hall West.

(**Photograph 110**), the line of Chinese elms in front of (east side) Building 3, and new trees throughout the Officers' housing area.¹³⁸

Subsequent changes in the station's landscape were relatively minor. In 1987, landscapers removed and replaced dead and ailing trees from the entry mall. More plantings added new groups of trees at the southern end of the mall deepening the groups flanking the flagpole and approximately two-thirds of the shrubbery surrounding Building 1 was replaced.¹³⁹



Photograph 110: Oblique Aerial, early 1980s. Note Cypress tree at center of large entry mall, and long views south down Saratoga Street (left) and Lexington Street (right).¹⁴⁰

The Navy added one Shops building to the Administrative Core during this period. Naval Depot (NADEP) Alameda (successor command to the A&R / O&R department on the station) initiated a number of new construction projects that improved its competitiveness with private industry in the 1980s and these projects included the completion of a new 15,000 square-foot Material Engineering Laboratory (Building 7) in 1986.¹⁴¹ While the clean unornamented lines of the modern building could have blended well with the existing Moderne architecture, the selection of a landscaping plan inconsistent with the surrounding blocks of the Administrative Core differentiates it from the whole. The building did retain the setback established by the Medical Clinic (Building 16) to the north and its corner location highlighted the orthogonal plan.

¹³⁸ Naval Facilities Engineering Command, "Landscape Renovations Planting Plan," June 28, 1979, Drawer 141, Plans and Maps Room, Alameda City Hall West.

¹³⁹ Navy Public Works Center, "Entrance Mall Repair at Main Gate Landscaping and Irrigation Improvements, Planting Plan," 1987, Drawer 141, Maps and Plans Room, Alameda City Hall West.

¹⁴⁰ 1980s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹⁴¹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 21-22.

Shops Area

Following World War II, NAS Alameda had been designated a repair and overhaul facility for several new aircraft engines, including reciprocating engines used on large transports and jets; however, few specialized facilities for these new tasks had been constructed. In 1947, the Navy began to request appropriations for jet engine test cells on NAS Alameda and these requests were not funded until the expansion of naval aviation facilities in 1951, in response to the Korean War, when NAS Alameda received approval for major runway improvements, NAS Alameda also received funding for a new engine overhaul and repair shop (Building 360), and neighboring turbo prop test cells (Building 372) (**Photograph 111**).¹⁴² Construction of these facilities occurred along the eastern edge of the station, just south of Atlantic Avenue in an area previously used for outside storage. Like many of the buildings south of Atlantic Avenue, Building 360 was large, nearly four acres in area.

NAS Alameda continued to evolve during the Korean War as construction increased in the southeastern portion of the station and the Navy called its reserve ships back to service, emptying the piers and the disestablishing the Alameda Group of the Pacific Reserve Fleet in June 1951.¹⁴³ Other major changes that year included Navy acquisition of new land east of Main Street to construct new storage facilities,¹⁴⁴ which opened former exterior storage areas for additional development.¹⁴⁵



Photograph 111: Aerial view, 1960s. Buildings 360, 372, and 297 have been built in the southeast portion of the station in the additional Shops Area.¹⁴⁶

Additional test facilities for air turbine and turbo jets were added in 1957 and 1958 (Buildings 397 and 398) and air turbine overhaul test cells were installed in Building 399 among the existing engine overhaul facilities north of Atlantic Avenue in the Shops Area in the southeast portion of the station. While the new construction filled some of the empty

¹⁴² General Information for Supporting Requests for Additional Public Works Projects, February 15, 1946, California – Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum.

¹⁴³ US Navy, “History of U.S. Naval Air Station Alameda, 1 January 1951 to 30 June 1951,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁴⁴ This land has since transferred out of Navy possession and is not a part of this study.

¹⁴⁵ US Navy, “History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); “Construction Project Nears Halfway Mark,” *The Carrier*, February 13, 1953. The warehouse buildings east of Main Street are not a subject of this study.

¹⁴⁶ 1960s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

space in that part of the station, the layout of these buildings did not continue the station's orthogonal pattern in the area. These buildings also did not have a unifying architecture like those built during World War II. As a result, the southeast portion of the station did not develop a unified landscape or design aesthetic because the new construction simply continued the general industrial landscape of the area. The only non-industrial uses in this area of the station were the temporary camps that had been established along Main Street south of East Gate, and these camps were disappearing as the Navy demolished the former civilian labor camp near Pacific Avenue and Main Street and built a parking lot for the CPO Club, then located near Pacific Avenue (Avenue K).¹⁴⁷

In the 1960s, the area south of Building 118 had served as outdoor storage and included several earthen bunkers that were removed for construction of new facilities, including restaurants, banking, and shopping surrounded by plenty of paved parking. Removal of fences, piles of supplies, and the bunkers created a new flatter landscape. The new buildings constructed south of Building 118 were contained within the orthogonal street pattern, but their placement along the center of the block or in the center of the parking area did not highlight the orthogonal plan or tie it aesthetically to other station construction. The architecture of these buildings includes a variety of styles, rather than a single, cohesive style like that found in the Administrative Core.

Closer to the southern end of the station, the Naval Air Rework Facility (NARF), formerly A&R / O&R, constructed several new facilities to increase its shop capabilities. A new cleaning facility (Building 410) was constructed east of Buildings 166 and 167. As the station serviced more missiles, it needed more space for the program and constructed Building 530 in 1973. Both of these moderately sized buildings occupied former open air aircraft parking. Construction of small buildings to house infrastructure improvements, ship services, and hazardous materials handling south of Ticonderoga Avenue also broke up that open space. Again the construction was utilitarian and lacked a continuity of style. The results of this construction created an industrial space with large irregular paved areas set with buildings of all sized and no clear plan. As plane storage no longer dominated the area, rows of automotive angled parking took its place (**Photograph 112**).

NAS Alameda had two primary entrance points: the Main Gate on the north side of the station and the East Gate, which was moved in 1944 to its location closer to Main Street in order to provide easy access for workers arriving from Alameda via the city street system. The Main Gate, while ornamental, faced the Inland Harbor rather than Alameda, and was less convenient for personnel working in the operational areas. Paved parking areas were provided at both gates. From 1944 until 1977 a parking lot adjoined the East Gate and civilians and visitors parked outside the gate and either walked or were escorted aboard the station. The Main Gate had similar parking areas along the Inland Harbor. As vehicular access rules changed, less off-station parking was necessary. The parking outside the East Gate was removed in 1977 and replaced with a landscaped entry, including curbs and sidewalks that lined Atlantic Avenue and the parallel railroad track. The former parking lot was lined with a variety of shrubs including Pacific wax myrtle (*myrica*), buckthorn (*rhamnus*), and photinia and groups of red flowering gum (*Eucalyptus ficifolia*) adorned the northeastern and southeastern corners. A third group was planted just north of the actual gate and grass filled the area between the lining shrubs and the sidewalk. The overall intent was to create a more attractive gateway between the station and the city, and as California recovered from drought and became more water aware, the landscaping utilized non-potable water and low maintenance materials.¹⁴⁸ The newly landscaped area subsequently underwent several modifications. The station added trees along the edges in 1978, and in 1979 created raised berms within the plantings replanting dead or damaged plants. A lighted sign was also installed in the green space to greet and direct visitors, along with the sign spanning the arch over

¹⁴⁷ US Navy, "History of U.S. Naval Air Station Alameda, 1January 1950 to 30 June 1950," Box 1 of 2, NAS Command Histories, 27 Volumes 1940-1992, RG 181, NARA (San Francisco) 20.

¹⁴⁸ US Navy, "Naval Air Station Alameda East Gate Improvements Planting Plan," 1977, Drawer 170, Maps and Plans Room, Alameda City Hall West; C.A. Heinrichs, "Progress-Removing Concrete and Planting Trees," *The Carrier*, August 19, 1977; "East Gate Improvement Project Nears End," *The Carrier*, May 20, 1977; US Navy, "Naval Air Station Alameda Command History 1977," NAS Command History, 30 Volumes 196801997, 5757-1b, RG 181, NARA (San Francisco).

the guardhouse (now demolished). Improvements continued southward from the East Gate as the station planted Algerian Ivy in the narrow planting strip to the south.¹⁴⁹



Photograph 112: 1985. Aerial photograph showing portions of the Shops Area. Infill of buildings in southeast portion of station.¹⁵⁰

Atlantic Avenue and the parallel railroad tracks had divided space in a manner unlike any other on station since it was incorporated into the station in 1943. This was emphasized by the placement of underground storage tanks north of the tracks just west and inside the original East Gate. Control structures northwest of the tanks prevented a circular traffic pattern until 1987. As a part of continuing station beautification efforts the underground tanks were removed and replaced by a decorative oval lawn set with a mounted A-7 *Corsair* that created a central focal point. While original plans included informal clumps of trees in the oval, they were never planted. A single cypress at the east end that had been in place since the 1960s was and is the only tree on the oval. A row of trees and shrubs planted on the southern side of Atlantic Avenue formed a boundary between the landscaped oval and the industrial area. Later, the addition of large planters along north of Atlantic Avenue was an attempt to increase the formal border and provide traffic control. This oval became the only formal space in the southeastern portion of the station and its oval shape also differentiates it from the formal orthogonal plan in the core of the station and does not contribute to the overall station plan.¹⁵¹ Changes such as this reflected the relatively small scale and incremental changes to the landscape that occurred in the Shops Area

¹⁴⁹ US Navy, "Alameda Naval Air Station Landscape Renovation Planting Plans," 1979, Drawer 141, Maps and Plans Room, Alameda City Hall West; US Navy, "Landscape Improvement from East Gate to Gas Station Planting Plan," 1978, Drawer 141, Maps and Plans Room, Alameda City Hall West.

¹⁵⁰ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

¹⁵¹ US Navy, "Landscape East Gate Circle Irrigation and Planting Plan," 1987, A-7 Pedestal East Gate, Building History Files, Maps and Plans Room, Alameda City Hall West.

during the Cold War period. These landscaping projects were beautification projects with modest goals to improve the aesthetic appearance of a specific area of the station. While following general landscape architecture practices of their period, they do not themselves represent important examples of developments in the theory and practice of landscape architecture from the latter half of the twentieth century.

Residential / MWR Area

The most substantial change made to the housing areas on NAS Alameda during the Cold War was the elimination of temporary housing barracks constructed during World War II and the addition of new family housing on the east side of the station. Construction of Capehart family housing units during the Cold War resulted in the reshaping of the roads in the northeast part of the egg-shaped Officers' Housing, however few other changes were made to the Officers' Housing, CPO Housing, or the Commanding Officers' Quarters (Quarters A). Vegetation changes throughout the Cold War period were made in response to the loss of trees and shrubs to storm-damage and disease. The biggest change made to the vegetation was in the Officers' Housing area. Additional MWR facilities and areas were added to the station as older structures were removed, and new housing areas were installed.

With the construction of NAS Alameda just prior to and during World War II when the number of military personnel would expand, the base included housing for officers (19 "Big Whites"), 30 units for married enlisted men (CP-1 – CP-30, see **Photograph 86**), and plenty of housing for single enlisted men in permanent barracks (Buildings 2 and 4) and temporary barracks (now demolished, previously situated between Midway Avenue and Tower Avenue, and the eastern base boundary and Orion Street).¹⁵² The station was also centrally located in the San Francisco Bay Area, providing its personnel plenty of off-base housing opportunities. Consequently, NAS Alameda did not receive any housing improvements until the 1960s.

The Navy had constructed temporary housing on NAS Alameda throughout World War II and this continual construction prevented the installation of a detailed landscape elements. The orderly and repetitive form of the U-shaped barracks defined the residential area on the east side of the station from the time of their World War II construction through their demolition in the 1960s. The Navy generally sought to provide recreational facilities and other amenities that would help retain service members during the Cold War era, and examples of this program include three baseball fields created west of Orion Street north of Corpus Christi Road. A community garden behind Quarters A is the only remnant of these fields. Basketball and volleyball courts were also added between several of the barracks. The landscaping of these areas was typified by rectilinear walkways, courtyards, and lawns. Cars were relatively absent in this area of orderly blocks with an orthogonal street pattern offset from the rest of the station. Parking remained limited just like the area around the BEQ, with one parking lot located east of the Commissary (Building 152).¹⁵³

The Navy planned NAS Alameda at the beginning of the automotive age. While the Navy selected the location because of its relative isolation, allowing for expansion, it anticipated that many of the employees and personnel would live on or near the station. Throughout World War II the Navy constructed civilian workers' housing on the edges of the station. The station encouraged the use of public transportation with transportation centers and ridesharing pools. Following the war, emphasis on public and shared transportation waned. The number of automobiles on station steadily increased.

¹⁵² Buildings A-U and CP 1-30, *iNFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968). The term "Big Whites" is a common nickname for Naval officers' housing, these being usually the largest quarters at a station and were usually painted white.

¹⁵³ Kuranda, "Housing an Air Force and a Navy," 18-19; US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, "Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C," Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Alameda City Hall West .

Residential areas gained the most parking. The area between the southwest wing and core of the BOQ (Building 17) became parking by 1955. Parking replaced one of the temporary BOQs between 1955 and 1958. Removal of the island planting strips along West Essex Drive between 1956 and 1958 provided horizontal parking. Parking on station continued to expand through 1960 as the transportation parking lot behind Building 1, previously used for public transit and rideshares, was transformed into private parking.¹⁵⁴

Changing modes of housing rendered the dense, regulated, orthogonal plan for the housing obsolete and the temporary housing area east of the permanent housing outlived its usefulness in the 1950s. In 1947 NAS Alameda converted the temporary World War II barracks formerly referred to as “East Barracks” into married enlisted housing dubbed the “Carrier Courts.” The work consisted of dividing the barracks into apartments and adding separate entrances for the units.¹⁵⁵ In this east area one Carrier Courts building was demolished, and portions of a subsistence building were demolished leaving concrete foundations and reducing the orderly rhythm of the development. The temporary housing was declared substandard in 1958; however, replacement housing units were not completed until 1963.¹⁵⁶

The first improvements to the residential area on the east side of the station were carried out under the Capehart program. In 1963 NAS Alameda completed the first and only Capehart housing program on station. Under the Capehart program, the military planned and managed the housing, while private contractors secured mortgages to construct the housing and were paid back through the rental fees for the units. The Capehart program was discontinued in 1962 as the first developments were under construction on NAS Alameda. BuDocks constructed additional family housing in the following years through direct appropriations. Housing built under either program followed the same guidelines regarding total square footage and architectural styles and cannot be visually differentiated. On NAS Alameda, Capehart and appropriated fund housing replaced existing World War II housing between Midway and Tower roads and east of the older officers’ quarters. Additional units were built east of Main Street and north of Webster Street (this area was transferred to the City of Alameda in 2000 and is no longer under Navy control). Most of the units in that area have since been demolished. NAS Alameda constructed a total of 200 units under these programs.¹⁵⁷

During this period, the Navy instituted family housing to help retain skilled personnel, and was influenced by civilian federal housing programs. It developed its own set of standards that referred to civilian Federal Housing Authority (FHA) guidelines. In 1960 the Navy developed what it called a “family” of standard floor plans. Exterior alterations and variations were acceptable, but deviation from the floor plan required bureau level authorization. However, standardized building materials introduced after World War II were required for all buildings. BuDocks and the Navy preferred single-family units and duplexes, actively avoiding row houses and larger multifamily buildings. NAS Alameda combined multi-unit housing into four and six-plexes, a slightly irregular exemption (**Photograph 113**).¹⁵⁸

¹⁵⁴ “New Parking,” *The Carrier*, February 19, 1960, 4; Aerial Photograph, 1955, RG 10, CEC/Seabee Museum; Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010.

¹⁵⁵ Kuranda, “Housing an Air Force and a Navy,” 18-19; US Navy, “History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, “Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C,” Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

¹⁵⁶ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; US Navy, “History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1961 – 31 March 1962,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1962 – 31 March 1963,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁵⁷ Kuranda, “Housing an Air Force and a Navy,” 83-84, and 93; Buildings FH-730-837, *INFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968).

¹⁵⁸ Kuranda, R., “Housing an Air Force and a Navy,” 68, 88-89, 91, and 114.

The new programs promoted overall neighborhood development and encouraged curving streets for traffic control and aesthetics (**Illustration 17**).



Photograph 113: Typical Capehart multiple family unit, Building 754, camera facing northeast, November 12, 2009.

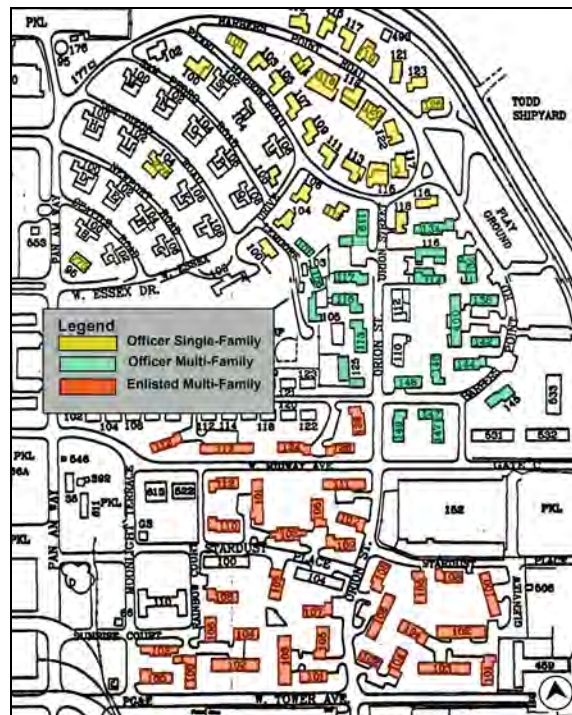


Illustration 17: Map showing housing area in northeastern portion of NAS Alameda with 1960s construction highlighted. Note realigned loop at the northeast area of the Officers' Housing, and scattered, rather than orderly, siting of new housing units to the south.

This altered the orthogonal plan of the east side of NAS Alameda as the housing was reconstructed in the 1960s. Housing density was limited to five units for each acre for semi-detached units at the densest, and four units per acre for single family houses. The Navy deemphasized landscaping in favor of constructing the largest and most comfortable houses for the available funds. Sidewalks were located on a single side of the street, except for the southernmost section of CPO Housing, which has sidewalks flanking Corpus Christi Road, and sidewalks are lacking where the officer and enlisted housing adjoined each other. The Navy encouraged the inclusion of family friendly amenities like playgrounds during this period, yet, these were not constructed until 1967. The station created six playgrounds amid the multifamily housing that included play structures of metal poles installed in the lawn areas.

Residents cleaned up one of the play areas west of Orion Street in 1975, and all playgrounds were improved the following year. The station's Seabees installed concrete curbs to contain a new sand ground cover for the playgrounds and connected play structures, with a space theme, replaced some of the earlier equipment. None of this play equipment remains, although current tenants have renovated two playgrounds, adding new play structures.¹⁵⁹

These construction programs resulted in subareas of new housing with different characteristics. The single family officers' houses were single story, while the multi-family buildings were two-story. Single family homes also used a variety of materials on the exterior to give visual interest and break up the volume in space.

The multi-family units used fewer materials and appeared larger in the more open landscape. The new housing also accommodated the changing role of the automobile in American life. In accordance with Navy specifications one parking space was provided for each unit; in warm climates, like California's and NAS Alameda's, carports were preferred to garages. Single family residences had carports attached to one side of the house, bridging the outdoors and indoors. Multi-family buildings either had attached carports or incorporated carports into the mass of the building. In addition, communal uncovered parking adjoined the multifamily units. Later residential developments, consisting of six buildings constructed in 1966, no longer incorporated carports into the multifamily dwellings and instead the station provided separate open-sided covers for communal off street parking. Multifamily housing also included drying yards that bridged the divide between indoor and outdoor at the ends or back of the buildings. Each yard had a concrete pad surrounded with a tall, wood screening fence and hooks provided anchors for clothes lines which stretched across the area. From afar they often read as a part of the building.¹⁶⁰

The additional new and improved officer and enlisted housing constructed in the 1960s to replace the temporary World War II barracks meant that the last of the Homoja units, temporary Quonset hut housing, could be removed from the southeastern part of the station in 1968.¹⁶¹ The station retained the green space instead of converting it to outdoor storage or parking which typified the adjacent area and built a soccer field on the former Homoja housing area in 1985. This was also an unusual inclusion of green space within the southeastern portion of the station. This area, however, had always been an anomaly in the area providing housing in an area typified by industrial shop uses and warehouses.¹⁶²

Between 1962 and 1965 the station relocated the Exchange from Building 2 to Building 118 in the southern portion of the station. This relocation placed the Exchange in proximity to the family housing area which was also being updated, while a smaller exchange operated in the former location in Building 2 to provide the basic needs of the enlisted sailors.

¹⁵⁹ "Kids Benefit from 'Self-Help' Effort," *The Carrier*, July 21, 1975; "Playgrounds Undergo Cinderella Change," *The Carrier*, August 27, 1976; Kuranda, "Housing an Air Force and a Navy," 118-119, 129, and 132.

¹⁶⁰ Kuranda, "Housing an Air Force and a Navy," 87-88, 91, 114-116, and 118-119.

¹⁶¹ US Navy, "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," Box 1 of 2, Naval Air Station Command History, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); and "Housing 'Deferred' in Cutback," *The Carrier*, January 6, 1966.

¹⁶² US Navy, "Command History 1985," Command History 1985, NAS Command History, 30 Volumes 1968-1977, 5757-1b, 2 of 2, RG 181, NARA (San Francisco).

The relocation of the Exchange and subsequent construction of other buildings to provide amenities to station personnel replaced prior supply activities.

Following the Korean War, the Navy constructed ever larger aircraft carriers and as these new carriers came to call NAS Alameda home, the station needed to increase facilities for the personnel assigned to those ships. Beginning with a recreational marina in 1958 the station provided new recreational opportunities along the southern edge of the station, including a complete recreational complex of several playing fields and a recreation center that was completed in 1975 (**Photograph 114**). The Marina area picnic area received a facelift in 1985, and the same year a picnic area was constructed at the Fleet Recreation Center, as well as two new softball fields. In 1993 a new basketball court was also constructed at the Fleet Recreation Center.



Photograph 114: Circa 1990, MWR area added to southern end of station in 1975 and expanded in 1985.¹⁶³

These changing functional uses altered the landscape of the southeastern portion of the station. The recreation center created an unusual planted space at the end of the station separated from other planted areas. Because the area was mainly playing fields, grass dominated the landscape with a few trees planted between Hornet Avenue and the recreation center building. The recreation center included baseball fields, tennis courts and a picnic area with covered pavilions.

Changes to vegetation in the Residential / MWR area during the Cold War period largely occurred with the removal and replacement of diseased or damaged trees. By the mid-1980s, this maintenance work had resulted in a substantial shift in the vegetation in the Officers' Housing area. Many of the evenly placed street trees had been removed, and new trees scattered throughout (**Photograph 115** and **Photograph 116**).

¹⁶³ 1990s oblique aerial, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).



Photograph 115 and Photograph 116: Officers' Housing, 1944 (left) and 1993 (right).¹⁶⁴

Operations Area

The Seaplane Lagoon, Airfield, and Control Tower, the primary elements of the Operations Area, remained functionally important to the station during the Cold War era (**Photograph 117**). Modifications were made to accommodate the aircraft developed during this period. The main support areas, the landplane hangars (Buildings 20-23) and seaplane hangars (Buildings 11, 12, 39, 40, 41), underwent some changes in function and setting as portions of the Operations Area became more functionally associated with the Shops Area.

The addition of JRM *Mars* aircraft, among the largest seaplanes operated by the Navy, at the end of World War II required new docking facilities at the Seaplane Lagoon, as well as alterations to the seaplane ramps. Three docks were added to the east side of the lagoon, two of which were large enough to allow aircraft to be accessed from both sides simultaneously for easy loading and unloading. The station also added a dock alongside Ramp 4 on the northern edge of the lagoon. The lagoon itself maintained its original size and shape.¹⁶⁵

During the 1950s new construction in the Operations Area mainly occurred on the Airfield and in the southeast portion of the station; however, the construction of Building 400, a substantial building between the former hangars Buildings 11 and 12, also began in 1955. The seaplane hangars had been symmetrical and evenly spaced to either side of the central north south axis. Building 400 filled the space between the western-most hangars creating an Electric and Electronic Overhaul Building with more mass than any of the hangars. While Building 400 had distinct functions, it created a complex of the three buildings and its location between the two hangars significantly altered the formerly separate seaplane hangars (**Photograph 118**).¹⁶⁶

Airfield expansion was the major project for NAS Alameda during the 1950s. The Bureau of Aeronautics located four carrier wings, two landplane patrol squadrons, two seaplane patrol squadrons, and a Fleet Logistics Air Squadron on NAS Alameda in 1952 and the station responded to meet the demands of the new assignments. The increased size of aircraft following World War II and the introduction of jet aircraft made the original runways obsolete. Requests to lengthen the runways were first made in 1945 and appeals continued until 1951 when Congress appropriated funds for a naval runway expansion program. The runway improvements were part of a \$270 million project to update runways at 32

¹⁶⁴ "NAS Alameda B1B Barracks Looking NW, Alt. 1000," November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; Naval Facilities Engineering Command Southwest, Aerial Photograph, "1993- A-33_5009-2-1_9-30-1993-Images from the Navy-D2," provided by the Navy.

¹⁶⁵ US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁶⁶ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum.

Naval Air Stations and Marine Corps Air Stations and BuDocks allocated \$2,886,000 for NAS Alameda to update its runway system. This project reconfigured the runway system, strengthened and lengthened the northern most east-west runway, creating the new Runway 7-25, and included construction of Runway 13-31. The latter was a new southeast-northwest runway that required additional filled land between the Seaplane Lagoon and western edge of the runway (**Photograph 119**).¹⁶⁷

Preparation for the construction of Runway 7-25 forced the relocation of Boone Baseball field from its location north of Building 20 of the landplane hangar row in the early 1950s. The field had been the primary baseball field for the station, but the area was destined to become the east end of Runway 7-25, so the Navy improved the field (now known as Building 422), east of the gymnasium (Building 134) and pool (Building 76), to serve as the main baseball field. The station also added new pick up, or less formal fields, to the BEQ quadrangle east of the football field, in opposite corners of the remaining open space west of the wide walk and stairs.¹⁶⁸



Photograph 117: Operations Area at the end of the Korean War period, ca. 1954. Note long views west toward San Francisco from the landplane hangars, and general scarcity of vegetation in this area.¹⁶⁹

¹⁶⁷ Naval Air Station, Alameda, California PW 1946, March 12, 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; “Navy Leaders Make Tour of Alameda Aircraft Base” *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); Structure 201253 and 201254, *iNFADS*, 2008; “Air Facilities Dominate ’51 – ’52 Public Works Programs,” *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁶⁸ NAS Alameda Photo Album, Oakland History Room, Oakland Public Library; Aerial Photograph, 1951, RG 10, CEC/Seabee Museum; “Open House Here Sunday,” *The Carrier*, May 19, 1950, 1; “NAS Alameda’s Open House Attracts Record Crowds,” *The Carrier*, May 25, 1956, 5; *The Carrier*, May 23, 1958, 4.

¹⁶⁹ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.



Photograph 118: 1960s oblique aerial showing Building 400 in the foreground, located between Hangars 11 and 12.¹⁷⁰



Photograph 119: 1954 aerial photograph showing the expansion of NAS Alameda runway system. Elements of the World War II-era runways can be seen in the middle of the field.¹⁷¹

¹⁷⁰ 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹⁷¹ "Oblique NAS Alameda, Calif. Looking east, Alt. 8000ft.," July 23, 1954, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum.

The original World War II runway system was not only designed to serve the aircraft of that era, it was also scaled to mirror components of the Administrative Core of the Beaux Arts plan, projecting the orderly orthogonal plan of the station out into the Airfield. Although the runways were not orthogonal, the east-west runways aligned with the north and south boundaries of the station and the overall foot print of the original system of runways was symmetrical and continued the axial theme of the station. The reconfiguration of the overall runway system and construction of the two new runways affected the relationship between the runway system and the station. The new runways were asymmetrical in plan and aligned to prevalent wind directions and not with the major axes of the station plan. The east-west runway (Runway 7-25) was several degrees off from the original northern east-west runway and obliterated the northern corners of the early runway system. The diagonal northwest-southeast runway (Runway 13-31) was also several degrees off from the original diagonal runways (**Illustration 18**).

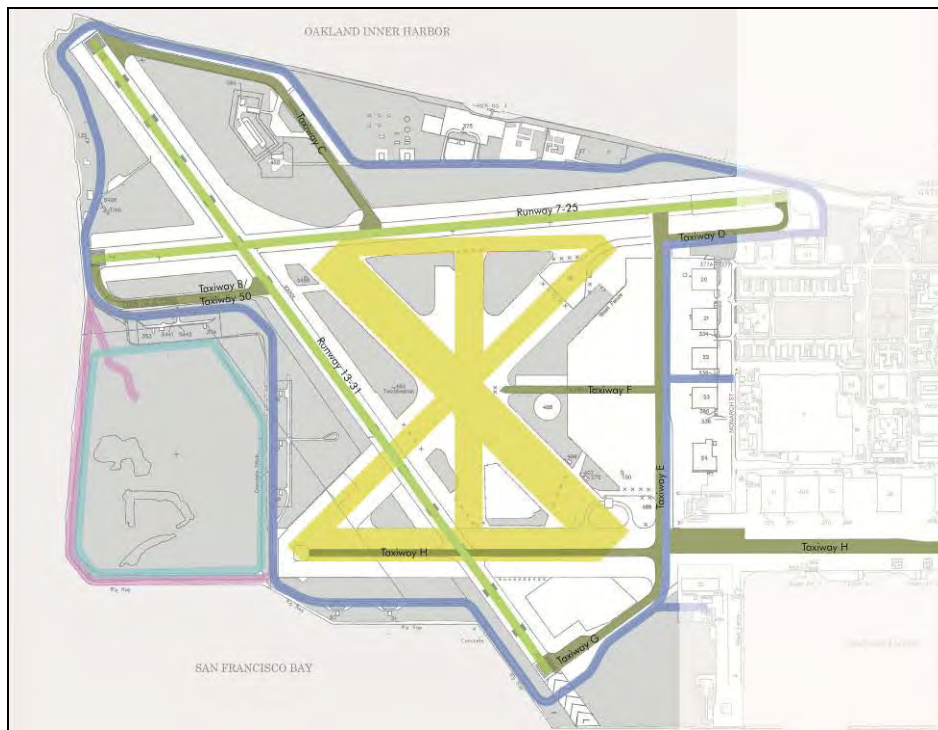


Illustration 18: Airfield diagram showing remaining components of original runways (yellow) and added runways (green). Taxiways (dark green) and other roadways (blues and red) are shown too.¹⁷² Graphic prepared by PGAdesign.

Construction of the runways also affected other aspects of the Airfield. The Airfield itself expanded to accommodate the runways and the northern end of the runways took over the former landfill area. The station constructed a new seawall westward from the Seaplane Lagoon as it expanded the field to the south in 1952. Dredging reclaimed more land in the area in the following years, and additional seawalls constructed to the west established an area for a new landfill. Unlike the dredging carried out in the 1940s to create the station, the entire dredged area was not graded. Contractors only graded the area for the runways and taxiways. As a result, marshy areas and ponds developed adjacent to the active areas of the airfield.¹⁷³

¹⁷² Labels for taxiways were reassigned in the 1990s. Mapping when the station was decommissioned provided letter labels for the taxiways. Former Taxiway 1 became B; 2 became C; 3 became D; 4 became E; 5 became F; 6 became G; and H became 7. There was no Taxiway A.

¹⁷³ "Navy Leaders Make Tour of Alameda Aircraft Base" *Oakland Tribune*, March 29, 1950; "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

The expansion of the airfield also required the relocation of magazines originally located along the southern edge of the Airfield. The station constructed new magazines along the northern edge of the airfield previously used for aircraft parking. Establishment of the supply department annex east of Main Street, begun in 1953, reduced the need for the salvage yard along the northern edge of the station. The relocation freed the northern edge of the Airfield for new development. A new fuel storage and distribution area developed on the site. Facilities for the fuel area included tanks and a wooden pier (Pier 4) extending into the Oakland Inner Harbor.

Along with constructing two new runways, the Control Tower instrumentation was improved, allowing for instrumented landings. The new runways posed a problem because the east end of Runway 7-25 was not visible from the Control Tower. The solution was to build of a secondary control tower on the roof of seaplane hangar Building 20, to provide a partial view of the east end of the runway.¹⁷⁴

While much of the functional plan devised by pre-World War II planners continued to be used during the Cold War period, changes in use were necessary to keep the station functional. Perhaps one of the most notable changes was the cessation of seaplane operations in the Operations Area as the Navy's increased reliance on jet aircraft led to the decline of the use of flying boats. Transportation Squadron 2 (VR-2), which had been stationed on NAS Alameda since 1942, was disestablished in 1958. Following additional shifts in patrol squadron assignments, NAS Alameda was without a permanent seaplane squadron beginning in 1960, and although the station continued to maintain the seadrome landing area through 1966, it completed only periodic seaplane operations.¹⁷⁵ Following the termination of seaplane operations, the Seaplane Lagoon facility received little attention. The extended piers constructed to accommodate the *Mars* seaplane deteriorated and were removed. The station remodeled one former seaplane pier into a recreational fishing pier on the east side of the lagoon in the 1970s. The seaplane hangars, no longer supporting seaplane operations, became maintenance shops. These changes did not require major physical modifications to the buildings or structures that were converted, but indicated the increasing dominance of the role of aircraft maintenance and repair on the station. The former seaplane apron in front of the seaplane hangars became Taxiway H during this period.

At the end of World War II, waterfront operations largely consisted of the three piers built before and during the war, railroad tracks, a large crane on tracks, and some small buildings. These were situated adjacent open spaces that had been used for aircraft parking and there was no vegetation. The piers were modified and changed over the following decades and new buildings added to the area. Some railroad tracks and the crane were removed, and changes were made to power ships berthed at the piers so that they could be serviced more effectively. The southernmost portion of the southeast area was converted for use as the Fleet Recreation Center in the 1970s.

Pier 2, for example, was extensively modernized in the early 1970s, including a 200 foot extension of the pier to accommodate larger vessels, installing a sewer to receive sanitary waste discharge of berthed ships, and upgrading the pier's utility system. In the interim, to supply power to Pier 2, a Mobile Utility Support Equipment (MUSE) boiler was installed along with a new electric line, and temporary steam, potable water, and compressed air lines. The electric line ran from south to north across the pier and provided cold iron power, i.e. power supplied by ports to berth vessels to permit vessel to continue operating onboard equipment such as refrigeration, cooling, heating, and lighting. These

¹⁷⁴ US Navy, "History of U.S. Naval Air Station Alameda 1 January 1952 to 30 June 1952," and "History of U.S. Naval Air Station, Alameda, 1 July 1952 to 31 December 1952," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); "Navy Leaders Make Tour of Alameda Aircraft Base," *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁷⁵ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 14. By 1968, the Navy had completely replaced its seaplanes with the P-3 *Orion*. US Navy, "Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961," and "Aviation Historical Summary (OPNav form 5750-2) 1 October 1965 – 31 March 1966," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

changes also necessitated moving the MUSE Transformer located at from Pier 3 (installed in 1971) to Pier 2.¹⁷⁶ Today, Pier 2 is presently undergoing construction to move electrical transformers below its deck. The pier continues to berth many types of large seagoing vessels.

In 1977, the continuing demand for power to the pier was resolved when the Pier Utilities Boiler Plant (Building 584) was built and went online. This was a permanent power plant that could support cold iron power requirements to ships at both Piers 2 and 3, and replaced the MUSE system of cold iron power. The ability to berth the *Nimitz*-class aircraft carriers at Pier 3 enabled Alameda to become one of two naval air stations on the West Coast to support all phases of carrier aviation.¹⁷⁷ In 1981 as the aircraft carriers increased in size and the demand for cold iron power grew, Pier 3 electrical systems were upgraded to provide a *Nimitz*-class vessel – among the largest aircraft carriers ever built at 1,040 feet in length – to shut down its nuclear reactors and use land-based energy. This upgrade was completed in June 1983 and allowed Pier 3 to provide power both the supercarrier *Enterprise* and a *Nimitz*-class carrier.¹⁷⁸ Such changes continued the pattern of development on NAS Alameda during this period, wherein the station adapted to continue its core functions of servicing the fleet, modifying facilities (and the landscape) as needed.

Post-Cold War to Closure (1989-1997)

In 1989, the Cold War that had defined global politics after World War II came to an end, and with it came changes to the sprawling military force that had developed in the latter half of the twentieth century. The First Persian Gulf War (1991) notwithstanding, policymakers looked to reduce the facilities of the American armed forces through the BRAC process. In 1990, Secretary of Defense Richard Cheney proposed closing all Navy facilities in the San Francisco Bay Area. Despite his recommendation, and with local support, NAS Alameda avoided the initial rounds of BRAC closures. In March 1993, Cheney's successor as Secretary of Defense, Les Aspin, renewed the call for the closure of NAS Alameda and other San Francisco-area naval facilities, and in September, Congress accepted the BRAC commission's recommendation to close NAS Alameda. NAS Alameda was closed in 1997.¹⁷⁹ At the time of the station's closure, Naval Aviation Depot (NADEP) Alameda employed 2,861 military personnel and 4,025 civilians. Many NADEP Alameda employees were able to transfer to other stations, including a group of NARF maintenance workers who relocated to Naval Base San Diego.¹⁸⁰ Closing ceremonies for NADEP Alameda took place on April 25, 1997 after 57 years of naval operations.¹⁸¹

¹⁷⁶ US Navy "Map of NAS Alameda, Calif. Showing conditions on June 30, 1942," CEC/Seabee Museum, NBVC, Port Hueneme, California ; "\$7 million NAS Construction program told," n.p., 5 September 1973, NAS Alameda General Clippings File, Naval Air Station VII 6/22/73 – 4/19/74 Clipping File, Alameda Free Library, Alameda, California; and United States Navy, *NAS Alameda Command History 1973*, 85-86, *NAS Command History 1968-1997*, 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco).

¹⁷⁷ "Celebrating 40th anniversary: NAS looking forward," *Alameda Times-Star* 1980 Progress Edition, July 4, 1980.

¹⁷⁸ "NAS prepared for Nimitz-class nuclear-powered aircraft carrier," *Alameda Times-Star*, September 25, 1980, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California; "NAS construction gets green light," np, December 19, 1981, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California.

¹⁷⁹ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009)

¹⁸⁰ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); York, oral history interview, December 8, 2009.

¹⁸¹ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); *The Carrier*, final edition, 23 May 1997.

Evaluation

The identified historic designed landscape on NAS Alameda is a contributor to the NAS Alameda Historic District, but is not individually eligible for listing in the NRHP / CRHR. No element or area of the landscape on NAS Alameda is significant as a resource that individually appears to meet the criteria for listing in the NRHP / CRHR. The resources that are NRHP / CRHR eligible are like the buildings and structures that are contributors to the historic district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report. The NAS Alameda is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development.

Inventory of existing conditions of NAS Alameda, review of previous historic resources reports regarding NAS Alameda, and extensive historical research conducted for this CLR lead to the conclusion that there is a historic designed landscape that is a contributing element to the previously identified NAS Alameda Historic District. A “historic designed landscape” is a category of cultural landscape. The NPS defines “historic designed landscape” as:

. . . a landscape that was consciously designed or laid out by a landscape architect, master gardener, architect, engineer, or horticulturist according to design principles, or an amateur gardener working in a recognized style or tradition. The landscape may be associated with a significant person, trend, or event in landscape architecture; or illustrate an important development in the theory and practice of landscape architecture. Aesthetic values play a significant role in designed landscapes. Examples include parks, campuses, and estates.¹⁸²

This definition largely focuses on the significance of a historic designed landscape under NRHP Criterion C / CRHR Criterion 3, for importance under the NPS established theme of landscape architecture as well as (potentially) the theme of community planning and development. *National Register Bulletin 18* also notes that historic designed landscapes can be significant for association with important historical events and trends related to other historical themes established by NPS. Established historical themes include the military. This is further emphasized in the USACERL’s guidelines for documenting and evaluating historic military landscapes.¹⁸³ NAS Alameda’s historic designed landscape is significant under both NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3.

This historic designed landscape is not individually significant, but rather is similar to other buildings and structures that are contributors to the historic district. The district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report, is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development. The identification and analysis of the historic designed landscape on the station concludes that the historic district should include the historic designed landscape as a contributing element.

Under NRHP Criterion A / CRHR Criterion 1, the historic designed landscape on NAS Alameda is a contributing element to the NAS Alameda Historic District because of its important association with, and as an expression of, the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and for its important associations with the station’s role in Pacific Theater naval operations during World

¹⁸² National Park Service, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 1996. The current edition of these guidelines is available online at <http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/organization.htm>.

¹⁸³ *National Register Bulletin 18*, 6; *National Register Bulletin 16A*, 41; USACERL, “Guidelines for Documenting and Evaluating Historic Military Landscapes: An Integrated Landscape Approach,” 23-24, 45, and 50-51.

War II. Under the historical theme of military, highlighting the important components of national defense, NAS Alameda is significant as one of the major naval air stations constructed in the years prior to World War II in response to national defenses demands in the Pacific Ocean and on the West Coast. NAS Alameda was the only one of the three air stations built on the West Coast that was completely new construction.

Navy architects and planners consciously designed, laid out, and established NAS Alameda following military traditions of master planning that stressed hierarchical and functional qualities. The historic designed landscape's organizational features that integrated sea and land aircraft operations and maintenance that supported the increased focus on the Navy's aircraft carrier strategy, along with improved facilities for personnel, illustrates and provides a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet that were to increase efficiency and functionality for naval aviation in support of the military's mission of that period. The Navy's extensive attention to detail in the plan and execution of this major station, including the components of the historic designed landscape, demonstrates the importance of this facility and the value the Navy was placing on aviation as part of its strategic development for the Pacific Fleet. This level of consideration was further emphasized as completion of the station was sped up and successfully used by the Navy in its role during World War II, wherein the new air station was an important component of fleet support for naval air power and strategic operations centered around aircraft carriers. Thus, the historic designed landscape is importantly associated with, is an expression of, and provides a direct link to NAS Alameda support of a central and vital role in the Pacific Theater during World War II.

Under Criterion C, the historic designed landscape within the NAS Alameda Historic District is significant under historical themes of military, landscape architecture, and community development and planning. As noted, Navy architects and planners consciously designed and laid out NAS Alameda. They did so following established design principles in a recognized style / tradition, following military practices of the period. The military traditions and practices followed were influenced by civilian landscape architecture and community planning design trends of the early twentieth century. The historic designed landscape on NAS Alameda illustrates an important and highly successful integration of these practices that resulted in an outstanding functional military installation with high aesthetic value.

Navy architects and planners designed NAS Alameda as one of a series of stations designed prior to the war that had similar functional layouts and organization following master planning principles that have been called "total base design." The design of NAS Alameda integrated a strong Beaux Arts style plan – that was fundamental to the station layout – with assiduous attention to the integration and organization of its various functions. Also integrated into the station design were expressions of military cultural traditions of hierarchy, uniformity, and order, expressed on a large scale in the siting of the landplane and seaplane operations along the primary axes, precisely laying out spaces and buildings symmetrically, and, at a smaller scale, with details such as evenly spaced trees that conveyed a sense of order and uniformity. By the 1930s, the military had integrated Beaux Arts style civilian community planning concepts that had been highly influential in the early twentieth century City Beautiful Movement to refine and enhance efficiency and functionality of its major facilities. NAS Alameda's careful arrangement of spatial organization (bilateral symmetry / orthogonal layout), land use configuration, views and vistas, and circulation, along with the integration of architecture and landscape, use of Moderne style architecture, and a traditional and orderly style planting plan, demonstrate the Navy's distinct efforts to provide a modern facility in support of aviation as part of its strategic development for the Pacific Fleet. The station plan clearly expressed the primacy of the mission in support of Navy aviation with the alignment of the primary operational components, the landplane and seaplane operations, along the primary station axes, and by designing sightlines that connected the Administrative Core to those areas. Refined details in station vegetation, structures, and objects further support the importance placed on the design. Integration of buildings and landscape was an important principle in the field of landscape architecture in the early twentieth century, and LaVallee's planting plan integrated vegetation into the extant station plan in a manner that emphasized and mirrored elements of the overall station plan. The Navy's appropriation of valuable land created with fill to wide open formal spaces at the center of the station designed to make an aesthetic impact upon entry reflects both the investment and pride in the station.

The Navy's extensive attention to detail in the plan and execution of this major station, along with the importance placed on aesthetic enhancements in the architecture and integration of landscape and buildings, demonstrates the importance of this facility and the value the Navy was placing on aviation as part of its strategic development for the Pacific Fleet. This level of consideration was further emphasized as completion of the station plan was sped up and successfully used by the Navy in its role in the Pacific Theater during World War II, wherein the new air station was an important component of fleet support for the strategic operations centered around aircraft carriers. The flexibility of the spatial organization and functional layout enabled the station to rapidly expand to serve and support this important wartime activity.

The station does not, however, have significance as the important work of a master as neither the designers at BuDocks, Emery LaVallee, or any of the builders of NAS Alameda have been recognized for greatness in their respective field. The station also does not articulate its design plan in a manner that it fully expresses an aesthetic ideal and thus does not have significance for possessing high artistic value.

The historic designed landscape that contributes to the NAS Alameda Historic District is significant and it retains sufficient historic integrity to convey that significance. It has the physical features that relate to its significance, and it retains elements of all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Much of the historic designed landscape's design intent and setting, reflected in the station layout and refined details remains intact. While functions of buildings have changed, the essential land use pattern from the period of significance can still be understood. Changes to the historic designed landscape include the replacement in kind of materials such as vegetation and paving, as well as additions to the built environment and vegetation. These alterations and additions have changed the station over time, however, both large-scale character-defining features of the historic designed landscape such as the spatial organization, land use configuration, circulation patterns, and integration of architecture with the landscape, as well as small-scale character-defining features such as the important structural details, objects, and features of the vegetation, provide one an understanding of the station's historical associations and design significance. This provides comprehension of the workmanship inherent in the station's design along with the aesthetic and historic sense of district's period of significance and a direct link to the important events of that time. The boundaries of the NAS Alameda Historic District, discussed below, were drawn to exclude areas of the station that lack historic integrity.

The historic designed landscape that is a contributor to the NAS Alameda Historic District is, however, not historically significant within the context of the Cold War period on the station. The history of the station during the Cold War illustrates that the historic district, its contributing elements including the historic designed landscape, had no direct or important associations with historically significant Cold War Era themes.

The evaluation of resources on NAS Alameda within the context of the Cold War, including examination of potential cultural landscape, took into account the Statewide Study, which presents important Cold War themes. Within the Statewide Study, Cold War themes fall within two general categories: the "high technology" themes that define much of the significance of the achievement of California military bases during this period; and the more routine thematic areas, such as training and support, which have typified the role of California military installations for more than a century. Within the "high technology" themes, the sub-themes are: weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, and man in space sites. Examples of NRHP-eligible Cold War military properties in California under these sub-themes include: Michelson Laboratory at Naval Air Weapons Station China Lake; Test stands of the Air Force Research Laboratory at Edwards Air Force Base (AFB); and Atlas, Titan, Minuteman, and Peacekeeper launch facilities at Vandenburg AFB. The emphasis on non-routine, leading edge technology, while consistent with the requirements to establish exceptional significance, can lead to a biased presentation of the history of the military during this period. The vast majority of men and women who served in the military during the Cold War, as well as the majority of civilian employees at California bases, were involved with so called "routine" functions. The use of the term "routine" does not imply that these people were not doing vital or crucial work. Rather, the emphasis upon non-routine leading-

edge developments is pursued in recognition of the historically significant aspects of Cold War-era history, as well as the higher burden of proof that is required in determining NRHP eligibility for properties that may have achieved significance during the last 50 years. Within the Cold War themes, routine sub-themes include: support for troops overseas, total Army and Navy coordination of Regular Forces, Reserve, and National Guard, and a separate theme of military architecture of the Cold War era. At the time of publication of the Statewide Study in 2000, no military properties within the sub-themes of support for military personnel overseas and total Army and Navy coordination of Regular Forces, Reserve, and National Guard, had been found to be eligible to qualify for listing in the NRHP.¹⁸⁴

NAS Alameda continued to support carrier operations in overseas conflicts, and other overseas operations, during the Cold War era, as well as its main function of aircraft overhaul and repair, but the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of naval missions and activities during that time. The historical record did not illustrate a direct link between specific development, building / structure construction or alteration, shift in station planning, or alteration to components of the landscape tied to specific operations. Cold War resources on NAS Alameda, including components of its landscape, served general support functions for the fleet and its personnel. The history of the station during the Cold War, therefore, illustrates that neither the historic district, nor its contributing elements, nor any other components of the former NAS Alameda facility, had direct or important associations with historically significant Cold War-era themes.

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None of these facilities played an important role in the technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Navy operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and naval facilities around the nation.¹⁸⁵ Furthermore, none of the individual landscape features constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period.

No areas of the station's landscape evaluated within the context of the Cold War, therefore, meet the criteria for listing in the NRHP or CRHR because they do not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). These landscape features and areas of station do not exemplify important types, periods, or methods of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are they likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). None of the landscape on NAS Alameda has historic significance within the Cold War period of operations or functions of the station. This

¹⁸⁴ JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 8-1 to 8-60.

¹⁸⁵ JRP, "Historic Context: Themes, Property Types, and Registration Requirements."

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

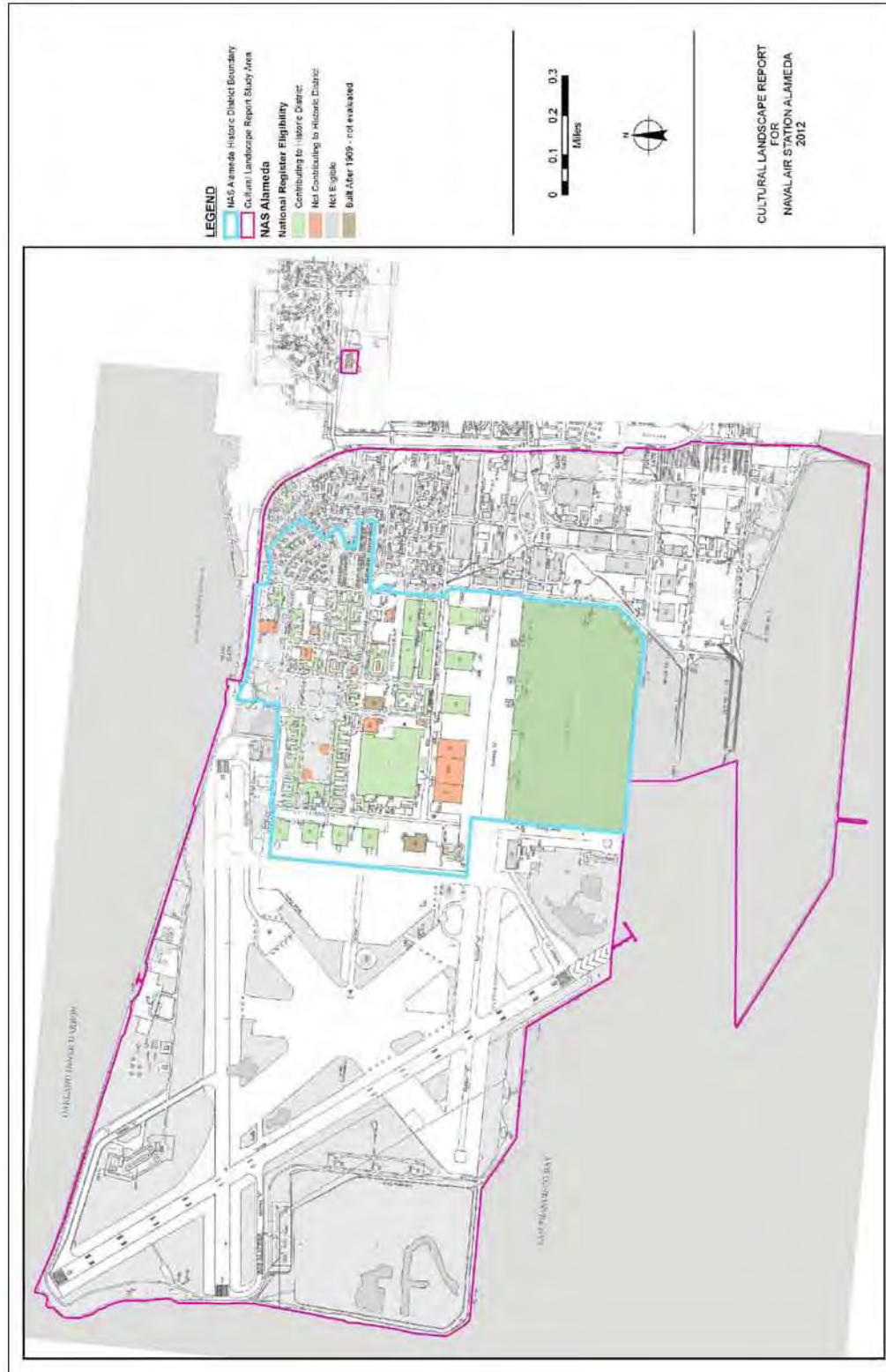
Continuation

Update

applied to landscape features considered individually on NAS Alameda, as well as to any potential collection of landscape features on station designed or built during the Cold War period. The lack of significance of the station during the Cold War in general, and of the separate landscape features on NAS Alameda, supports the conclusion that a distinguishable entity that has a significant concentration, linkage, or continuity of resources for a Cold War-era historic district does not exist on this facility.

Furthermore, some components of landscape on NAS Alameda were designed and installed after 1962 and are less than fifty years old. These resources were not only subject to the thresholds of significance described above, but were also subject to NRHP Criterion Consideration G for properties less than fifty years old, and the similar special consideration under CRHR. NRHP guidance dictates that properties less than fifty years old can only be eligible for listing if they: 1) meet one or more of the NRHP criteria of significance; 2) retain historic integrity; and 3) are of “exceptional importance,” the latter of which would require sufficient historical perspective and scholarly research to consider and provide an extraordinary level of significance. Resources on NAS Alameda dating to post 1962 fall within the context of the Cold War, and were evaluated for potential important associations within this context. While NAS Alameda served a vital support function during the Cold War era and there is sufficient historical perspective to evaluate these resources, none of these facilities rose to the level of exceptional importance as required to meet NRHP Criterion Consideration G (and similar CRHR special consideration).

Sketch Map:



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 108

*Resource Name or #: NAS Alameda – Landscape Outside Historic District

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Oakland West Date: 1993 T

; R ; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec ; M.D.B.M.

c. Address:

City: Alameda

Zip: 94501

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

On former Naval Air Station (NAS) Alameda

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form addresses the landscape on NAS Alameda that is outside the NAS Alameda Historic District. The description of existing conditions of the cultural landscape outside the NAS Alameda Historic District is divided into three areas: the Administrative Core, the Shops Area, Residential / Morale, Welfare, and Recreation (MWR) Area, and the Operations Area. These functional areas are based on historic land uses on the former station. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP 34 (Military Property)

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) **Photograph 1:** Oblique aerial 1990s camera facing northwest.

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
1938-1997, Naval Records

*P7. Owner and Address:
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

*P8. Recorded by: (Name, affiliation, and address)

PGAdesign, Inc. and JRP
Historical Consulting, LLC
(See Continuation Sheet.)

*P9. Date Recorded: September – December 2009

10. Survey Type: (Describe)
Intensive

P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Cultural Landscape Report, NAS Alameda," prepared for NAVFAC Southwest, 2012.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) NAS Alameda –Landscape Outside Historic District

B1. Historic Name: NAS Alameda

B2. Common Name: NAS Alameda

B3. Original Use: Naval Air Station

B4. Present Use: Commercial, Industrial and Residential

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations) 1938-1941 initial fill and construction, 1943-1945 additional fill and construction, 1951-1955 Airfield expansion; 1966-1968 removal and reconstruction of housing; 1973 recreation area construction, 1987 entry oval addition

*B7. Moved? No Yes Unknown Date:

Original Location:

*B8. Related Features:

B9a. Architect: US Navy Bureau of Yards and Docks

b. Builder: Multiple

* B10. Significance: Theme:

Area:

Period of Significance:

Property Type:

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The landscape and areas outside the boundary of the NAS Alameda Historic District do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) as a cultural landscape. The NAS Alameda Historic District was determined eligible for listing in the NRHP in 1992 with a period of significance of 1938-1945. The landscape and areas outside of the historic district are inventoried and evaluated in the cultural landscape report cited in P11. Besides the historic designed landscape that is a contributor to the NAS Alameda Historic District (evaluated on a separate DPR 523 form), no other cultural landscape has been identified on NAS Alameda. Based on recordation of existing conditions and historical research conducted for this report, there are three factors regarding this conclusion regarding potential cultural landscape on NAS Alameda that are not part of the identified historic designed landscape. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References: US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Alameda City Hall West); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Allbrandt, "History of the Naval Air Station ... Alameda, California," AMDO Association (1996); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); *The Carrier*, 1941-1960; *Alameda Times-Star*, 1952-1988; *Oakland Tribune*, 1941-1967; see also footnotes, B10.

B13. Remarks:

*B14. Evaluator: C. McMorris / H. Norby

*Date of Evaluation: September 2010

(Sketch Map with north arrow required.)

(See Continuation Sheet)

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

*P8. Recorded by (cont.): Field recordation primarily preformed by PGAdesign, Inc., 444 17th Street, Oakland, California 94612, under the direction of Chris Pattillo. JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618, recorded portions with field crews led by Christopher McMorris.

*P3a. Description (cont.):

The description of existing conditions of the landscape outside the boundary of the NAS Alameda Historic District is divided into the Administrative Core, Shops, Residential / MWR, and Operations areas. While some fragmentary elements of the historic designed landscape exist outside the boundary of the historic district, they are not character defining of the cultural landscape. In many cases, the areas outside the historic district boundary were not included in the original station plan or planting plan and therefore do not have a strongly articulated design. Generally, the elements of the landscape outside the historic district are far less defined or have lost substantial historic integrity. The rigid cross-axis around which most of the station's orthogonal grid is sited is less of an organizing principle in the areas outside the historic district, particularly in those portions of the station in the Shops Area, Residential / MWR Area, and Operations Area. The formal planting found in the Administrative Core, Shops Area, and Residential / MWR Area of the historic district are also almost completely absent in the parts of the station outside the boundary of the historic district. Finally, the architectural styles found in the district are absent outside of the district where most buildings are simple functional or utilitarian structures with little or no stylistic detail.

ADMINISTRATIVE CORE

The portion of the Administrative Core not within the boundary of the historic district is the former enlisted personnel recreational area located north of West Redline Avenue and west of Lexington Street. This area includes the Enlisted Men's Swimming Pool (Building 76), Gymnasium (Building 134), a baseball playing field (Building 422) and bleachers (Building 381). An industrial waste pumping station (Building 562) clips the northeast corner of the playing field. A modern skate park has been built on the west side of the gymnasium and pool parking lot.

Spatial Organization

West Redline Avenue is the only street running through this area that is aligned with the main organizing axes of the station. The spatial organization of this area has changed with the removal of buildings on the north side of West Redline Avenue for the expansion of Runway 7-25 in the early 1950s. Historically, the area west of Building 134 was densely developed with nine buildings / structures and with twelve tennis courts north of Building 76.

Presently, a large percentage of the land in this area is sparsely developed with a large open paved area for surface parking and open space for a playing field.

Views and Vistas

The panoramic view from West Redline Avenue includes San Francisco, Yerba Buena Island, the Oakland-San Francisco Bay Bridge, and Mount Tamalpais (**Photograph 2**). This view is also present within the historic district.

Topography

The Administrative Core is essentially flat, except as noted.

Vegetation

The southwest corner of Building 134 has a similar setback planted with lawn found at other buildings in the Administrative Core, and is the only remaining original landscape feature in this area. Foundational shrubs along the south and east sides of Building 134 and flanking the entrance on the south side of the building appear to be modern

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replacements. Weeds have grown in the area between Buildings 76 and 134. A row of trees are planted along the west side fence around Building 562. The playing field lawn and skate park lawn is maintained. A row of shrubs have been planted along the west fence line of the skate park.

Circulation

Circulation in this area is designed to accommodate vehicle and pedestrian traffic. Roads within this area are all two-lane, one in each direction. Pedestrian sidewalks wrap around the south and west sides of Building 134 and a sidewalk along the south side of the playing field connects to the sidewalk from main gate. A large parking lot with diagonal striping is located north of West Redline Avenue (**Photograph 3**).

Water Features

There are no bodies of water located within the Administrative Core.

Structures, Furnishings and Objects

The various buildings and structures present in the Administrative Core reflect the recreational land use found in this area. As previously noted, there is also a high proportion of open area in this part of the station. Buildings 76, 134, and 562 have little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station. Like other areas of the station, fencing is generally chain link. A half-barrel wood planter is located at the main entry of Building 134. A built-in concrete planter is located at the southwest corner of the playing field backstop, which is a raised concrete base with metal bleachers.



Photograph 2: West Red Line Avenue Building 134 at right, view of San Francisco in background.



Photograph 3: Large open paved area west of Buildings 76 and 134.

SHOPS AREA

The southeast area of the station is defined generally by the Shops and Operations areas of the station south of West Tower Avenue and east of the Seaplane Lagoon and waterfront area. Organized in terms of functions, it also includes a small rectangular area north of West Tower Avenue, between the Shops Area and the residential family housing, and a narrow strip of developed land between the west edge of the Seaplane Lagoon and a marshy area in the southeast corner of the Airfield. It does not include the areas south of West Hornet Avenue, east of Skyhawk Street, north of Oriskany Street, or east of Orion Street, north of West Atlantic Avenue, which are MWR Areas described in the Residential / MWR Area.

Spatial Organization

The southeast Shops Area of the station is laid out loosely on an orthogonal grid, but with a number of prominent exceptions. West of the East Gate, the oval lawn that traffic circulates around prevents West Atlantic Avenue from being a linear spatial organizer stretching from the north edge of the Seaplane Lagoon east through the East Gate. The diagonal path of the railroad running southwest to Pier 2 also visually and physically interrupts the orthogonal grid. The natural contour of the southern edge of the station creates the triangular wedge that makes up the southern portion of the Residential / MWR Area. West Tower Avenue is the only street running through this area that is aligned with the main organizing axes of the station. Other secondary streets like West Seaplane Lagoon, West Pacific Avenue, and West Ticonderoga Avenue form a grid, but the spaces do not read as strongly orthogonal. The sparsely placed buildings in this area also detract from the sense of a strong grid because there are not closely aligned buildings that create a straight “edge.” The small area west of the Seaplane Lagoon is only spatially tied to the rest of the station by the visual extension of Monarch Street south along the west edge of the lagoon; the few buildings in this area face this street.

A large percentage of the land in the southeast area Shops Area is sparsely developed (**Photograph 4**). There are many acres of land that are either fallow, open paved areas for surface parking, or enclosed by fencing for storage of equipment. As such these areas lack strong spatial definition. The roads are the predominant spatial organizing feature, and many of

them lack demarcating features found on other roads throughout the station, such as curbs, gutters, or sidewalks, and many also lack clear, visible striping to mark the driving lane.

The southeast Shops Area of the station is extensively paved in asphalt or concrete. Typically, spaces between buildings are paved and there are no curbs, sidewalks, or paths. The density of development is sparse in the southeast area of NAS Alameda, and the few large buildings are interspersed with larger vacant spaces (**Photograph 5**). The scale of buildings also varies from small storage containers to large, warehouse buildings such as Building 117. The size of the blocks also varies in the Southeast area. North of West Atlantic Avenue there are six blocks, generally of the same size and proportion – 990’ east-west and 325’ north-south. South of West Atlantic Avenue block size and orientation is inconsistent and generally larger.

A variety of land uses are currently visible in the southeast Shops area of the station. These uses include storage of equipment, vehicles, dumpsters, boats, boat trailers, shipping containers; as well as truck, trailer, and motor-home storage; a corporation yard; and various commercial enterprises including self-storage.

Several sets of railroad tracks traverse the Southeast area, running north-south, parallel to Orion Street, or diagonally between West Atlantic and the piers. This track draws a strong diagonal line through the area that detracts from the grid pattern of the streets and divides buildings and functional spaces. In the places where the railroad tracks turn, curved tracks subdivide blocks or spaces between buildings with arcs.

Views and Vistas

The relatively sparse and low-profile development in the southeast Shops Area of the station, and its proximity to the shoreline along the southern edge, provides the setting for many views of the environment surrounding NAS Alameda. A wide view from Ferry Point Road, north of Building 68, takes in the City of San Francisco, the Transamerica Building, both spans of the San Francisco Oakland Bay Bridge, the Marin Headlands, the Seaplane Lagoon, the seaplane hangar buildings, cranes in the Port of Oakland, the East Bay Hills, and downtown Oakland and Tribune tower. From West Atlantic Avenue at the East Gate there is a view of Bayporte Housing east of the station. The City of San Francisco is in view from West Seaplane Lagoon (**Photograph 6**). At Orion on West Atlantic Avenue, there is a view of the East Bay hills. Looking east on West Oriskany Avenue there is a view of trees in the City of Alameda.

Topography

The Shops Area is essentially flat.

Vegetation

Planting in the southeast Shops Area is sparse, reflecting the industrial nature of the operations located in this area. The only formally planted area is in the oval lawn just west of the East Gate. The other limited planned vegetation occurs in planters and along the rip rap edges of the station. Shrubs in raised planters accent three entries to Buildings 167, and iceplant, coyote bush and pride-of-madera grows in small clusters along the rip rap edge.

The formally planted area in the oval shaped lawn surrounded by the split of West Atlantic Avenue has a Monterey cypress with a trunk diameter measuring 8’6” in diameter (**Photograph 7**). This large, sculptural tree at the east end of the oval-shaped lawn is a focal point. Shrubs are used as an accent in a circular planting around the A-7 Corsair aircraft mounted on a pedestal in this lawn. There are a variety of flowering shrubs and perennials here including: Iceland poppies, pansies, pelargonium, woolly-blue-curls, euryops daisies, breath-of-heaven, lavender, and dusty miller.



Photograph 4: Buildings in the Southeast area are not a strong spatial organizer. Also note lack of curbing. Camera facing west at intersection of Skyhawk Street and West Pacific Avenue.



Photograph 5: Many spaces in the Southeast area are sparsely developed; facing northwest from West Oriskany Avenue, Building 169 in foreground, Building 168 in background.



Photograph 6: Looking west on West Seaplane Lagoon, east of Orion Street. Notice low density of building development, lack of vegetation, extensive paving, and view of San Francisco in background.



Photograph 7: Monterey cypress tree at oval-shaped lawn, near the East Gate; facing southwest.

Circulation

Circulation in the southeast Shops Area of the station accommodates heavy vehicles and trains, with very few sidewalks or paths present in this area.

Roads in the southeast Shops Area are typically straight, paved, and two lanes, one lane in each direction with faded striping. Some atypical roads are also present. In a deviation from the orthogonal alignment, the roadway curves around the oval lawn near the East Gate, and there are also two and three lanes in each direction around the lawn. East of the Piers 1-3 there is a poorly defined paved area, with unclear or non-existing markings for the driving lanes.

Several sets of railroad tracks run throughout the southeast Shops Area including the blocks between Ferry Point Road and Orion Street. Two sets of tracks run through Building 67.

Although curbs are largely absent from the southeast Shops Area of the station, there are a few segments of curbs at various locations. Often, long wooden beams are used as barriers in this area instead of formal curbing. Curbs appear north of Building 66, on West Seaplane Lagoon, Ferry Point Road, West Atlantic Avenue (with integral gutter) and Orion Street. On West Atlantic Avenue there is a 12" wide x 10" high curb on the south side of the road, and there is a 9" curb west of the fence on the east side of Skyhawk Street. Few ramps are present in the Southeast area to help facilitate circulation; one is present on the north side of Building 564.

This area has the most, and the largest parking areas on the station. As such, the design of the southeast Shops Area does not accommodate pedestrian traffic and there is only one formal sidewalk present in the area. There is a 12' concrete sidewalk on the north and south sides of West Atlantic Avenue. A curving path crosses the oval lawn at the mounted aircraft west of the East Gate. There is one example in this area of railroad tracks that have been converted to trails to accommodate pedestrians. A 4' wide concrete trail, paved between the railroad tracks, parallels West Atlantic Avenue through the site to Ferry Point Road north of Building 68.

Water Features

There are no permanent bodies of water located within the Shops Area; however, it is located adjacent to the Seaplane Lagoon.

Structures, Furnishings and Objects

The various buildings and structures present in the southeast Shops Area reflect the variety of land uses found in this area. As previously noted, there is also a high proportion of open or fallow area in this part of the station. Buildings vary in construction material and scale, with little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station.

Like other areas of the station, fencing in the southeast Shops Area is generally chain link, with and without barbed wire, with and without slats, and either 4', 6', or 8' tall. Other styles of fencing are present in specific areas. There is an ornamental iron fence at the East Gate, and at the entry to the commercial self-storage yard. A wood rail fence is present at the park area in the southeast corner of the station, and there is a solid board, wood fence at Building 414. Signage in the area is almost exclusively traffic signs.

Site furnishings in the southeast Shops Area of the station are a typical eclectic mix of utilitarian and recreational elements, similar to what is found in other areas of the station. Utilitarian features include various styles of trash receptacles, fire hydrants surrounded by bollards, vaults, and monitoring wells, shed structures, containers, tanks, loading docks and ramps, chain link enclosures, mailboxes, and an observation tower north of Building 292. There are eighteen

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planters on West Atlantic Avenue west of Orion Street. Precast concrete bollards, 12" diameter and 3' high sit between each planter. Other elements in the Shops Area are tie downs, modular, and concrete pavers.

The only monument in the southeast Shops Area is the mounted aircraft near the East Gate.

RESIDENTIAL / MWR AREA

Most of the area of the station outside the boundary of the NAS Alameda Historic District to the east, and extreme southeast was devoted to residential family housing and MWR activities. The family housing area is located in the northeast corner of the station and is bound by Main Street to the north and east, West Tower Avenue to the south, and the edges of the Officers' and CPO Housing to the west. The area south of this to West Oriskany Avenue and bound roughly by Orion and Skyhawk streets, and the triangular shaped wedge south of West Hornet Avenue is an area previously used primarily for subsistence and recreational activities.

Spatial Organization

The 1960s family housing area is one of three types of residential housing found in the northeast corner of the station; the other two are Officers' Housing and CPO Housing, which are both within the boundary of the historic district. Each grade of housing is separated from the other with park-like open spaces. A large open space, now a community garden, is a buffer where the three types of housing meet (**Photograph 8**). The 1960s family housing area is further divided by rank into officers' family housing and enlisted family housing. This division occurs on Corpus Christi Road west of the CPO Housing, along Corpus Christi Road to Orion Street then south on Orion Street to Midway Avenue with officers' family housing north, and enlisted family housing south. Officers' family housing is further divided into single family homes along Pearl Harbor Road and Barbers Point Road, and multi-family homes south of the loop formed by Pearl Harbor Road and Barbers Point Road.

The density of development in the Residential / MWR Area is generally uniform, but there are subtle differences. The proportion of land covered by buildings in the multi-family housing area is the lowest density of all residential areas on the station. Although this area has the greatest amount of open space, it also has the highest density of population because of the use of multi-family housing units.

The streets within the officers' single family area echo the original Officers' Housing layout (**Photograph 9**), with single family homes orientated towards the street, although without a rigid set back. The street layout in the multi-family housing area is not as clearly defined as it is in the Officers' and CPO Housing areas. Here, the layout of the buildings, within large areas defined by major streets, is the primary organizing feature. The streets themselves are a mixture of curved and straight, with turnouts into off-street parking areas and carports. Trees in the family housing areas are generally sparse.

The layout of buildings in both enlisted and officers' multi-family housing creates central open spaces in each block (**Photograph 10**). These spaces provide communal play areas for children and most have playgrounds. They are planted with lawn and trees, and with occasional shrubs.



Photograph 8: Central community garden, camera facing west.



Photograph 9: Single family housing general view; camera facing northeast.



Photograph 10: Organization of multi-family area between Tower Avenue and Stardust; camera facing northwest.

Spatial organization in the MWR Areas within the southeast portion of the station is even less dictated by the axial layout than other areas. The Residential / MWR Area along the eastern boundary of the station is loosely organized into large blocks; however, building density is low and does not emphasize the grid. The other Residential / MWR Area at the farthest southeastern corner of the station deviates entirely from the orthogonal layout because it follows natural contours and is wedge-shaped.

Current land uses within the Residential / MWR Area include vehicular and pedestrian circulation, private backyards, ornamental planting, playgrounds, dumpster storage, trash and recycling bins, open space, clothes drying, community gardening, commercial activity, recreational soccer fields, auto hobby shop, a soccer club, a park, picnic area, and marina facilities. The marina facilities are a collection of features no longer in use with the bridges and docks fenced off. The park is associated with the Bay Trail and includes a 5' wide rails-to-trails path, an asphalt path out to and along the shoreline, a kiosk with notices, signage, picnic tables and benches, and boat tie downs.

Views and Vistas

Most views within the Residential Area are limited because the curvilinear streets prevent long views and irregular building orientation and vegetation prevents focal points. Along the northern edge of the Residential Area, the Port of Oakland and East Bay hills are visible between and above screening trees. Along Midway Avenue, one of the few straight streets in the area, Alameda Bayporte housing, is visible outside of the station (**Photograph 11**). The central community garden is visible from various locations throughout. Wide views of the San Francisco Bay and San Francisco are available from the MWR Area at the southern edge of the station.



Photograph 11: View along Midway Avenue, only long view within housing area, camera facing east.

Topography

The Residential / MWR Area is essentially flat with minimal pitch as needed for drainage.

Vegetation

Planting in the residential areas in the northeastern quadrant of NAS Alameda is the densest on the entire station but there are fewer trees and shrubs in the 1960s family housing areas than in the Officers' or CPO Housing areas. The MWR Areas are sparsely planted in relationship to formally planted areas of the station, even though they are the most planted parts of the southeast area of the station.

Lawns are characteristic of all residential areas on the station. Lawns fill the interior spaces enclosed by the multi-family housing buildings, which would have provided a protected play area for children, and an area surrounding each of the single family homes. The multi-family and single family units are deeply set back, as in other portions of the station, although their orientation towards each other does not clearly define the set back. Portions of the multi-family housing are no longer occupied and the lawns are not as well maintained as in other residential areas, and have died. This is the case in the unoccupied areas east of Orion Street (**Photograph 12**). There are planting strips between the curb and sidewalk on portions of West Midway Avenue and on Orion Street. In contrast, there is a well maintained area near the occupied apartments at West Tower Avenue and Moonlight Terrace.



Photograph 12: Typical vegetation in the enlisted family housing area; camera facing north.

Although trees do not strongly characterize the setting of the family housing area, there are instances where tree plantings do contribute to the spatial organization of the area. One of the most defined tree-rows on the entire station is a row of *Eucalyptus polyanthemos* on West Tower Avenue west of Orion Street. A row of myoporum also lines the north side of West Tower Avenue. Other trees in the family housing areas are mulberry on Stardust Place, sycamore on Rainbow Court and Orion Street east of Building 152, and sweetgum on West Midway Avenue at the gate. There is also a square of lawn east of Rainbow Court with four sycamore trees.

There are few to no shrubs throughout the family housing areas. The only hedges in the area are a row of photinia in the parking strip on the south side of West Midway Avenue that has not yet formed a hedge, and an escallonia hedge at a dumpster in the southwest quarter of enlisted family housing area.

There is a community garden between Main Street and Barbers Point Road in the officers' family housing area. Features include wire fencing, an outdoor oven, picnic tables, drip irrigation, fruit trees, berry vines, raised beds, plastic greenhouse, a storage container, a shade structure, compost, and a basketball backstop. To the north of the garden is a fallow open space, and north of that is a commercial nursery.

Plant types in the MWR Areas include thirty-six species of trees, and forty-four species of shrubs and perennials. Tree types include eight coniferous species, seven deciduous trees, twenty-one broadleaf evergreens and two palm species. Only two species are for flower display. There are much greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Most tree species are found only at one location within the area. Trees used repeatedly include: black acacia, Monterey and Italian cypress, ironbark eucalyptus, Monterey pine, and Lombardy poplar. No particular species of shrub is used in great number.

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Tree rows include two groups of strawberry trees planted in concrete planters at the East Gate on West Atlantic Avenue. Rows of redwood trees are planted around the perimeter of the playing field just south of the East Gate. There is a row of mixed pepper trees in a 9' wide planting strip on the south side of West Hornet Avenue, and two rows of Lombardy poplars perpendicular to the pepper trees west of the Fleet Recreation Center.

Shrubs are used to feature entries at a few locations. The most extensive shrub plantings in this area are found at the East Gate and the south side of West Atlantic Avenue. They are also used in front of Building 608, at the entrance to the storage facility north of Building 608, and at the park entrance near Dock 5. A tall, lush hedge of Australian tea tree provides a good screen at the southeast corner of the station. There are a limited number of shrubs growing under the tree canopy in the park south of West Hornet Avenue.

The planting in the park associated with the Bay Trail at the south end of the station consists mostly of closely spaced trees and a few understory shrubs (**Photograph 13**). Predominant trees are Monterey cypress, allepo pine, redbud, oak, Italian stone pine and alder. Shrubs include lemonade bush, coyote bush, toyon, and pride-of-madera. The dense cluster of sizeable trees is in distinct contrast to most of the southeast MWR Area that is devoid of any kind of planting. East Bay Regional Park likely did this to distinguish the park from the rest of the station.



Photograph 13: Vegetation and Bay Trail present at recreational area at south end of station.

Lawn planted at either side of the East Gate on West Atlantic Avenue contributes to the effect of a formal welcome area. There are less formal lawns at the West Pacific Avenue entry, and south of the West Oriskany Avenue entry. Lawn is also planted in the sport field south of the East Gate and in the park south of West Hornet Avenue to accommodate recreation uses. There are planting strips with lawn at a few locations, but generally there are few if any sidewalks and no planting stripes between the curb and sidewalk.

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Generally, the condition of most plants in the Residential / MWR Area is good. Formal lawns are well maintained, shrubs are pruned or naturally low-growing and fallow areas are kept neat and trim. Species are well adapted to the marine environment and require minimal maintenance.

Circulation

Circulation in the Residential / MWR Area is designed to accommodate vehicle and pedestrian traffic. Roads within this area are all two-lane, one in each direction.

Many areas in the Residential / MWR Area do not have sidewalks. Where they occur they vary in width from 3' to 6', widening to 12' at corners. Sidewalks are present on only one side of the street in many areas. Sidewalks in the enlisted family housing area are not uniform in width. There is a 5' sidewalk on Stardust Place, and on Orion Street and Rainbow Court at Building 78, a 6' sidewalk on the north side of West Midway Avenue, and a 3' sidewalk on Sunrise Court. The area on the north side of Building 152 is paved from the back of the sidewalk to the face of the building. Many sidewalks in the area are in very poor condition. Remnants of a sidewalk are present along Serenade, and a 5' wide sidewalk in poor condition lines West Tower Avenue, west of Orion Street for half the block between Orion Street and Moonlight Terrace. On the south side of West Midway Avenue the planting strip has been paved over. The recreation area at the southernmost portion of the station is more accommodating to pedestrians. There is a formal sidewalk south of West Hornet Avenue, east of Building 542 to Dock 5 and there are three secondary paths to rectangular paved pads with 6' wood park benches and wood trash containers on the north side of the building. There is also another railroad track segment converted to a trail that parallels West Hornet Avenue at the sports field (**Photograph 14**).



Photograph 14: Rails-to-trails path along West Hornet Avenue.

Paths in the family housing area are typically narrow, and associated with open spaces. The single family officers' homes have short paths from the driveways to the front doors. These are the only paths in that area. Among the multi-family buildings, narrow paths, laid out in straight lines connect the various buildings skirting the edges of open spaces. These paths do not connect to the rear of any building, but to the front or side. There are typically 3' wide concrete paths on one
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side of parking bays connecting the parking with the building entries. Notable paths include a 3' wide concrete path in the enlisted family housing bisecting the open space between West Tower Avenue and Stardust Place in the block west of Orion Street, and a 15' wide path connecting two buildings located at Moonlight Terrace and West Tower Avenue. The area west of Rainbow Court containing barracks Building 78 retains original orthogonal paths approaching four entries.

A few ramps in the Residential / MWR Area also facilitate circulation. Ramps lead up to doors and a set of stairs north of Building 152, and are also present north of Building 564, at the office trailer north of Building 608B, and on the south side of Building 90.

There are some off-street parking bays in addition to carport parking in the residential area. Communal parking in the multi-family housing areas is sometimes just off the street, but more often set back and accessed via a short drive between the road and parking area. Driveways are narrow with 6" curbs that transition from rolled to square curbs at parking bay approaches. The parking lot south of Building 613 is divided by five north-south running curbs.

Water Features

There are no bodies of water in the Residential / MWR Area on NAS Alameda.

Structures, Furnishings and Objects

Most of the buildings in the 1960s family housing areas are multi-family structures. There are some single-family officers' houses in the northern part of the family housing area. The single family homes are based on four floor plans, rotated or mirrored to create a greater sense of diversity in the landscape. The multi-family buildings also use standardized floor plans, although the diversity of plan is less visible on the outside. These buildings are generally uniform in plan and constructed in a very modest minimalist style. Structures present in the area include the typical mix of utilitarian structures present in other areas of the station as well as elements associated with residential family life, like tot lots and community gardens.

Fencing in the family housing area encloses small private yards behind the single family houses, leaving large open spaces between the rows of houses (**Photograph 15**). The fencing varies in style, materials, and heights. Metal fencing includes 3', 5', 6' and 8' tall chain link fencing, and one ornamental iron fence with a gate on West Midway Avenue near the entry. Wood fencing, generally unpainted, includes plain board fences, lattice fences, pickets, and combination board and lattice. Utilitarian chain link fencing surrounds Building 152.

Lighting in the enlisted family housing is a mixture of two styles, 12-15' black poles with "chinese cap" luminaire, and bollard lights with metal, angled light fixtures.

Lighting fixtures in the Residential / MWR Area are also varied. Box lights with bronze finish on round, wood poles are present at the parking lot south of Building 118 and along the rails-to-trails path. Cobra head lights on stainless steel poles occur in the parking area south of West Hornet Avenue. There is one double-headed cobra light on the east side of the gate at the East Gate on West Atlantic Avenue and one at Ticonderoga Avenue and Ferry Point Road. A large, boxy light on a green metal pole is present in the parking lot west of Building 608. Metal and acrylic box lights on wood poles are present in the camping and park areas at southeast corner of station.



Photograph 15: Fenced yards in single family housing area between Barbers Point Road and Pearl Harbor Road, camera facing southeast.

The family housing areas do not contain the eclectic mix of site furnishings found in the Officers' and CPO Housing areas. There are communal mailboxes, clothes line poles, newsstands, and a portable basketball standard north of West Tower Avenue, east of Sunrise Court.

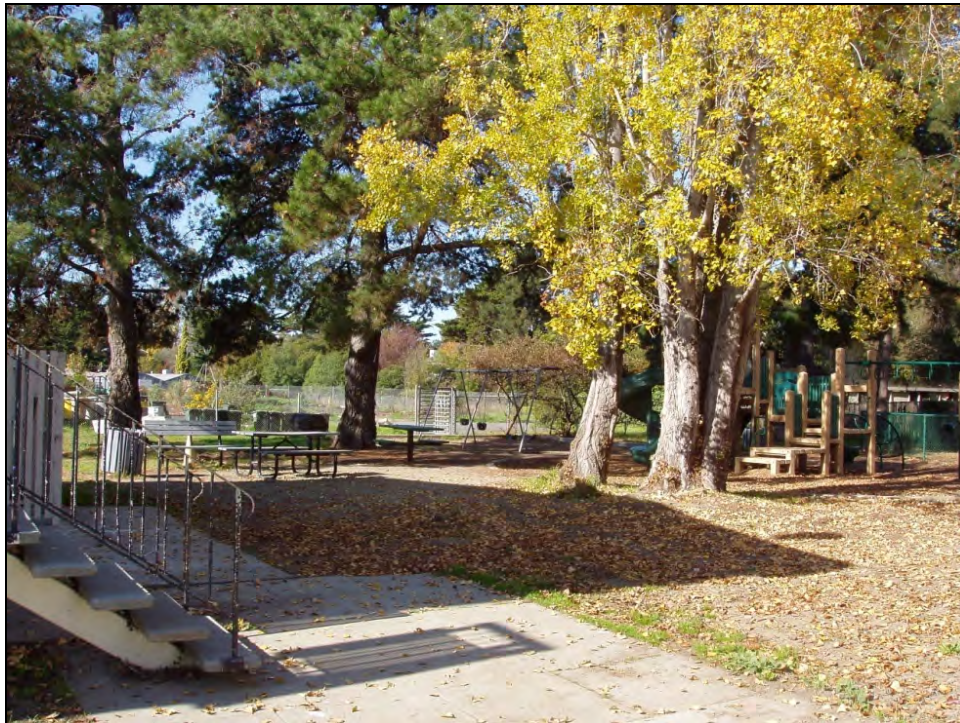
Carports are common structures within the family housing areas. Each single family house has a carport and carports are either attached to the multi-family units or incorporated into the multi-family buildings. Freestanding carports are provided for the units on Lemoore Road opposite the community garden and open space (**Photograph 16**). A communal carport in the enlisted housing area, on Serenade Place, has a 30' wide entry drive. Typically, drives are narrow in this area; however, one other wide drive occurs on Moonlight Terrace north of West Tower Avenue.

Playgrounds in the family housing are located midblock, on the south side of West Midway Avenue; midblock, west of Orion Street; and north of Building 533. Amenities include climbing structures, slides, benches, trash containers, barbeque facilities, swings and fencing (**Photograph 17**). Most equipment is relatively new and in good condition. There are two shade structures near the tot lot on West Midway Avenue.

Common structures throughout the family housing area include wood message boards, traffic signs, various irrigation equipment, freestanding dumpsters, and concrete masonry unit (CMU) dumpster enclosures in the southwest quarter of the enlisted family housing area. Other structures present in the area are steel barriers protecting the utilities east of Building 152, shed structures at the north and south sides of Building 78, a wood shade structure at a kiosk on Rainbow Court, a small CMU structure on Moonlight Terrace north of Building 78, and two building foundations south of Stardust Place at Moonlight Terrace.



Photograph 16: Freestanding carports along Lemoore Road, camera facing southeast.



Photograph 17: Variety of amenities located west of Orion Street amid multi-family housing; camera facing northwest.

Site furnishings in the MWR Areas include a sitting area on the south side of Building 118, a shade structure, picnic facilities, and a sports field with equipment near Building 542. Picnic tables are present in the East Bay Regional Park areas. Planters adorn building exteriors in a couple of locations. Southwest of Building 90, seven 5' x 3' high precast planters line West Atlantic Avenue. Signage in the Residential / MWR Area includes an Alameda Point Leasing and Management sign in the lawn at the East Gate, a sign at the soccer field on Main Street, and a wood sign on telephone pole posts at the East Bay Regional Park near Building 342.

The hardscaping in the Residential / MWR is primarily patios, parking, curbs, swales, loading docks, and a recreation area. Multi-family buildings have a concrete pad, often enclosed by a fence, attached to each building that originally served as clothes drying yards (**Photograph 18**). In areas with slight elevations these may have a supporting retaining wall along one side.

Other hardscape features in the family housing area include concrete swales, a paved area north of Building 78 for parking or a court games, and a 20' x 20' concrete pad south of Sunrise Court with a narrow path connecting to West Tower Avenue.

Also present at the north side of Building 542 are the remains of a sign, three wood planters painted the same blue that is used in the Administrative Core, two precast planters (no plants), and news racks.



Photograph 18: Fenced drying yard.

OPERATIONS AREA

The Operations Area outside of the boundary of the NAS Alameda Historic District is comprised of the Airfield and waterfront area. The Airfield is located on the west half of the station. The land area generally forms a square measuring roughly 5,400' in the north-south direction and 6,100' east-west. Three sides of the Airfield are defined by a riprap edge at the water of the Oakland Inner Harbor to the north, and San Francisco Bay to the west and south. The west sides of landplane hangars Buildings 20 through 23, Building 24, and Building 19 define the fourth (east) side of the Airfield. The waterfront area includes the Carrier Piers Area located south of the Seaplane Lagoon.

Spatial Organization

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

Within the Airfield area, other than the paved runways and taxiways, development is very low. Buildings and structures are located at the periphery of the Airfield leaving the vast majority of the area open and without vertical features (**Photograph 19**).

The southwest corner of the Airfield is elevated, approximately twenty feet, and is dedicated to open space – ponds and marsh habitat. There are no buildings or structures in this portion of the Airfield. The southeast corner of the Airfield is also a pond and marsh habitat (**Photograph 20**). Depending upon the vantage point, the spatial organization of the Airfield appears either vague or very defined. From some positions the Airfield appears as undifferentiated fallow land or vast expanses of pavement (**Photograph 19**), but the view along Runway 13-31 provides a perspective of the spatial organization – a straight, unimpeded band of pavement 400’ wide and 8,200’ in length (**Photograph 21**). This organizing feature is repeated in each runway and taxiway with different orientations. Bold markings on the pavement reinforce these strong organizing features.



Photograph 19: The Airfield has extensive concrete and asphalt paving, few vertical obstructions, and panoramic views of the San Francisco Bay Area; facing northwest.



Photograph 20: Marsh at southeast corner of Airfield, Building 29 in background; facing southeast.



Photograph 21: Runways are a strong spatial organizer in the Airfield; north end of Runway 13-31 facing southeast.

In this vast landscape small features like a clump of willow or the tetrahedron provide orientation and focal points. The elevated earthen mound magazines, in an otherwise flat landscape also provide orientation and focal points. The north-south alignment of magazines Buildings 56, 57, and 58 and the east-west alignment of the pairs of Buildings 353 and 354, and 50 and 51 along with their associated access roads, introduce spatial organization to the westernmost areas of the Airfield on the east and north edges of the ponds area, and south of Taxiway H.

The treatment of the three coastal sides of the Airfield is also important to the visual definition of the area. The Airfield is revetted with non-uniform rip rap along the bay and channel edges. Most of the rip rap is irregularly shaped stone or concrete rubble (**Photograph 22**). Exceptions occur south of the pond area where cube shaped pieces are laid in a straight, level line, creating a visually strong edge, and at the southeast corner where very large boulders, carefully lined up, also form a strong edge. At one point in the southeast corner the rip rap is paved over with cracked concrete.



Photograph 22: Riprap along north edge of airfield, facing west.

Land uses in the Operations Area of the Airfield currently include jogging, ammunitions storage, weather monitoring, equipment storage, and a corporation yard.

The spatial organization of the waterfront area includes a density of support buildings near the Piers 1, 2, 3 and the wharf and a large expansive parking lot (**Photograph 23**). Additional modern shop buildings with large paved areas used for parking and storage are on the east side of the parking lot (**Photograph 24**). Within the waterfront area land uses include storage for vehicles, boats, boat trailers, shipping containers, and motor-homes (**Photograph 25**).



Photograph 23: 2005 aerial photograph showing the Waterfront area outside the boundary of the historic district.¹



Photograph 24: Parking lot in waterfront area with Building 584 in background, facing east.

¹ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.



Photograph 25: Waterfront area with carrier piers in background, facing south

Views and Vistas

Most places on the Airfield provide 360 degree views of the surrounding environment (**Photograph 26**). There are particularly good views of the City of San Francisco, the San Francisco Bay, both spans of the San Francisco-Oakland Bay Bridge, the Port of Oakland, San Bruno Mountain, Marin, Mount Tamalpais, the East Bay Hills, and the east portion of the station, particularly landplane hangars Buildings 20 through 23. A particularly clear view is afforded from the elevated position provided by the levee at the southwest pond area.

From Pier 3 there is a wide view of the bay, the trees in the city of Alameda, the breakwater, an island to the southeast, and views of ships, piers, and barges. At the centerline of West Hornet Avenue the view is terminated by a warehouse in the east, but to the west the view runs down the south side of the *USS Hornet*. From this vantage point there are views of the Bay and breakwater, and all the ships, and cranes to the north over the tops of hangars. From Viking Street there are views of Piers 1, 2, and 3, San Francisco and South San Francisco, and the San Francisco - Oakland Bay Bridge.

Topography

The Operations Area generally has flat topography. The southwest corner of the Airfield is elevated, approximately twenty feet, and is dedicated to open space – ponds and marsh habitat.



Photograph 26: View from Airfield – views of San Francisco; facing west.

Vegetation

Although the vegetation exhibit for the Airfield shows a large proportion of green, essentially all of this area is vegetated with low grasses and other herbaceous plants in fallow or marshy areas. The extent of vegetation intentionally planted is very limited. Plant types include ten species of trees, and thirteen species of shrubs and perennials. Tree types include two conifers, two deciduous trees, and six broadleaf evergreens. One fig tree was found in the northwest corner, south of Taxiway C.

There are a few trees at the perimeter of the Airfield, including a grove of Monterey cypress in the marsh area in the southeast corner of the Airfield, a mixed mass of Sydney acacia and green wattle west of Building 353, and a mixed grouping of trees at Building 403 including a she-oak – the only example of this genus on the station. There is a row of black acacia beyond the north end of Runway 13-31 (**Photograph 27**), and eleven trees on the north shore along the Oakland Estuary east and west of Pier 4. One black acacia is growing on top of Building 443, which is a water tank. Two myoporum trees exist south of the Building 528 foundation.

Shrubs include a large mass of willow in one of the fallow areas south of Runway 7-25 and smaller groupings of willow west of Building 57, north of magazine Buildings 50 and 51, north of Taxiway B, and within the pond areas in the southwest and southeast corners. Pampas grass and coyote bush are found in the pond areas. Unlike the rest of the station, there are large areas of ground cover in this area. Iceplant is found throughout, mostly at the perimeter of the Airfield and in the pond areas. Iceplant is also planted on the berms that cover the ordnance magazines.

In addition to the planned fallow areas between runways, vegetation – grasses and other herbaceous species – grows up through cracks and joints in the paved areas of the runways and taxiways.

Plants on and around the Airfield are well-adapted to the environment and survive without maintenance.

The waterfront area lacks any formal plantings.



Photograph 27: Row of black acacia beyond the north end of Runway 13-31; facing north.

Circulation

Circulation features in the Airfield accommodate vehicles, aircraft, and pedestrians. Roads are all two-way, one lane in each direction, and paved with asphalt, except in the pond area in the southwest corner where they are one lane dirt roads. Interior "roads" in the pond area are difficult to discern. Jogging paths with signage on 4" x 4" wooden posts at various locations line the edge of the Airfield perimeter road. See Illustration 17 for runway and taxiway labels.

The concrete runways that form the Airfield are poured in segments of varying dimensions. Segments measuring 20' x 20' and 10' x 20' have tie-downs throughout. There are several different painted markings on the runways, including sets of broad white strips about 12' wide and a large yellow circle with an arrow. At the south end, just north of the wood pier, there is 2' wide yellow diagonal striping. Some green paint appears on Runway 7-25 and west of Taxiway E, which ran north-south perpendicular to Runway 7-25, parallel and between the landplane apron area and the Landplane Hangars. Taxiway F is composed of both concrete and asphalt. The fallow area north of the end of the taxiway is depressed so the taxiway can drain into the low area. Painted markings include large yellow crosses, striping, and a large letter "H." Asphalt paved shoulders line either side of Taxiway H, which is otherwise concrete and in good condition.

Within the waterfront area circulation accommodates heavy vehicles and trains, with no sidewalks present in this area. Roads are two-way, one lane in each direction, and paved with asphalt. A set of crane tracks run from Building 292 to Pier 3 and remnants of two rail lines begin from West Hornet Avenue and terminate at the western end of Pier 3. Rail line remnants area also found along the water's edge on Ferry Point Road and continue into two lines running the length of Pier 2. The large open parking area located in the waterfront area has curved and angled concrete curbing along West Hornet Avenue and Viking Street (**Photograph 28**).



Photograph 28: Asphalt parking lot in waterfront area, note curved curbing; camera facing southwest.

Water Features

There are permanent ponds in the southeast and southwest corners of the Airfield, as well as ponding and flooding at various other locations. The waterfront area includes the Breakwater, is adjacent to the Seaplane Lagoon, and extends into the San Francisco Bay.

Structures, Furnishings and Objects

Much of the Airfield is a vast paved area without curbs and without many obstructions. Large fallow areas have little or no planting. Many of the buildings on the Airfield are small sheds at widely dispersed locations around the perimeter. Structures present are primarily runway lighting, signs, fencing, magazines, trash and utility enclosures, various posts and pipe remnants, telephone poles, containers, uniformly spaced tie-downs, piers, and weather equipment.

Runways are lined by remnants of lighting systems that are typically only 10" to 20" high and set at various locations along the runways and taxiways. Six lights on tall poles are located at between Buildings 57 and 58. On the south side of the Airfield, box-like lights remain set into the runways. Signage in the Airfield primarily warns of hazards, and marks no-trespass zones, or identifies the borders of the Least Tern bird habitat present on the Airfield.

Site furnishings on the Airfield consist of wood bollards and a basketball backstop south of Building 133, a row of 6' tall metal posts, spaced 40' apart at the west end of Runway 7-25, and an 8' long picnic table east of foundation of former Building 83 and the north side of the airfield.

Fencing on the Airfield is mostly temporary or portable 6', 8', or 12' tall chain link, with and without barbed wire. It is used to block access to potentially contaminated areas, fences off most of the shore, and form various enclosures, including the bird habitat. There are fewer fenced enclosures on the Airfield than in the Shops and Operations areas.

Ordnance storage magazines are typical of the buildings on the Airfield. Multiple structures east of Taxiway C include five earth-covered magazines (about 50' long), four Quonset huts, a shed-like building, and two cylinder-shaped concrete

structures. Buildings 50 and 51 are earth-covered magazines with two large steel entry doors set in a concrete header wall that opens onto a blast protection berm with a concrete header wall.

There are a number of distinct buildings, structures, and objects associated with the Airfield on the apron: the tetrahedron (Building 480), a liquid oxygen facility (Building 407), a field lighting vault (Building 499), and a transformer vault. The tetrahedron is located on the apron, west of Runway 13-31 (**Photograph 29**). It is sheathed in aluminum, balanced on a concrete base on a metal pivot post and weighted on one end. The liquid oxygen facility is located southeast of the tetrahedron and northeast of the rinse facility. It is a concrete block building with a low-pitched gable roof. The liquid oxygen facility is adjacent to Building 272, a temporary structure that was relocated to the airfield in the 1950s. The field lighting vault is located northeast of the liquid oxygen facility and southeast of the compass rose. It is a one-story concrete tilt-up structure measuring 46' x 31' wide with a low pitched gable roof located at the southeast corner of the old runway system and aircraft apron.

Other elements includes a cluster of concrete objects in the pavement north of Building 50, and the remnants of a compass rose south of Taxiway F. The cluster of concrete objects includes a concrete foundation, concrete slabs, and a chunk of concrete with an I-bolt and chain loop. The remnants of the compass rose are a circle defined by a 10' wide concrete band with numbers representing compass points. The center of the circle is paved with asphalt and painted with radial lines. There is a 69" diameter, aluminum frame object in the center of the circle. Concrete paving connects Taxiway F to the compass rose.



Photograph 29: Tetrahedron; facing southeast.

Concrete-lined swales or drainage ditches are part of the utilitarian structures of the Airfield. A concrete-lined drainage ditch runs east-west, north of landplane hangar Building 20 and north of concrete pads on the north end of Monarch Street. Another ditch, east of the pond area, with a 30" corrugated pipe inlet at each end, starts near the south side of the ponds and ends at Building 57.

Other characteristic structures on the Airfield are located in the Special Weapons Magazine area on the northwest area of the Airfield. These include Building 497, a long rectangular magazine oriented from northwest to southeast measuring 202' long and 25' wide. Constructed of poured concrete, the west side has seven pairs of double metal delivery doors
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with strap hinges and louvered vents on either side located low on the wall. The north and south ends are sloped as is the east side. Building 498 is a two-story security tower on a square concrete column with a spot light on the flat roof located. The poured concrete square structure has corner windows on each side with rectangular openings to the center and below each window.

Other characteristic structures include weather equipment at the north edge of the marsh area in the southeast corner of the Airfield, and remnants of a two-part concrete blast wall. The blast wall, 60' long and 8'6" to the west, runs on the north diagonal north of Taxiway F. Another portion of blast wall, further south and just north of the center line of Taxiway F, is about 115' long.

Two piers are present on the Airfield, one on the north side and one on the south. Pier 4, on the north side, has wood railing and a light on a post. The unnumbered wood pier in the southeast corner of the Airfield is T-shaped and has a shack on the east end. The pier is constructed of 4" x 4" posts, 2" x 4" and 2" x 6" rails, and 2" x 12" decking members with round pier supports. Lights are mounted on the pier. A pole with a platform, light, and sign is in the bay west of this pier.

The various buildings and structures present in the waterfront area reflect its use as waterfront support operations: a pier utility boiler plant (Building 584), Public Works riggers shop (Building 292), pump house (Building 340), waterfront maintenance shop (Building 68), waterfront operations building (Building 621), hose maintenance (Building 612), storage buildings, electrical substations, and sewage pumps. As previously noted, there is also a high proportion of open area used for parking in this part of the station. Buildings vary in construction material and scale, with little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station.

Fencing in this area is generally chain link, with and without barbed wire, with and without slats.

Within the waterfront area, structural elements that are specific to this area include a series of three piers (Piers 1, 2, and 3) and two Wharves (Wharfs 1 and 2) that form the southernmost waterfront, and two navigation range towers.

Piers 1, 2, and 3 extend parallel into the San Francisco Bay from the southwest side of the Southeast area of the station. Pier 1, the northernmost and smallest of the three piers, extends into the water from the southeast corner of the Seaplane Lagoon. The concrete pier has a row of lights on the north side mounted on closely spaced galvanized poles. Concrete raised paths 9" high and 4' wide line both sides of the pier, and a concrete curb wraps around the end of the pier. A wood dock with gangplank access extends northeast toward Building 38. Two 40' x 50" square docks supported by steel pontoons with wood decking are evenly spaced on the north side of the pier.

Pier 2, south of Pier 1 and outside the Seaplane Lagoon, is also a concrete pier with concrete curbs and cleats on both sides. Of the three piers in this area, this one extends furthest west into the bay. The pier is equipped with an assortment of utilitarian features like ladders into the water, valves, tall galvanized steel poles with a group of "hat-like" lights, cranes, electrical equipment, ramps, and storage containers.

Pier 3, the southernmost pier in the area, is also a concrete pier with a walkway and curb around its perimeter. Railroads tracks run the length of the pier. The pier is also equipped with other standard features like cleats and bollards embedded in the pavement. There is an interpretive sign honoring Jimmy Doolittle and welcoming visitors to the USS Hornet Museum installed on the pier.

Wharf 1, located between Pier 1 and 2, and Wharf 2, located between Pier 2 and 3, have concrete curbs and metal cleats and bollards embedded in the pavement. Utilitarian features include ladders into the water.

There are two navigation range light towers in the area north of West Hornet Avenue, one 20' to 25' tall tower with a 4' x 5' platform north of Building 292, and a similar tower about 50' tall to the east, south of Building 530 (**Photograph 30**).



Photograph 30: Navigation range light in fallow area south of Building 530; facing south.

B10. Significance (cont.):

Historic Context

The Navy established NAS Alameda as a component of its national plan to strategically develop naval aviation and to position air stations across the country in the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and crucial role in the Pacific theater. The station grew rapidly to enable it to serve and support important wartime activities. NAS Alameda was one of three major air stations on the West Coast to support operations of aircraft carrier groups, patrol squadrons, and utility squadrons, and it conducted critical functions for aircraft assembly and repair. Under the theme of Pre-War Preparedness in the Statewide Study, NAS Alameda is listed among the permanent bases built during the period leading up to World War II. The Statewide Study notes that military facilities like NAS Alameda share characteristics, such as most were constructed in a short period of time and many were built following a “total base design” with adaptations required during rapid war time construction. The Statewide Study also observed that many late 1930s military facilities were built, like NAS Alameda, following construction and architectural trends of the period, many of which included reinforced concrete buildings.²

Following naval aviation’s successes in World War II, the Navy established the aircraft carrier as a central basis for naval operations, with operations and support activities for aircraft and carriers becoming standard Navy functions during the latter half of the twentieth century. NAS Alameda supported carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, and continued to carry out its main function of aircraft overhaul and repair. As noted in the Statewide Study, much of the focus for military development during the Cold War, however, was on research and development of innovative aircraft and weapons. While it conducted vital functions, NAS Alameda’s

² JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-1 and 7-2. As noted, the description “total base design” is not a phrase used historically to describe the master planning process on NAS Alameda. The phrase is presented in the Statewide Study and is applied to NAS Alameda in that document.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

support role was part of the Navy's standard operations during this period and thus the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of Cold War naval missions and activities.

This section presents the historic context for NAS Alameda and the historic development and evolution of features and functions of the landscape located therein. Please note, contemporary street names are used in this narrative context and its illustrations, rather than the historical number and letter street names.

Pre-World War II and World War II (1917-1945)

Establishment of NAS Alameda (1917-1940)

Experiments in naval aviation began as early as 1910 when the first biplane took off from the deck of the cruiser *USS Birmingham* (CL-2). During a 1913 naval exercise off the coast of Cuba, the entire naval aviation contingent participated in scouting and spotting mines and submarines, which marks the first use of Navy aircraft. Despite the growing usefulness of naval aviation – further demonstrated through the use of seaplanes for anti-submarine patrols in World War I, the 1921 demonstration sinking by aircraft of the former battleship *Ostfriesland*, and successful employment of aircraft in 1923 fleet exercises – funding to expand naval aviation activities was limited during a period of post-war low military spending and as the army and navy debated the merits and control of aviation for military purposes. Naval aviation was bolstered by the establishment of the Bureau of Aeronautics in 1921, which promoted integrating aircraft with fleet operations. Available funds for naval aviation were generally spent on aircraft during this period, creating overcrowding at the few facilities that served aircraft, and little money was spent directly on creating naval stations designed for aircraft operations. Two of the earliest naval facilities that had aircraft functions were in San Diego, which was established in 1911 and shared air facilities with an Army air field, and in Pensacola, Florida which was established in 1914 and was an adapted naval yard. Construction in the 1930s would place NAS Alameda on equal footing with these stations.³

Increases in Depression-era federal spending during the early 1930s and the growing concerns regarding national defense in response to geo-political changes in Europe and Asia boosted funding for naval aviation during this period. The Vinson-Trammell Act of 1934 helped expand naval aviation activities, providing for acquisition of aircraft to accompany new ships, and the improvement of naval bases. At the same time, the military expanded their presence in California. Before this time, a majority of military bases were located in the midwestern, southern, and eastern parts of the country. The Navy reorganized into Atlantic and Pacific fleets during the 1920s, spurring construction of naval facilities in California. California – and the San Francisco Bay Area in particular – offered a mild climate and undeveloped land, an excellent combination for naval operations and training. In 1935, Navy representatives met with Alameda city officials to discuss purchasing 1,000 acres of low, tidal land west of the city for an air station. The negotiations were successful, and in June 1936 Congress passed Public Resolution No. 19, which authorized President Franklin D. Roosevelt to accept the City of Alameda's offer for the land. By the end of the year, the Bureau of Yards and Docks was preparing a plan for development of the new station.⁴

³ Julie L. Webster, United States Army Construction Engineering Research Laboratory, "Historical and Architectural Overview of Military Aircraft Hangars," Prepared for United States Air Force Headquarters, Air Combat Command, 1999 revised 2001, 1-9 to 1-10, 2-13, 3-24 to 3-41, http://www.cecer.army.mil/TechReports/webster98/webster98_idx.htm (accessed September 15, 2009); Kirby Harrison, "U.S. Naval Aviation 75 Years of Pride and Tradition," *Naval Aviation* (May-June 1986): 4, www.history.navy.mil/nan/backissues/1980s/1986/mj86.pdf (accessed January 10, 2009); *Chronology of Significant Events in Naval Aviation, 1910-1915* (Washington, DC: Naval Aviation History Office, 1997) 4, 11; Charles J. Gross, *American Military Aviation: the Indispensable Arm*, (College Station: Texas A&M University Press, 2002) 48-50.

⁴ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, California Historic Military Buildings and Structures Inventory, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station DPR 523B (1/95)

The Navy had long considered the area at the western end of Alameda for naval operations. Beginning in the 1870s and continuing into the early 1900s, the City of Alameda (incorporated in 1872 and re-incorporated as a Charter City in 1884) had experienced significant infrastructure growth, attracted a number of industries, and grown in population. By the 1910s, local businessman John J. Mulvany began promoting Alameda as an attractive site for a military installation. He began pressing the Navy and Congress to establish such a facility at the low-lying area west of the city called Alameda Point.⁵ Mulvany's efforts led to the creation of a special congressional fact-finding committee headed by Admiral James Helm in 1917. The subsequent Helm Report, released that same year, recognized Alameda's advantages: local industry and transportation infrastructure, shallow waters to create as many acres as needed through dredging the sandy bay, access to deepwater, and its relatively isolated location. His report recommended that the Navy purchase land at Alameda for development of a supply station, comparable to the facility at Hampton Roads, Virginia that housed and supported Navy aircraft. The Alameda station was to be part of a chain of naval bases along the West Coast stretching from San Diego to Seattle.⁶

Despite local support and continued requests from the Navy, Congress did not approve construction of a naval base at Alameda for nearly two decades. In the interim, the City, private interests, and the Army developed parts of what became NAS Alameda. West of Webster Street in Alameda, the city allowed a private corporation to create 900 acres of filled land and to construct an airport along the Southern Pacific Railroad Mole that jutted into the San Francisco Bay from the western tip of the island. This later became the northwest corner of the station. The Alameda Municipal Airport opened in March 1929 (**Photograph 31**). The airport attracted to its facility the Curtis-Wright Corporation. Later, Pan-American Airways flew seaplanes from the peninsula, including the famous "China Clipper" in 1935 that inaugurated commercial trans-Pacific air service. The site of the aircraft's departure is commemorated by California Historical Landmark #968, located near the base flagpole in front of Building 1, although the actual site of the airport bay was to the west near the intersection of Runway 7-25 and the taxiway that connects it to Runway 13-31. Less than two weeks after the completion of the Alameda Municipal Airport, a private venture began construction of the San Francisco Bay Aerodrome on leased acreage in the area bound by Webster Street to the east, present day Atlantic Avenue to the south, and Main Street to the west. The Aerodrome was dedicated in August 1930.⁷

Alameda Historic District" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, January 2008), 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 11, 2009); "Construction of 2 Dirigibles By Navy Urged," *Oakland Tribune*, (November 16, 1936): 4.

⁵ Alameda Point is the historic name of the west Alameda area. This name is also being used for current planning efforts on former NAS Alameda. This historic name is not be used further in this report so as to avoid confusion with the current planning efforts. For historic reference see: Frederick L. Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Sue Lemon, "Alameda, Calif., Naval Air Station, 1938," in *United States Navy and Marine Corps Bases, Domestic*, ed. Paolo E. Coletta, assoc. ed. K. Jack Bauer (Westport, Conn: Greenwood Press, 1985), 9; and Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

⁷ Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245. The Navy later used the Airdrome property and this area east of Main Street was an annex to the NAS Alameda station. Most of the former annex / Airdrome property has been transferred out of Navy control and is not addressed in this report.



Photograph 31: Alameda Municipal Airport, 1936.⁸

During that same year, the Army began building its own airfield, Benton Field, on 128 acres of what had been partially submerged lands between the San Francisco Bay Aerodrome to the east and the Alameda Municipal Airport to the west. The Army dredged and infilled 100 acres in the area that became the northeast corner of the NAS Alameda (**Illustration 1**). With the assistance of the Works Progress Administration in 1935, the Army constructed roads, railroad spurs, utilities, a small runway, and well in the land now occupied by the administrative core of NAS Alameda.⁹ None of the facilities associated with these early aviation activities remain on station.

The Navy acquired the Alameda Municipal Airport in June 1936 and obtained the unfinished Benton Field from the Army in October 1936, with authorization the following year for the Navy to spend what the Army would have spent for their air base. All of the more than 2,000 acres of the acquisition was submerged or was fill. Natural land west of Main Street, that was to become part of NAS Alameda and was originally part of the Mexican-era Peralta land grant, was privately owned at this time and subsequently acquired / leased. Congress appropriated \$15 million for the construction of a facility at Alameda to support naval aviation in 1937, but Pan-Am required time to move from Alameda Municipal Airport, and so did the Army from Benton Field, delaying commencement of construction for the new naval air station.¹⁰

⁸ Alameda Airport- Sunnyvale, Calif., proposed seaplane base, December 18, 1936, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Lemon, "Alameda, Calif., Naval Air Station, 1938," 9; IT Corporation, "Final Comprehensive Guide to the Environmental Baseline Study Alameda Point, Alameda California" (prepared for Department of the Navy Southwest Division, Naval Facilities and Engineering Command, San Diego, 2001), Figure 6-20; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, Record Group 181, National Archives Pacific Region (San Francisco) [hereafter RG 181, NARA (San Francisco)]; and Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 18.

¹⁰ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2-3; Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245 and 249; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np.

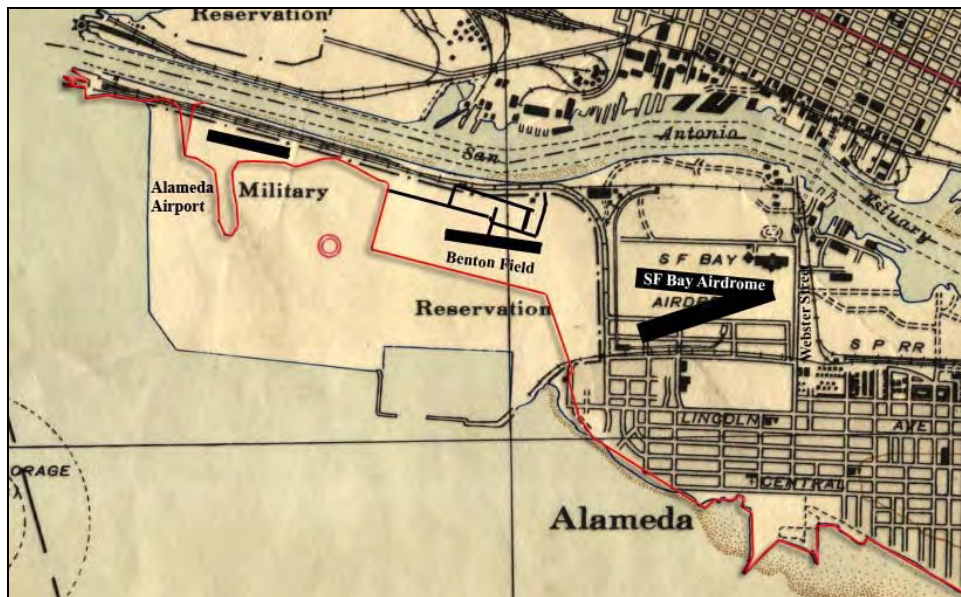


Illustration 1: Circa 1938 data overlaid on 1942 USGS Map. Data added to map: location of shoreline (red), Alameda Airport, Benton Field, and San Francisco Bay Airdrome. ¹¹

Meanwhile, as military tension around the world increased, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur Japay Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. Its work, set forth in the Hepburn Report of 1938, directed Navy expansion. Among its recommendations was the establishment of three types of naval air facilities: 1) major air stations with the ability to assemble and maintain aircraft, along with management of regular operations; 2) secondary stations designed only for regular operations; and 3) training stations. The Hepburn Board boosted the status of the new navy property in Alameda by recommending establishment of NAS Alameda as one of the major air stations on the West Coast supporting both operations and aircraft assembly and repair (A&R). Major stations were planned to accommodate two to four carrier groups, three to six patrol squadrons, and two utility squadrons. The plan called for NAS Alameda to support two carrier groups (with possible expansion to four carrier groups) and five patrol squadrons, along with functions to perform aircraft overhaul.¹² NAS Alameda was one of six major naval air stations that the Hepburn Board recommended for construction. The other stations included NAS Norfolk (Virginia), NAS San Diego (North Island), and NAS Seattle (Sand Point), which were already in use for naval aviation activities, and were expanded in response to the Hepburn Report. NAS Alameda, along with NAS Jacksonville (Florida) and NAS Quonset Point (Rhode Island), were completely new stations recommended for construction under this program, although Congress had already approved funding for NAS Alameda. The design and construction of NAS Alameda occurred around the same time as NAS Jacksonville and NAS Quonset Point. The assertive conclusion of the Hepburn Report was that the need for

¹¹ USGS, *Oakland West, Calif.* 1:62,500, topographic map, 1942; Ace and Judy Campbell, *Map of Alameda Airport, Benton Field, and San Francisco Bay Airdrome, circa 1938*, Waterfront Action, www.waterfrontaction.org/history/55_lagoon.htm (accessed July 2010).

¹² Capt. Albert L. Raithel Jr, USN (ret.), "Patrol Aviation in the Pacific in WWII," *Naval Aviation News* (July-August 1992): 32, <http://www.history.navy.mil/nan/backissues/1990s/1992/ja92.pdf> (accessed January 10, 2009); Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-22 to 4-23, 4-28; and United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1 (Washington, D.C.: United States Government Printing Office, 1947), 232.

additional aircraft facilities was greater than for other military craft and the result of the report was that aviation was given priority in naval operations and planning.¹³

Station Planning and Design

The Navy's BuDocks, Department of Planning and Design, designed the new Alameda station with civilian architects, engineers, and planners under the direction of Captain Thomas Trexel. In general, plans for the station's design followed hierarchal and organizational planning doctrines used for military bases and naval air facilities of the period that had evolved during the early twentieth century. Plans for NAS Alameda – drafted during peacetime – envisioned a 1,000-personnel facility that would house 200 aircraft and serve as home port for two aircraft carriers. Because early military aircraft were shipped in parts for on-site assembly, the station's original plans featured an A&R Department. The layout and construction of NAS Alameda was conducted under a master planning process that has been referred to as a "total base design."¹⁴ The station's original design received an award for functional planning at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939.¹⁵ Within a couple of years, the importance of the station's functional design became apparent when the station needed to adapt and expand its operations and increase personnel during war time mobilization. Similar to efforts made by the Army, the Navy adopted this master planning approach to design in the years between World War I and World War II as a way to improve the efficiency and function of its facilities, and to provide greater coherence between naval bases. BuDocks and the design team utilized standardized designs for some buildings that were developed during the previous two decades by the Bureau of Aeronautics (BuAer) and the Bureau of Ordnance, which had standards for siting and constructing structures for various functions. BuDocks employed these standards and plans for many buildings and structures as it developed each station. Following completion of the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations with local conditions necessitating alterations for improved functionality at given locations.¹⁶ NAS Alameda followed many of the standards and requirements of the period. Yet, NAS Alameda has a more formal plan and different architectural character – both of which have been retained – than any of the other stations recommended for construction by the Hepburn Report.

BuDocks developed an approach for NAS Alameda that placed activities and functions in relation to each other, with organization of, and circulation between, station activities and functions receiving highest priority. Following the planning principles of the period, planners located piers, seaplane functions, landplane services, industrial facilities,

¹³ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, available online at: Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 2009); United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 229.

¹⁴ H.C. Sullivan, "Base Planning," *U.S. Navy Civil Engineer Corp Bulletin 1*, no.5 (April 1947):118-122; US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 6-1 – 6-4; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-2 – 7-3.

¹⁵ US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco).

¹⁶ Charles F. O'Connell, Jr., "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer> accessed January 26, 2010, 39-45; United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 3-9, 61-70.

storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. As a result of this organization, naval air stations designed and built in this period share similar organization. This can be seen in the comparison of the general layout of NAS Alameda and NAS Jacksonville, both designed and built starting in the late 1930s (**Illustration 2** and **Illustration 3**). Landing areas for both landplanes and seaplanes are at the edges of the bases. Hangars, both seaplane and landplane, adjoin the landing areas. The A&R facilities are within easy access of both types of hangars. On the opposite side of A&R from the hangars are the storage and materials areas. Administrative functions are placed at the center of the station, between the operational areas and residential areas. Enlisted quarters are closest to the work areas so that enlisted personnel could easily access their assigned duty. Officers' and family quarters were placed further from the operational activities of the stations. Enlisted personnel and officers each had their own separate recreational areas. For safety, hazardous materials and ordnance were furthest from the residences, some of which were on the landing fields. The location of natural features relating to the docks and seaplane facilities determined the final placement of this interlocking system of activities. Important to the master planning was consideration of future expansion, which led some areas to be left undefined in initial plans for station, such as the area east of the Seaplane Lagoon on NAS Alameda.¹⁷

The NAS Alameda base plan also had a comprehensive functional organization. Early plans for NAS Alameda show a station arranged along intersecting axes and divided into functional areas, although without details that would emerge during the station's early years. In the early plans from 1939, the north-south axis ran from the Main Gate bisecting the entry mall and the Administration Building (Building 1) with an east-west axis dividing the administrative / residential area on the north side of the station with the industrial and operations on the south side. This east-west axis was an open area that was to align with the middle of the Airfield on the west end of the station, with landplane hangars flanking this axis. There was also another east-west axis in the original plan that bisected the BEQ quadrangle (Buildings 2, 3, and 4) and crossed the north-south axis in the middle of the entry mall in front of Building 1 and then continued along the median of what is now West Essex Drive (**Illustration 4**). The BEQs with their Galley / Mess Hall (Buildings 2, 3, and 4) were shown in their current location. Bachelor Officers Quarters (Building 17) were to be two mirrored buildings facing a central green space similar to that of the enlisted quadrangle. Officers' Housing was the only non-axial portion of the station, planned as an irregular loop in the northeast corner. The original A&R facility (Building 5) was planned at half its eventual size and the location of several functions were not yet assigned, such as much of the recreation facilities and some of the residences. Early plans for station do not include some support / storage facilities or facilities that required siting and design input from specialized departments. As dictated by their secondary function and/or for safety, some facilities were not placed within the formal hierarchal planning of the station's major functions or were placed away from more densely occupied portions of the station. These included magazines, locomotive repair shop, paint / oil storage, and engine test cells.

¹⁷ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-26; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); JRP Historical, "The History and Historic Resources of the Military in California, 1769-1989," 6-22, 6-23; H.C. Sullivan, "Base Planning," *Civil Engineering Corps Bulletin* (April 1947): 118-122.

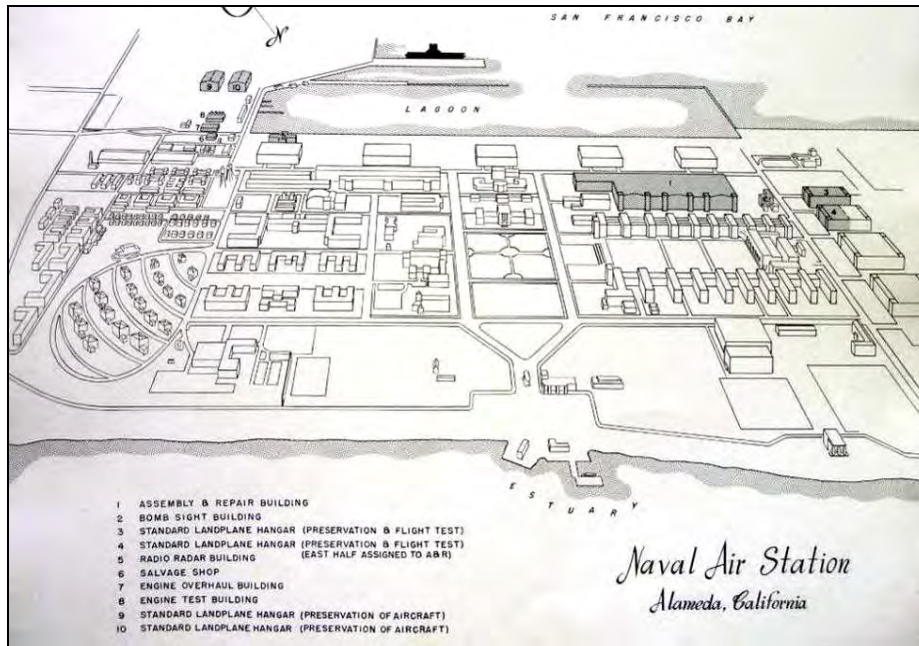


Illustration 2: General plan of NAS Alameda at the end of World War II. Airfield is to the right, off the map. A&R buildings are shaded.¹⁸

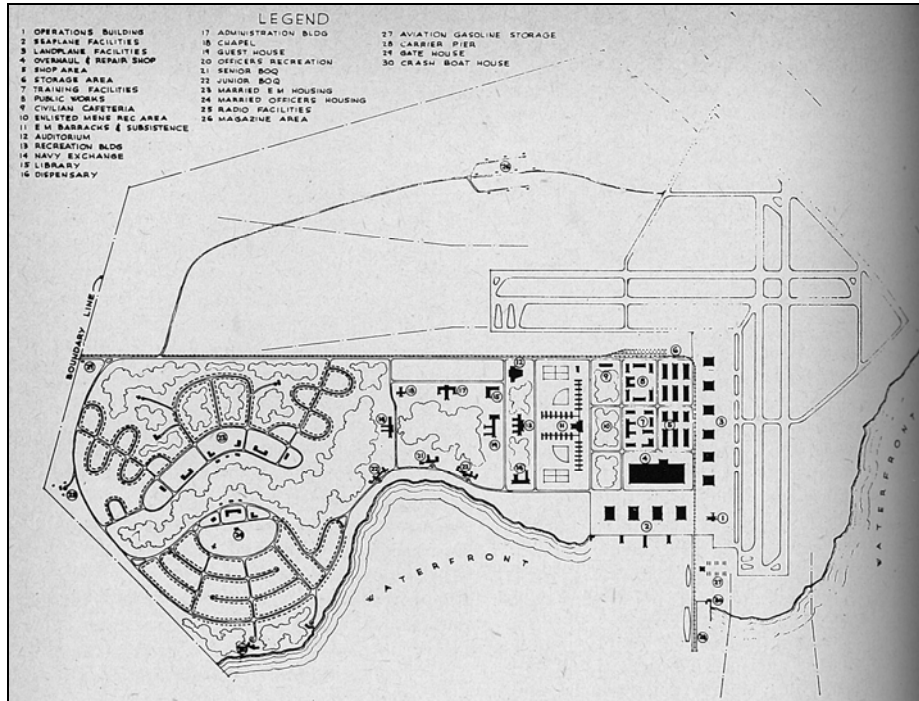


Illustration 3: General plan of a naval air station master planning. Shown here is a plan for NAS Jacksonville from 1939. Design elements and functional areas are similar to those found on NAS Alameda.¹⁹

¹⁸ "Naval Air Station Alameda, California Map," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np; The hangars listed as 9 and 10 were under construction and part of the post-war planning to preserve aircraft returning from the Pacific theater.

Functional and departmental requirements led to specific siting of some facilities and changes in the station's design and plans during the planned phased construction of the new station. The landplane hangars were repositioned parallel to the Airfield and aligned with a secondary axis (**Photograph 32**), and later the open space along the original east-west axis was filled with additional buildings. Placing the additional buildings in that space situated them near the industrial and storage facilities thereby maintaining functional efficiency. The axis from the BEQ quadrangle across the entry mall stretching to the Officers' Housing area thus received prominence. Station planners also increased the number of officers that could be housed in the northeast corner of the station by altering the original single-street loop to an egg-shaped configuration with curved streets (see **Illustration 4** and **Photograph 32**). This modification to the 1939-plan maintained the design concept of setting the Officers' Housing apart from the axial plan and orthogonal grid. Almost all of east side of the station, and its temporary type construction, emerged only with the demands of war. Despite these changes, the evolution of the station's layout during both the initial years of construction prior to U.S. entry into World War II and during the war left intact much of the station's original planning and its important principles of organization, functionality, efficiency, and hierarchy, adapting well to the enormous demands of war. The initial plans for a 1,000 personnel facility evolved during the war to function with 18,000 Navy personnel and 9,000 civilians working on the station.²⁰

¹⁹ Oswaldo A. De La Rosa, "The Planning of Naval Air Facilities," *Civil Engineering Corps Bulletin* 6, no. 3 (March 1952): 68. Current aerial photographs show that NAS Jacksonville has only some elements of this layout. It is unclear what components of this design were initially constructed and which were altered over time.

²⁰ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former Alameda City Hall West, NAS Alameda, Alameda, California [hereafter Plans and Maps Room, Building 1 on former NAS Alameda]; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

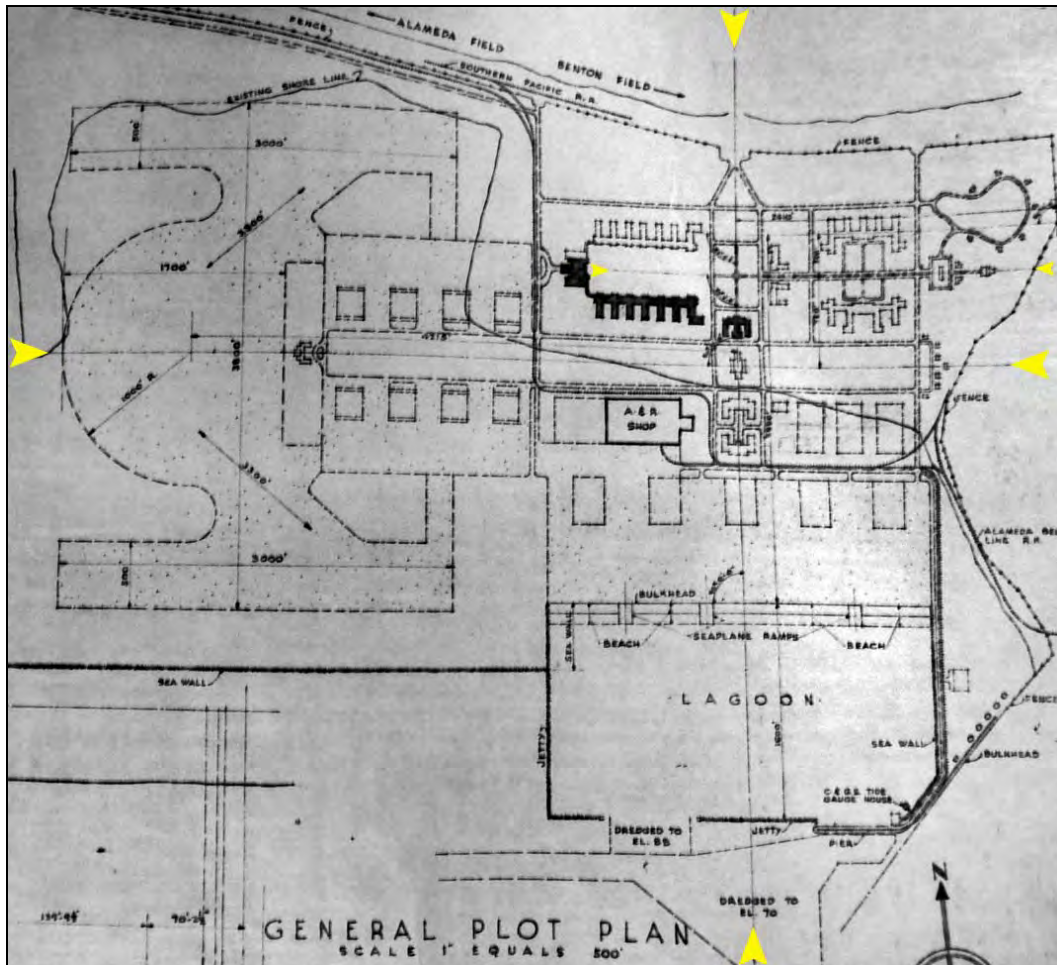
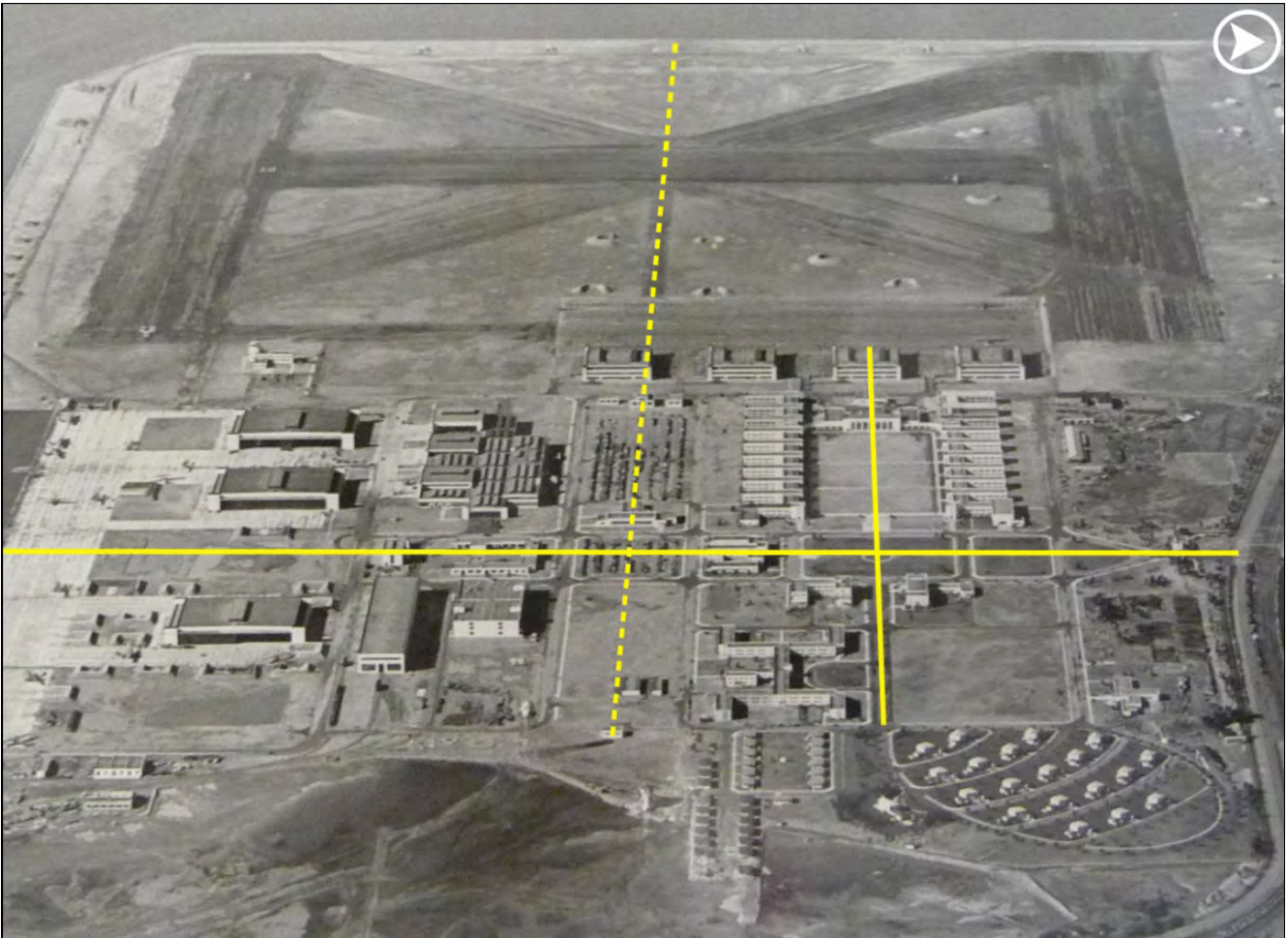


Illustration 4: 1939 Station Plan. Primary axes highlighted with large arrows; secondary axis highlighted with small arrows.²¹

²¹ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California.



Photograph 32: January 28, 1942. Note landplane hangars, realigned from 1939 station plan, oriented to what was originally a secondary axis (solid east-west line), rather than the original primary axis (dashed line).²²

²² "NAS Alameda alt. 5000 ft. horizontal distance 15,000, 8 ¼ in. lense loking west, passive defence photo," January 28, 1942, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
DPR 523B (1/95)

Construction of NAS Alameda

The construction of the air station began in February 1938 under the supervision of Commander E.C. Seibert of the Civil Engineer Corps. Working from a small shack, Seibert administered contracts to 25 companies for demolition of extant buildings and structures on site, dredging submerged land, and construction of the new facility. The grounds of the station were scarified in preparation for filling and grading, and fill was obtained through dredging the future sites of the ship channel, turning basin, and Seaplane Lagoon. Before dredging took place, a stone rip-rap seawall was constructed to contain the fill and help convert submerged and partially submerged lands. A suction dredge then drew silt from the three sites and deposited the material on tidal flats and marshes located within the seawall. More than 15 million cubic feet of fill was ultimately used to build the station.²³ **Photograph 33** and **Photograph 34**, taken in January and November of 1941, respectively, show the progress of the fill. Once crews completed filling and grading, underground utility installation and building construction began.

The Navy phased construction of buildings at the station. (See Combined Specific Buildings Evaluation / Cold War Era Evaluation Report for additional discussion regarding construction of buildings and structures on NAS Alameda). Individual barracks, mess halls, and operational buildings were constructed in increments, with planned expansions. For example, only seven of the ten wings of BEQ Building 2 and two of the three mess halls in Building 3 were built in 1939. BEQ Building 4 and the third mess hall were shown on base plans, but construction and contracts were phased to allow growth in operations. Site plans and blueprints indicate that the General Storehouse (Building 8), Aircraft Storehouse (Building 9), Paint and Oil Storehouse (Building 13), Engine test cells (Building 14), and Bachelor Officers' Quarters (Building 17) were similarly phased (**Photograph 35**). Additional locations for hangars were also indicated on the initial plans. Building 1, the Administration Building, was completed in November 1938. By early 1940, many of other buildings were under construction – including Buildings 11 and 12, the seaplane hangars north of the lagoon.²⁴

The construction of the Seaplane Lagoon and two of the seaplane hangars prior to building landplane hangars and the Airfield indicates the relative importance for the Navy, at the time, of seaplanes or 'flying boats.' These aircraft lacked the speed and maneuverability of land-based aircraft, but were excellent patrol, rescue, and transport craft. Prior to the widespread use of radar, patrol aircraft located targets for their assigned ships. Seaplanes moved slowly, but could stay aloft for long periods covering large areas of oceans. Their ability to land on water made it possible for them to search for, and rescue, downed aviators and sailors. The large boat hull allowed them to transport materials to locations inaccessible to other aircraft. Each of the air stations established or improved under the Hepburn Board plan included seaplane facilities. The Seaplane Lagoon on NAS Alameda was formed by dredging rather than utilizing a natural feature. Seawalls for the lagoon were formed with two sizes of rock and backfilled with dredged materials in two stages.²⁵ Construction of the lagoon was integral to the dredging operations and it was largely complete by 1940, when the first of the seaplane ramps were installed (**Photograph 36**).

²³ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California*, np; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 3.

²⁴ Bureau of Yards and Docks, "US Naval Air Station Alameda, Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed; "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

²⁵ David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes and Amphibians* (London: Robert Hale, 1984), 70, 73, 102, 160; Bureau of Yards and Docks, "US Naval Air Station Alameda, Bulkheads, Jetties, Seawall, Dredging and Filling, Location Plan and Sections," Yards and Docks #125969, December 29, 1937, Drawer A-11 Pier no. 1 Brows-Camels, Plans and Maps Room 143, Building 1 on former NAS Alameda, Alameda, California.



Photograph 33: Aerial Photograph of NAS Alameda January 20, 1941.
Note the rows of dredged materials on what is now the Airfield.²⁶



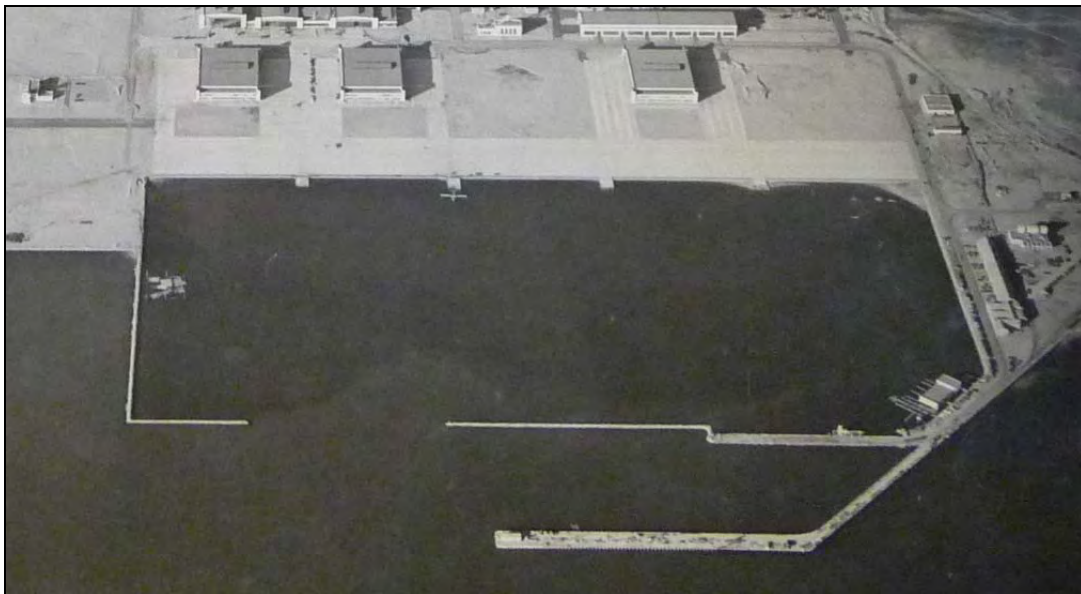
Photograph 34: Aerial Photograph of NAS Alameda November 12, 1941, showing infill and construction progress within the year.²⁷

²⁶ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum.

²⁷ Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum.



Photograph 35: Aerial photograph of NAS Alameda 1941 showing construction of BOQ (Building 17).²⁸



Photograph 36: Seaplane Lagoon, November 12, 1941.²⁹

²⁸ "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

²⁹ US Navy, Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum, Port Hueneme.

The beginning of hostilities in Western Europe in September 1939 stimulated the Navy to quicken the pace of construction on NAS Alameda. In July 1940, a month after Germany invaded France, Belgium, and the Netherlands, Congress approved an additional \$17 million for work on NAS Alameda. Johnson, Drake & Piper Construction Company was awarded the major contract to hasten the station's completion. The company, with main offices in Minneapolis, Minnesota and satellite offices around the nation, secured military construction contracts across the country and overseas during World War II. Whereas the Navy previously issued contracts for individual buildings or structures, Johnson, Drake & Piper's contract covered 35 items. Additions to the contract continued through 1942, and as a result Johnson, Drake & Piper was responsible for constructing most of the station.³⁰

On November 1, 1940, although still incomplete, NAS Alameda was commissioned and placed under the command of Captain Frank R. McCrary, with Rear Admiral A.J. Hepburn in attendance at the opening ceremony. The new base was expected to boost the local economy, but few expected the station to become as large as it did as a consequence of World War II. In February 1941, three months after the base opened, the author of an article appearing in the *Alameda Times-Star* speculated that nearly 800 local residents would work on NAS Alameda. The paper could not have anticipated that by the end of the war the thousands of military and civilian personnel stationed and working on the facility. The station's opening also prompted the creation of a number of on-base trade schools for aircraft maintenance, including the Aviation Metalsmiths' School, the Aviation Machinist Mates' School and the Aviation Radiomen's School. These training centers educated civilians as well as enlisted personnel in Building 132 (since demolished), which was located near the enlisted personnel pool.³¹

The first operational aircraft, a squadron of seven seaplanes, arrived on NAS Alameda in January 1941 along with the seaplane tender ship *USS Pelican*. These were the first of 200 aircraft to be assigned to the station.³² This squadron was able to operate from the completed Seaplane Lagoon, while dredgers were forming the land for runways. Dredging to create the runways continued until September 1941 although runway construction began on the filled land in April (see **Photograph 33** and **Photograph 34**).³³

Architectural Design on NAS Alameda

In addition to the careful master planning for the station following principles of organization, functionality, hierarchy, and efficiency, the Navy also designed prominent buildings on the station in a manner that corresponded with the efforts to create a modern and organized facility. This was achieved by adhering the station's plan to a Beaux Arts formal spatial layout and by designing most of its prominent buildings in the Moderne style, which blended neo-classical proportion, symmetry, and order with modern design concepts of the time.³⁴ The planning and architecture on NAS Alameda

³⁰ "Construction News," *Southwest Builder and Contractor*, August 2, 1940, 107; NOy-4165: contract; *Additional Aviation Facilities at the Naval Air Station Alameda California*, re: Johnson, Drake & Piper, Inc 3 July 1940- 25 July 1943, Box 25, NOy Contracts, Record Group 12, Bureau of Yards and Docks (1862-1966), NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme. Johnson, Drake & Piper ceased operations in the 1960s.

³¹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 3; Building 132, Box 59 Property Cards, RG#11.2.3, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

³² "First of Navy Planes Arrive" *Oakland Tribune*, January 4, 1941.

³³ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

³⁴ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320. The buildings on NAS Alameda have also been described as being Art Deco. The architectural styles of Art Deco and Moderne are sometimes used interchangeably, but this obscures the differences between them and the development of the modernistic styles in the United States during the 1920s, 1930s, and early 1940s.

demonstrate trends that BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.

The NAS Alameda station plan had a comprehensive aesthetic design based on the Beaux Art planning used in City Beautiful planning. The City Beautiful movement heavily influenced planning in the United States in the first half of the twentieth century, and can be seen in city planning as well as institutional settings such as college campuses. The movement borrowed planning concepts from the French Ecole des Beaux Arts and organized elements through the use of primary and secondary axes, such as those employed on NAS Alameda. Various *partis* or shapes, such as courtyards, would then be arranged in harmony with the overall axial plan. Beaux Arts planning influenced civic planning and the design of public, governmental, and military facilities across the nation during the first half of the twentieth century. Important local examples of Beaux Arts plans include the Civic Center of the City of San Francisco built after the 1906 earthquake, the Pan Pacific International Exhibition (San Francisco) in 1915, and the Golden Gate Exhibition on Treasure Island in 1939. Early development of the campus for the University of California in Berkeley was also influenced by Beaux Art design. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. In many nineteenth century and early twentieth century examples of such plans, the buildings were also in the Beaux Arts style with Classically-derived ornamentation, but as styles evolved, buildings constructed on such plans were of a variety of styles, including the developing Moderne style used on NAS Alameda. The U.S. military had employed Beaux Arts inspired plans since World War I and continued to use such plans throughout the period between the two world wars.³⁵

Axial, orthogonal plans organized by bilateral symmetry such as the one present on NAS Alameda are particularly well suited for flat locations because the axial lines do not need to curve around natural features as they would in a hilly or mountainous area, a lesson earlier city planners learned through trial and error. In 1905-06, Daniel Burnham, the director of works for Chicago's 1893 Columbian Exposition, and early city planner known for his successful Chicago Plan (1909), designed a plan for a summer capital in a rugged region of the Philippines. In the design, he attempted to impose a geometrical and orderly arrangement onto the land for which he has been harshly criticized by his later peers. While this type of orderly arrangement was successful at the Columbia Exposition, on the flat lands by Lake Michigan, it did not translate well to hilly environments. In his 1971 study of landscape design, Norman T. Newton remarked, "Had it not occurred to [Burnham] that ground-consuming bilateral symmetry, and unduly extensive level areas, would prove unmanageable in this intricately rugged mountainous terrain...?" Newton further commented that a geometrical and orderly plan could have been worked out, but not with the bilateral balance that Burnham was trying to impose upon the mountainous land.³⁶ In the same period, Burnham also designed a plan for San Francisco that was never executed because the 1906 earthquake and fire halted the planning process. Although this plan paid some attention to the hilly topography of the city, with wide diagonal boulevards converging on hilltops, the plan essentially called for another system of linear streets and diagonal boulevards imposed over the already extant grid system. Again, Burnham placed higher ideals of balance and order above the reality of the natural topography.³⁷ In contrast, the flat land the Navy built at Alameda provided an ideal slate on which to design a plan using geometric shapes with bilateral balance and symmetry.

The field of landscape architecture had a closely parallel history with the City Beautiful planning movement following the influential 1893 Columbian Exposition. Shortly after the exposition renewed American interest in classical design and architecture, Charles A. Platt exerted considerable influence on the expanding field of landscape architecture in the United

³⁵ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320.

³⁶ Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Massachusetts: Belknap Press of the Harvard University Press, 1971), 419-420.

³⁷ Gray Brechin, *Imperial San Francisco: Urban Power, Earthly Ruin* (Berkeley: University of California Press, 1999), 151-154; Newton, *Design on the Land*, 416-417.

States, leading to a shift away from the relatively formless, romantic style “landscape gardens” that were the norm in the nineteenth century until the 1880s when architectural forms became more geometric and landscape designers integrated those geometric forms with buildings. This was the beginning of the Country Place Era of landscape architecture over which Platt exerted considerable influence. After an extended trip to Italy where he studied the character and form of the Italian Villa, Platt returned to the United States with an appreciation for the integration of indoor and outdoor space, and the integration of architecture and landscape architecture, each fit to their natural sites and designed to suit the needs of the period. Norman T. Newton noted that in both Platt’s work, and in the Italian Villa, space was organized based on a pair of fundamentals, lines of sight connecting one space or a series of spaces with one another, giving the observer a sense of inter-relationship, structure, and strength, and, defining or implying the boundaries of these visually connected spaces with vertical planes so that each individual space read as a distinct entity. In his landscape designs, Platt used geometric, usually rectilinear forms for individual spaces in order to achieve structural form. Integrating buildings and grounds resulted in strength and continuity of design. While bilaterally symmetrical spaces did occur in both Platt’s design, and the Italian Villas upon which he drew inspiration, this was not crucial to his designs, rather the sight-lines were the essential part of the design. Not only was Platt known for the overall strength of his design, but for attention to the smallest detail, which earned him the respect and admiration of a young generation of landscape architects through the 1920s. So astute was he at the integration of building and landscape, that in some cases he was commissioned to design plans for both. One of the first such commissions was an institutional project, Timberline at Bryn Mawr College. From the 1910s to the early 1930s, Platt was involved in many institutional projects where, working both solo and collaboratively, he created some outstanding works of landscape architecture to add to the design of existing buildings. He worked on plans for the University of Illinois, University of Rochester, and Phillips Andover Academy. The overall station design and planting plan for NAS Alameda reflects many of the principles of design popularized by Platt.³⁸

At the same time, Beaux Art and City Beautiful planning remained popular and prominent in civic and military design, architects worldwide began to abandon historical revival styles during the late 1920s and especially during the 1930s in favor of designs that consciously illustrated modernity and technological progress using simplified geometric forms and ornamentation. This trend developed mostly from European modernistic art and industrial design, but transferred to architecture wherein it presented sleek and spare designs. Often buildings designed in the new style(s) of the period retained proportion, symmetry, and order found in buildings inspired by Classical architecture, but without direct allusion to historical styles. Materials such as concrete, metals, and glass block – all of which were used on NAS Alameda – were prominently used to illustrate a directness regarding building fabric to help portray the machine / technological-inspired aesthetic. The “modern” architecture of the time evolved through various phases and was called by several names. Art Deco was the earliest phase. Its buildings often emphasized verticality and included intricate geometric ornamentation like stylized floral decoration or patterns such as chevrons. Prominent nearby examples include the Paramount Theatre on Broadway in Oakland. Many of the major buildings at the Golden Gate International Exposition on Treasure Island held in 1939-1940 were also in the Art Deco style. This was followed by Moderne (also referred to as Art Moderne or Streamline Moderne) that was less ornamental than Art Deco. As seen on the nearby Alameda Theater on Central Avenue in Alameda and on NAS Alameda, it expressed modernity by using curving wall surfaces and columns with highlighted simplified geometric ornamentation such as the wall panel striations (**Photograph 37**) and stylized Pegasus and eagle figures in the BEQ quadrangle (Buildings 2, 3, and 4) (**Photograph 38**). Aspects of the station’s Moderne design were also implemented on operational buildings, such as the hangars, the designs of which included broad rectangular corner piers with decorative horizontal bands running from pier to pier across the façade, long industrial steel sash windows, and prominent copper flashing / roofing (**Photograph 39**). The International Style was also evolving during the 1930s, striving to create an aesthetic purposely devoid of any ornamentation in favor of highlighting efficiency in design as well as material and functional honesty. The three terms apply to the early modern architecture in the United States. Art Deco and Moderne were most prominent prior to World War II and International Style ascended to prominence following the

³⁸ Newton, *Design on the Land*, 344-346, 372, and 416-417.
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war, as seen in the Ordnance & Optical Shop at Hunter's Point Naval Shipyard (built in 1948) and in the Oakland and San Francisco skylines of the 1950s and 1960s.³⁹

The rapid evolution of aviation and other forms of transportation during the 1920s and 1930s particularly inspired designers to illustrate in architecture and industrial design modern society's departure from the past that seemed apparent, or was being sought, at the time. The expansion of civilian and military aviation was symbolic of modern technological achievement and streamline forms appeared in, and influenced the design of, seaplane and landplane aircraft as well as in the buildings of the growing nationwide network of civilian airports. The airport in Long Beach, California built in 1941 is a well known example of a civilian airport built in the Moderne style. Other examples include the Washington-Hoover Air Terminal in Washington, D.C. and the Swan Island Airport in Portland, Oregon, both of which were built in the late 1920s, Dinner Key Terminal in Miami, Florida built in 1934, and the Marine Air Terminal that became LaGuardia Airport in New York built in the late 1930s.⁴⁰ This design trend may have influenced design decisions BuDocks made for its new aviation facility at Alameda.

Architects working on Federal contracts during the 1930s developed a "style" that sought to maintain form, symmetry, and organization of the classical traditions that had guided Federal design since the early years of the Republic, but which drew upon the evolving modern styles of the decade that were increasingly popular in private construction. Various architectural historians have attempted to develop a specific name for this style, including "Starved Classicism" and "PWA Moderne." The latter of these terms denotes the use of the style for buildings constructed from the Public Works Administration program, such as the Alameda County Courthouse in Oakland.⁴¹ This is the style of the NAS Alameda Historic District, particularly in the Administrative Core Area. The style is found throughout California, particularly in the dozens of post offices built during the 1930s.⁴² The style was rarely used, however, in the design of military buildings, and as a result they are treated as their own property type within the Statewide Study as "Concrete, Art-Deco Influenced Permanent Base Designs."⁴³

³⁹ The development of Art Deco and Moderne is discussed in many general works on American architectural history and guidebooks of San Francisco Bay Area architecture, including: Sally B. Woodbridge, *California Architecture: Historic American Buildings Survey* (San Francisco: Chronicle Book, 1988); Carla Breeze, *American Art Deco: Architecture and Regionalism* (New York: W.W. Norton & Company, 2003), 9-33 and 222-277; Mark A. Wilson, *A Living Legacy: Historic Architecture of the East Bay* (Lexikos, 1987), 42, 56, and 59; David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties: 1931-1941*, 2nd edition (Los Angeles: Hennessey & Ingalls, Inc, 1989), 75-91; David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California*, (Salt Lake City: Gibbs-Smith Publisher, 1985), 576-579. For discussion of International Style Modernism in Northern California see: Pierluigi Serraino, *Icons of Northern California Modernism* (San Francisco: Chronicle Books, 2006).

⁴⁰ Donald J. Bush, *The Streamline Decade*, (New York: George Braziller, 1975), 26-42 ; Gerrie Schipske, *Early Aviation in Long Beach*, (Charleston, SC: Arcadia Publisher, 2009); Allastair Gordon, *Naked Airport: A Cultural History of the World's Most Revolutionary Structure*, (Chicago: University of Chicago Press, 2008); Geza Szurvoy, *The American Airport*, (St. Paul, MN: MBI Publishing Co, 2003), 70, 82, and 90-95.

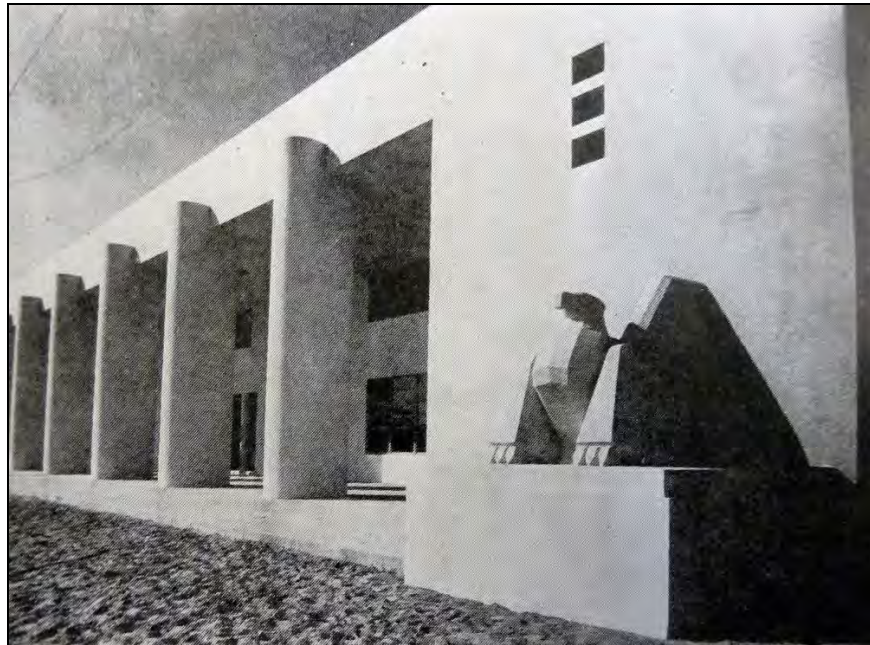
⁴¹ See, for example, Lois A. Craig and Staff of the Federal Architecture Project, *The Federal Presence: Architecture, Politics, and Symbols in U.S. Government Building* (Cambridge, MA: MIT Press, 1984); David Gebhard, et al, *A Guide to Architecture in San Francisco & Northern California*, (Santa Barbara: Peregrine Smith, Inc., 1973); David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California* (Salt Lake City: Gibbs-Smith Publisher, 1985). The Alameda County Courthouse was featured in the PWA publication: C.W. Short and R. Stanley-Brown, *Public Buildings: Architecture under the Public Works Administration, 1933-1939* (New York: A Da Capo Paperback, 1939, republished 1986), 62-63.

⁴² Some of the best examples of this federal PWA Moderne / Starved Classicism style (also referred to as "Stripped Classicism) are found in Los Angeles, as discussed in David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties, 1931-1941* (Los Angeles: Hennessey & Ingalls, 1989).

⁴³ JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-43 – 7-44.



Photograph 37: Building 16, photo dated 1945.⁴⁴



Photograph 38: Building 3, circa 1940.⁴⁵

⁴⁴ "Building 16," November 13, 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁴⁵ *Oakland Tribune Yearbook*, 1941, 29.



Photograph 39: Building 23, circa 1945.⁴⁶

In California, there appear to be only two other examples of this style on military bases or buildings. One – another Navy-owned property – is the Naval and Marine Corps Reserve Center in Los Angeles. The other property, most comparable to NAS Alameda, is McClellan Air Force Base near Sacramento. The Reserve Center was designed by a private architect, Stiles O. Clements, while the buildings at McClellan AFB were designed directly by the Quartermaster Corps, at the time the Army's equivalent of the Bureau of Yards and Docks.⁴⁷

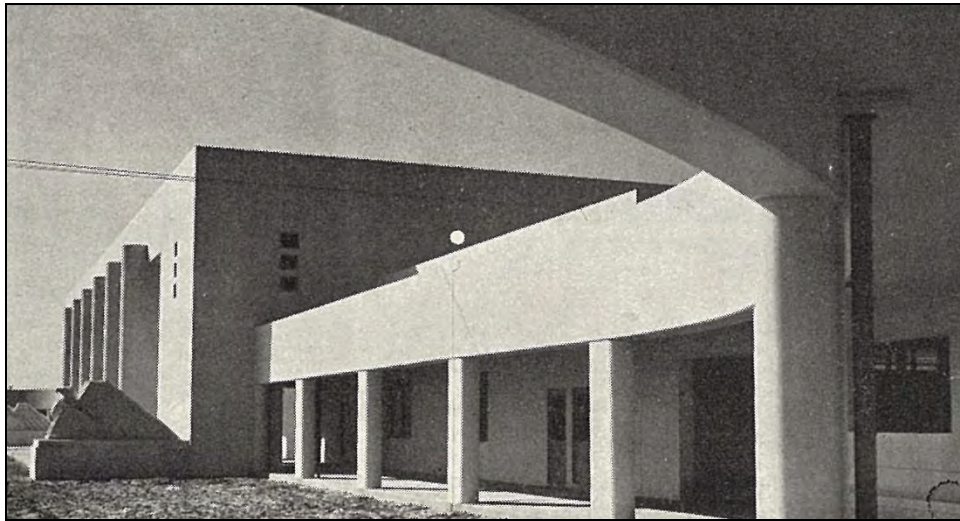
BuDocks' efforts to pursue modernistic design trends in the late 1930s and early 1940s was noted in design literature at the time and celebrated on NAS Alameda soon after the station's construction. BuDocks and NAS Alameda are highlighted in an issue of *Architectural Forum* from November 1940 that presents the growing demand in military construction for national defense during the buildup prior to the United States' entry into World War II. The "Naval Air Station, West Coast," as NAS Alameda was labeled, was featured in a two-page photograph spread (**Photograph 40**) and touted as representing the "forward-looking trend in naval building."

The article went on to point out BuDock's exceptional efforts to create efficient designs following modernistic design trends, especially for standardized officers housing, rather than following the traditional architectural expressions of Colonial Revival or Spanish Revival for housing seen elsewhere on military facilities.⁴⁸ The proposed standardized designs illustrated in the *Architectural Forum* article have remarkable similarities to the officer housing on NAS Alameda (**Illustration 5** and **Photograph 41** and **42**).

⁴⁶ "Preservation & Flight Test Hangar (No. 23) A.A.&T Division," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

⁴⁷ Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 7-8; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-47.

⁴⁸ "Military and Naval Buildings," *Architectural Forum*, November 1940, 342-373. The photographs of NAS Alameda and BuDocks officers housing designs are on pages 356-359. The entire issue is focused on building for national defense.



Photograph 40: Building 3, circa 1940.⁴⁹

As previously noted, the station's original design received an award at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939. One description of that award stated that the prize was for BuDock's design that combined "modern architectural beauty and simplicity of line with maximum effect."⁵⁰ Furthermore, a few years after the station's construction, the Navy boasted about the modernity of its facilities in the station newspaper, observing several aspects of the design that contribute to its Moderne character. The BEQs and their quadrangle were noted for their symmetry, "classic lines," and "wide and circular arcade" that was "a pleasing study in squares and curves." The effect was promoted as being "modern in every respect."⁵¹

Alameda was not the Navy's only naval air station that was designed in the Moderne style. Both NAS Jacksonville and NAS Quonset Point, the other two naval air stations newly built in response to the Hepburn Report, also had multiple buildings constructed using architectural language similar to NAS Alameda (**Photograph 40**, **Photograph 43**, **Photograph 44**, and **Photograph 45**). The BuDocks designs for Alameda may have influenced the architecture on Jacksonville and Quonset Point, as well as influenced the work toward standardized officers housing illustrated in *Architectural Forum*. No specific documentation identified for this report links the three stations architecturally, but available photographs and plans show there were distinct similarities that were even continued by private architect Albert Kahn for his designs on Quonset Point, albeit in brick rather than concrete. The implications of the similarities, along with the BuDocks design trends noted in *Architectural Forum*, are that the Navy was purposely employing modernistic designs as part of their expressed efforts to enhance efficiency and functionality at its new naval air stations in the late 1930s and early 1940s.

⁴⁹ *Architectural Forum*, November 1940, 356. Some of the photographs taken for *Architectural Forum* were republished in the *Oakland Tribune Yearbook*, 1941, 28-29.

⁵⁰ US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); WPA Writer's Program, *Alameda: The Island City*, 118 (available at the Alameda Free Library).

⁵¹ "Through these Portals," *The Carrier*, December 15, 1944, 2.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

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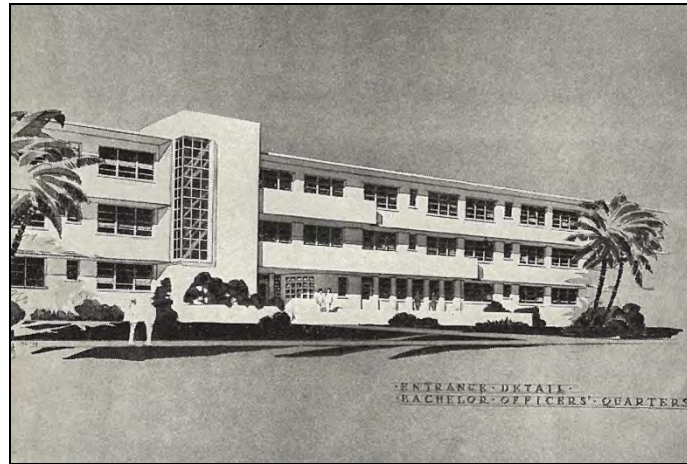
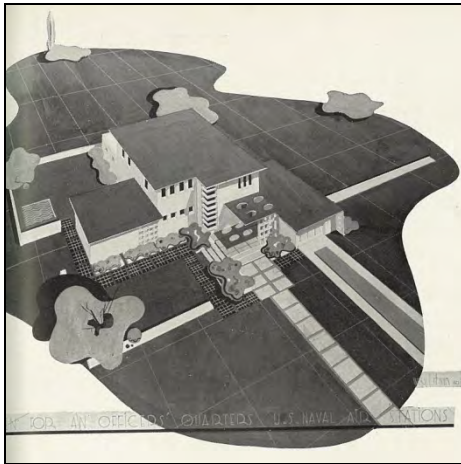


Illustration 5: BuDocks Officer Housing Designs, *Architectural Forum*, November 1940.



Photograph 41 and Photograph 42: NAS Alameda, Officer House B and Building 17, BOQ, 2009 and 2010.



Photograph 43: NAS Quonset Point, RI, Building 7, Administration Building, 1979.⁵²

⁵² "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.
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Photograph 44: Buildings 30 and 31, NAS Alameda, 2009.



Photograph 45: Buildings 10 and 850, NAS Quonset Point, RI, 1979.⁵³

⁵³ "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.
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Planting Plan

Initial plans for NAS Alameda did not include a designed planting plan; however, the need to vegetate the newly created land quickly became apparent to those living and working on the station. Because this end of Alameda was largely marshland and the station had been built on fill, it was susceptible to soil movement and erosion. Blowing winds created dust-storms that were abrasive to machinery, and also made it difficult to maintain acceptable standards of cleanliness for a military installation (**Photograph 46**). To alleviate the situation, in 1940 Johnson, Drake, and Piper contracted Emery A. LaVallee to design a planting plan for NAS Alameda that would cover the open areas of the station with vegetation. LaVallee was a landscape architect who designed the planting plan for the Sunnyvale Naval Air Station and who worked as an assistant horticulturalist for the 1939 Golden Gate International Exposition (GGIE). The plans for Alameda were completed in early 1941 and at that time, the Navy only made a small appropriation for planting the station. Fortunately, however, the GGIE was simultaneously being dismantled at Treasure Island, just a short distance northwest of NAS Alameda. Because Treasure Island had also been built on fill, the plants selected for that location were also ideally suited to NAS Alameda, and because the distance of transport was short, it was not an expensive proposition to move plants from Treasure Island to Alameda. Rather than transferring some of the delicate ornamental plants that had been sold after the exposition closed, the Navy transferred heartier plants: ice plant, acacias, coastal pines, and cypress. Ice plant had been used at the GGIE to create a stunning array of color referred to as the “Magic Carpet” (**Photograph 47**). Although the Navy transferred the plants from the exposition, planting plans for the ice plant on NAS Alameda depicted an orderly segregation of color, rather than the wild array planted on Treasure Island. The commanding officer of the station, Captain Frank R. McCrary, had a personal interest in gardening and was reportedly active overseeing the station planting. By June 1942, approximately one-fifth of the station was under cultivation, and the Public Works department maintained an on-site nursery where they grew iceplant and young acacia trees to line the streets of the station.⁵⁴

LaVallee designed a traditional planting plan for NAS Alameda that complemented the master station plan, existing buildings, and landscape by emphasizing the axes and orthogonal layout that organized functional areas and reinforced hierarchical distinctions. The planting plan also left the open sightlines intact along the main entry mall and BEQ quadrangle that visually tied different functional areas of the station together. LaVallee used a palette of plants in his plan that included a wide variety of species, many of which were drought-resistant, and not native to California. Although research revealed little information about LaVallee, it is likely that he gained a wide knowledge of plant species that thrived in the San Francisco Bay Area climate while working at the GGIE. The varied palette of plants that LaVallee drew upon resulted in a rich, yet still traditionally designed planting plan.

The planting plan focused on the northern portion of the station in the administrative areas, housing (for both officers and enlisted personnel), and northern station border (**Illustration 6**), including the Main Gate. This formally designed plan called for single species tree-lined streets laid out with consistent spacing and setback from the sidewalk, street trees flanking building entries, ground cover, consistently spaced shrubbery at building foundations, and clusters of trees punctuating the corners of the large quadrangles at the station core. At the entry mall in front of Building 1, the plan included a patterned arrangement of different colors of ice plant (*mesembryanthemum*) with the center circle planted with gazania and trees accenting the corners of the space (**Illustration 7**).

⁵⁴ Johnny Noble, “Hundreds of Plants Hold Down Naval Air Station,” *Oakland Tribune*, June 24, 1942, 13; US Navy, “Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44,” Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum; Bureau of Yards and Docks, “Landscaping Street Tree Planting Plan,” December 1941, Drawer 170, Plan and Maps Room, Alameda City Hall West.

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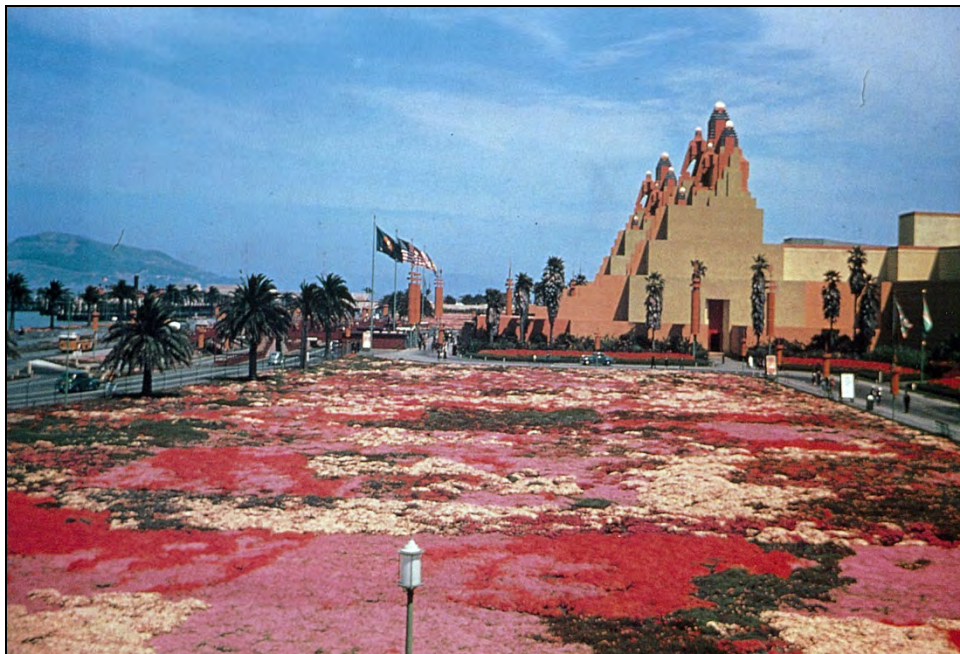
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Photograph 46: January 1941, note lack of vegetation throughout station.⁵⁵



Photograph 47: “Magic Carpet” of ice plant at main entrance to GGIE on Treasure Island, ca. 1939.⁵⁶

⁵⁵ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.

⁵⁶ Photograph credit: Karl Jacobs in Patricia F. Carpenter & Paul Totah, eds., *The San Francisco Fair, Treasure Island: 1939-1940* (San Francisco: Scottwall Associates, 1989), 26.

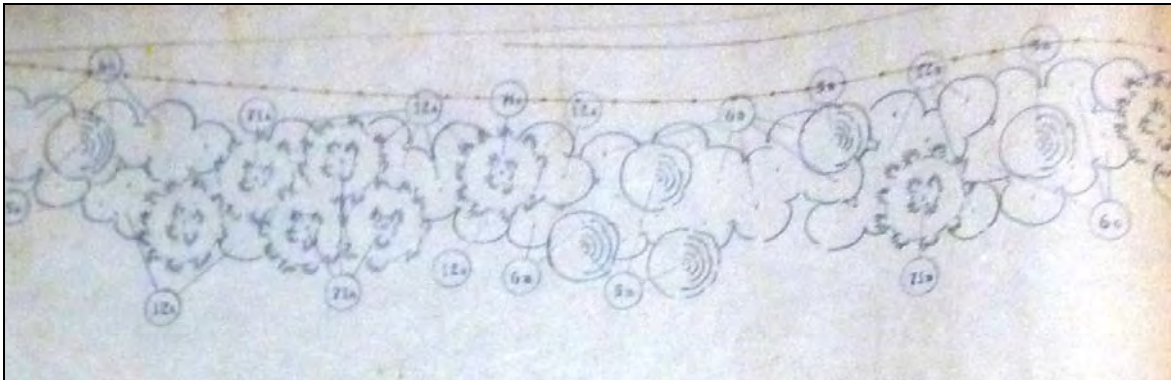


Illustration 6: Portion of the 1941 planting plan for the north border of the station. This dense line of trees was designed to extend from the Main Gate, northeast along the station border.⁵⁷

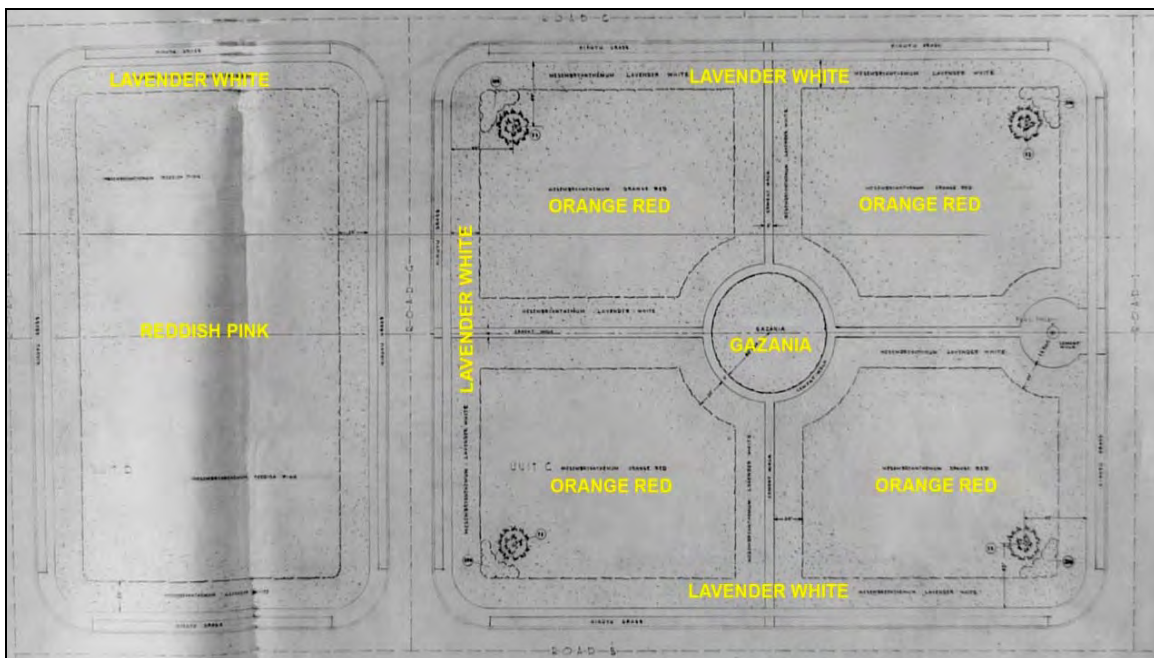


Illustration 7: Entry mall, 1941 planting plan. Indicates color scheme of ice plant (*Mesembryanthemum*); also note trees punctuating the corners of the main quadrangle. It is unclear whether gazania was ever planted in the center circle.⁵⁸

Decoratively designed plantings of ice plant (*mesembryanthemum*) were also slated for the circle drive on the north side of the BOQ (Building 17). As with other orthogonal blocks in the administrative and residential areas of the station, the plan for this block also featured tree-lined streets and shrubbery at the foundation of the building. Other plantings planned for this block included a single tree in each of the two triangular spaces between the north side of the building and the circular drive, and trees lining the parking areas on the east and west ends of the block (**Illustration 8**).

⁵⁷ Johnson, Drake, and Piper, "Landscaping Section 1, Unit A – Pt. 3 Planting Plan," July 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

⁵⁸ Johnson, Drake, and Piper, "Landscaping Section 7 Units C & D Planting Plan," illeg. 1941, Aperture Card 49627, BRAC PMO West Caretaker Site Office, Treasure Island.

The planting plan for the BEQ quadrangle (Buildings 2, 3, and 4) mirrored the bilateral symmetry of the open space formed by the surrounding buildings. Rows of broadleaf trees lined the walkways on the interior edges of the quadrangle. Paired plantings demarcated the pathways approaching each of the building entries and clusters of Monterey Pines accented the western corners of the quadrangle. The plans called for the quadrangle to be planted with Kikuyu grass (*Pennisetum clandestinum*), the preferred turf for the station (**Illustration 9**).

Planting just south of the Main Gate continued the planting scheme of the entry mall into the triangular shaped area, calling for a lavender white ice plant around the perimeter and golden ice plant within. Single conifer trees were placed at the two southern points of the triangle. Trees lined the streets south of the gate, and dense vegetative cover wrapped around the curved parking area. Kikuyu grass filled in the open spaces between scattered clusters of trees of either side of the triangle (**Illustration 10**).

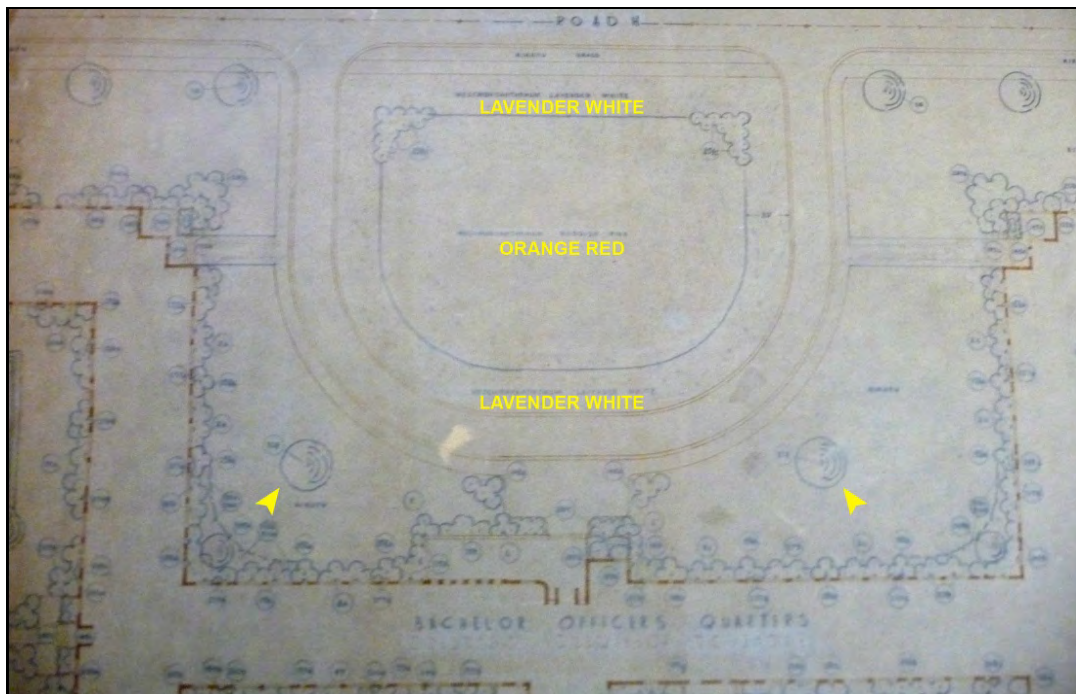


Illustration 8: Portion of BOQ (Building 17) block, 1941 planting plan. Note decoratively planned planting of ice plant within bilaterally symmetrical space formed by circular drive and single trees emphasizing spatial symmetry.

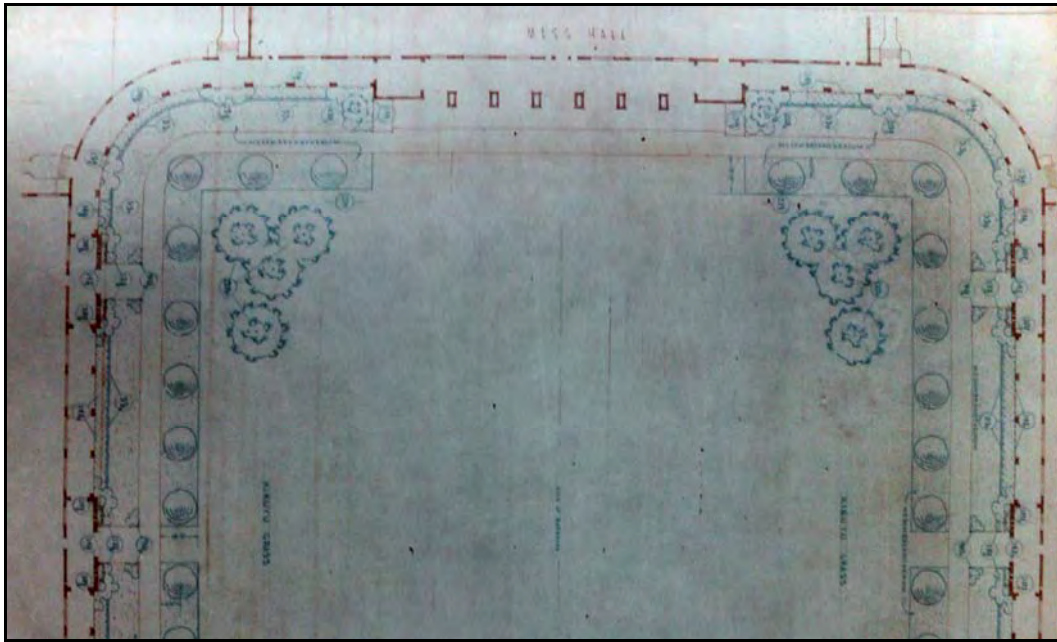


Illustration 9: Portion of 1941 planting plan showing west end of BEQ quadrangle. Note bilaterally symmetrical plan with tree-lines along walkways, paired trees at building entries, and two clusters of trees punctuating corners of the quadrangle.⁵⁹



Illustration 10: Portion of 1941 planting plan showing Main Gate. The patterned planting of ice plant extends north from entry mall into the triangular area.⁶⁰

⁵⁹ Johnson, Drake, and Piper, "Landscaping Section 7, Unit A – Pt. 1 Planting Plan," August 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

⁶⁰ Johnson, Drake, and Piper, "Landscaping Section B – Unit C Planting Plan," July 1941, Aperture Card 49574, BRAC PMO West Caretaker Site Office, Treasure Island.

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Tree lines, particularly those composed of black acacia (*Acacia melanoxylon*), were designed to line many of the streets in the northern part of the station, particularly in the administrative and residential areas, which emphasized the orthogonal layout of the station plan. Also common to the planting plans for the administrative and residential areas were mixed varieties of shrubbery placed at building foundations. Plans laid out street trees on all sides of the orthogonal blocks that contained Buildings 1, 16, and 18 (**Illustration 11** and **Illustration 12**).

The planting plan accentuated the median demarcating West Essex Drive as a main axis, rather than a typical interior roadway, with a single line of plantings of fan palms (*trachycarpus*), cross-leaved speedwell (*Veronica decussata*), and New Zealand Flax (*Phormium tenax*) (**Illustration 13**).

The plans also called for tree lines along the curvilinear interior streets of the Officers' Housing and formal gardens behind each officer's house. In addition to the gardens, each officer's house also had an informal sheltered drying yard to the side of the residence (**Illustration 14**).

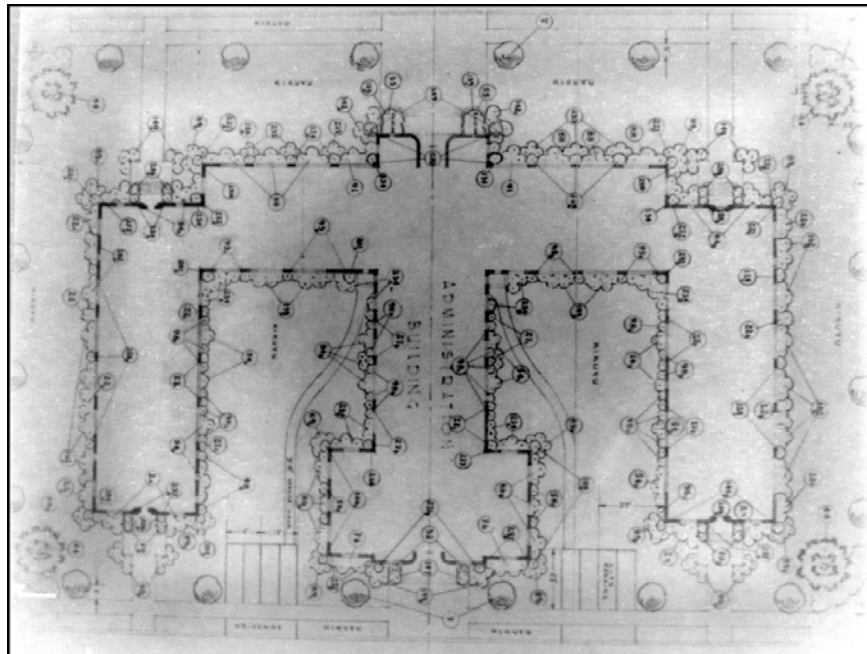


Illustration 11: Building 1 from 1941 planting plan.
Note tree lined streets and foundation shrubbery.⁶¹

⁶¹ Johnson, Drake, and Piper, "Landscaping Section 7 – Unit B Planting Plan," April 1941, Aperture Card 49628, BRAC PMO West Caretaker Site Office, Treasure Island.

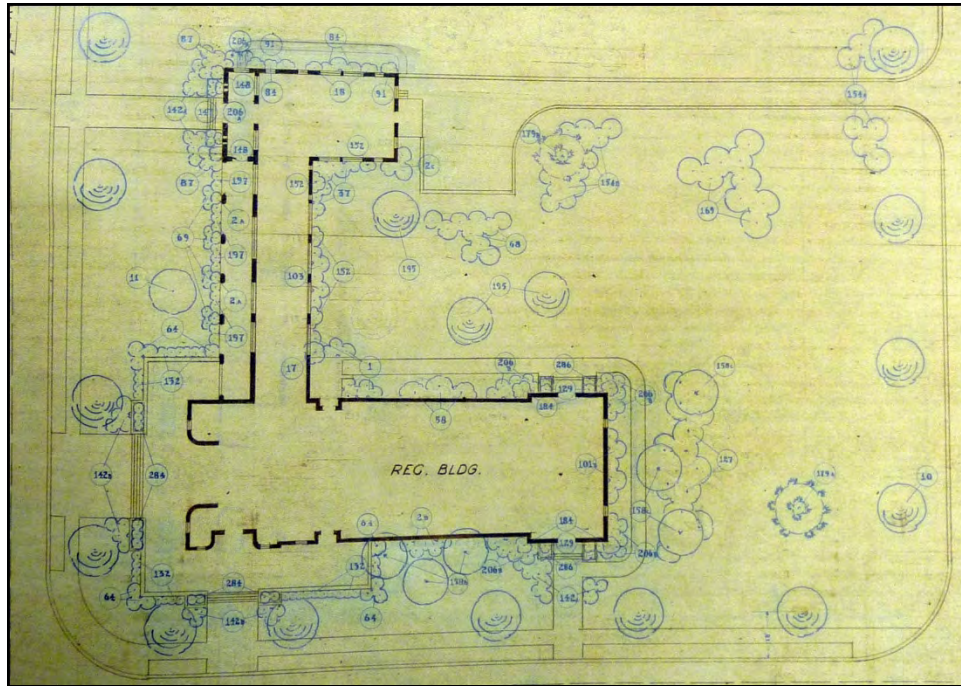


Illustration 12: Building 18 from 1941 planting plan. Note tree lined streets and foundation shrubbery.⁶²

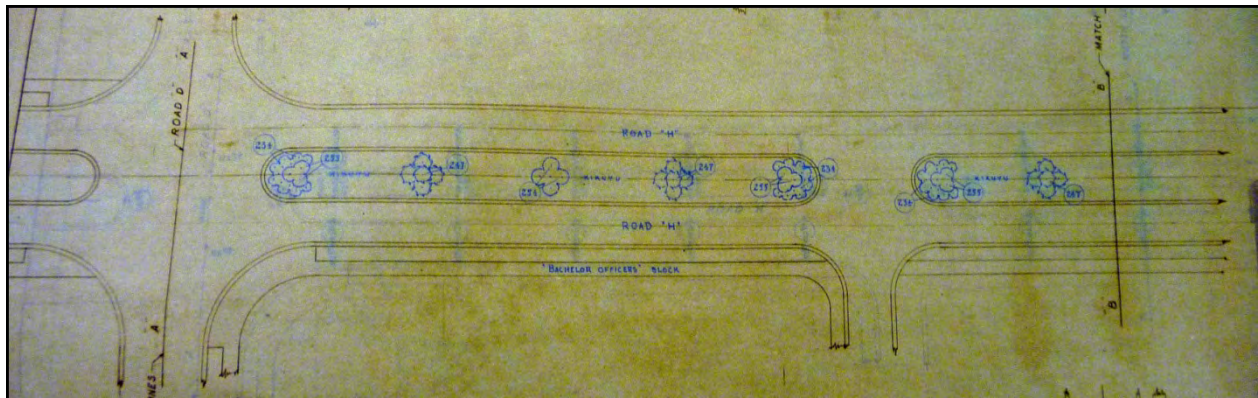


Illustration 13: The only median on the station was located on West Essex Drive.

⁶² Johnson, Drake, and Piper, "Landscaping Section – 1 – Unite – C, Planting Plan," August 13, 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.
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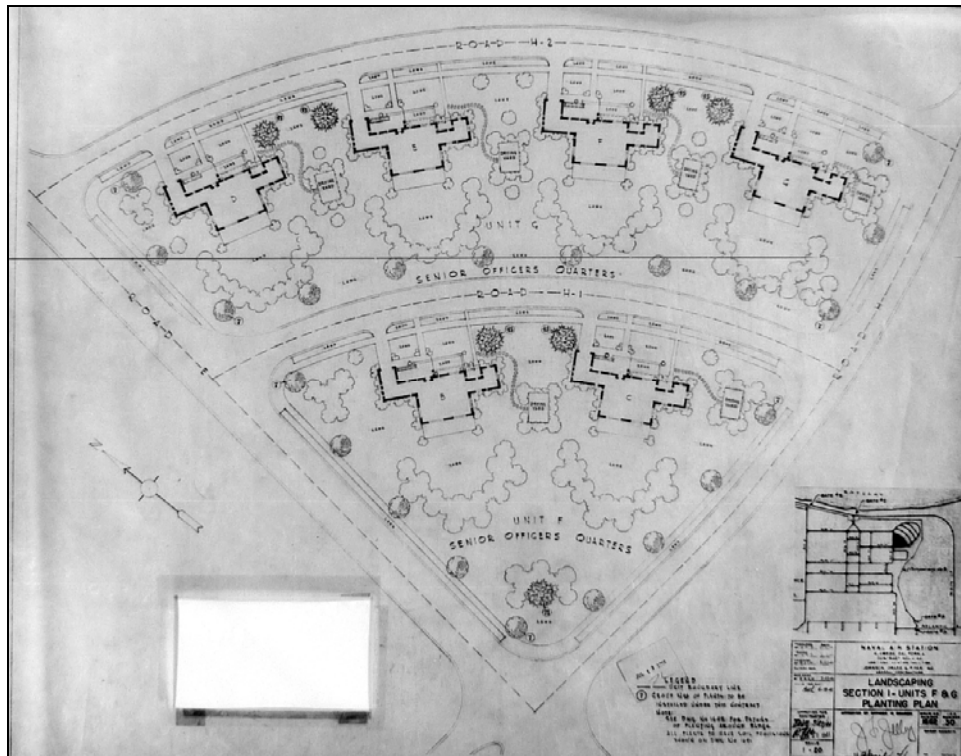


Illustration 14: Portion of the 1941 planting plan for the Officers' Housing.⁶³

Although wartime contingencies prevented full installation of LaVallee's planting plan because funds and effort focused on completion of buildings, housing personnel and vital station activities, the administrative and residential areas of the station all received at least modest, and in some instances, modified implementation of the plan, as discussed herein.

World War II (1941-1945)

The demands on naval aviation during World War II transformed NAS Alameda dramatically, requiring the new station to adapt to increased demands and an expansion of its capability. This resulted in additions to and alterations of the station's original design, particularly in the intentionally unplanned, secondary spaces. Although adjustments to the original plan were necessary to accommodate wartime mobilization, the primary elements of the plan – axial layout, spatial relationships, land use, circulation pattern, sightlines – remained generally unaltered from the original execution of the plan during the initial phases of construction. After transferring trees and plants from the GGIE in Spring 1941, the Navy began executing the planting plan Johnson, Drake, and Piper subcontracted Emery LaVallee to design.

In some cases, the need for additional facilities resulted in modifications to the station's original 1939 plan. In peacetime the Navy had a phased program to build the station, which likely would have taken years to complete. Many of these phases were rapidly sped up and completed during the war years. Pre-war construction tended to be of permanent concrete construction, while most buildings constructed under President Roosevelt's national emergency declaration and wartime contingencies were of temporary, wooden construction.⁶⁴ Along with different building designs and materials, the changing war needs resulted in additional construction and modifications to the station's original 1939 plan. Original plans called for the primary east-west axis to create a wide spatial division between the administrative and industrial

⁶³ "Landscaping Section 1- Units F & G Planting Plan, June 1941," Aperture Card No. 49587, Plans Room, Treasure Island.

⁶⁴ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

functions of the station (see **Illustration 4** and **Photograph 32**). Although this axis was first abandoned before the first phase of construction when the landplane hangars were aligned parallel to the Airfield, during the war, the space was filled with shops and training facilities (**Photograph 48**). Initial construction through the space was small, consisting of two engineering buildings (Buildings 42 and 44) and a small weapons shop (Building 43) at the west end. Construction continued in the area with the civilian cafeteria (Building 62) in 1942, Ground Training Building (Building 101) in 1942, Ordinance Office (Building 102) in 1943, Public Works Shop (Building 114) in 1944, and Storage Racks (Building 191) in 1944.⁶⁵ The last portion of this axis to be filled was the northern expansion of Building 5, the Interim Overhaul Building, in 1945, which was usually referred to as Building 5A. This addition had not been included in the original station plans and nearly doubled the size of Building 5. Construction through the space originally slated as the primary east-west axis further elevated the primacy of the east-west axis stretching from West Essex Drive through Building 3.⁶⁶

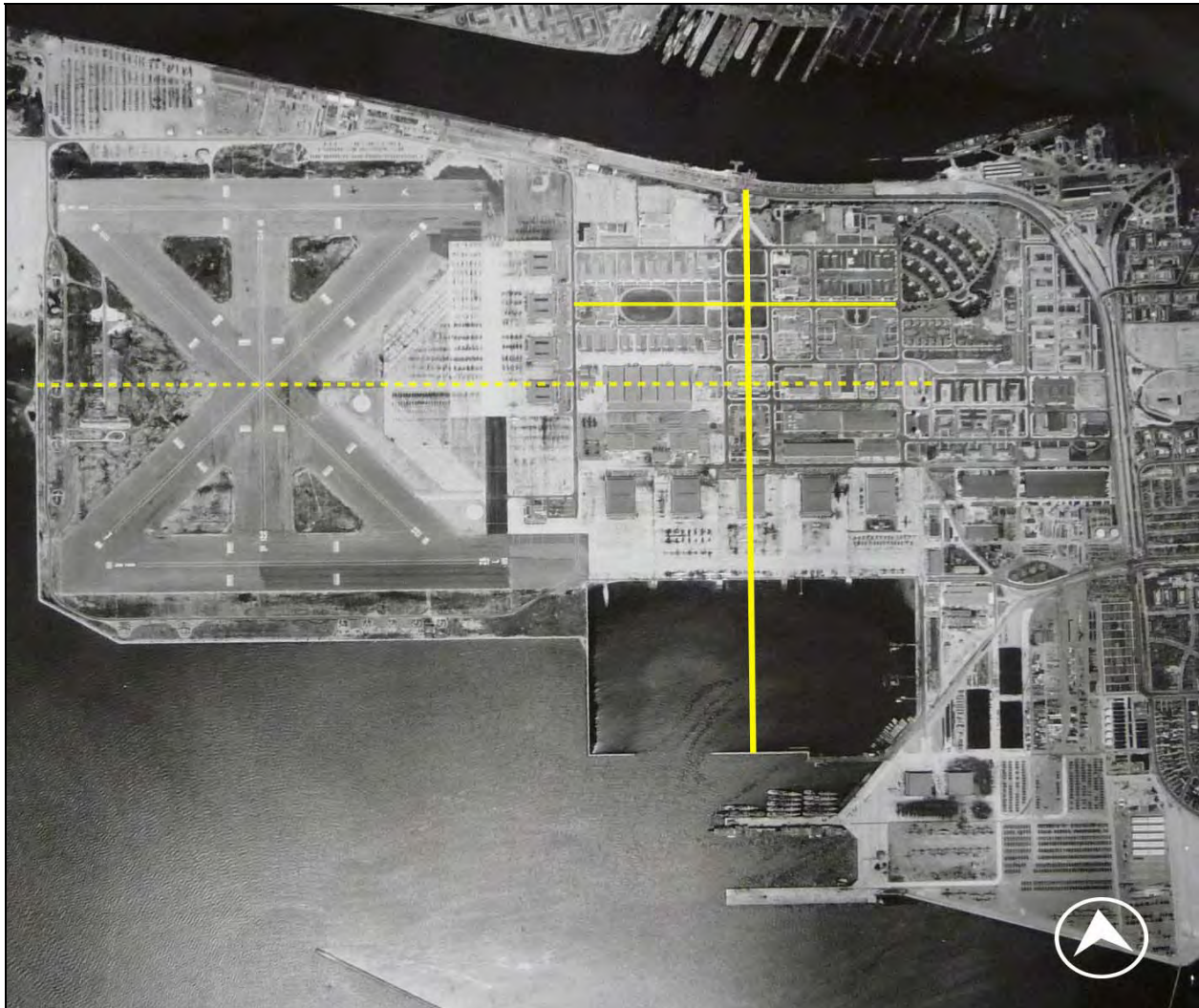
Some wartime construction completed the station's 1939 plan, as some buildings were placed appropriately within the functional layout of the station's original plan, and many buildings were constructed during the war in areas that had been previously unplanned. The Navy, for example, expanded Building 10 in 1945 into the area between Lexington Street (Second Street) and Saratoga Street (Third Street) in order to accommodate additional generators. This building completed the symmetrical design that had been intended for that location.⁶⁷

The expanding Supply Department constructed wooden warehouses (Buildings 91 and 92), built in alignment with Buildings 8 and 9, filling in space that had been intended for storage facilities. Increasing numbers of personnel during the war made necessary the expansion of the Enlisted Barracks (Buildings 2 and 4) from 14 to 20 wings, completing their original designs. Previously unplanned buildings included temporary buildings, like the corrugated metal Armco Huts and wood frame barracks.

⁶⁵ Buildings 42,43,44,62,101,102,114,191,United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Bureau of Yards and Docks, "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Jones & Stokes, "Historic Properties Inspection Report for the Naval Air Station Alameda Historic District Alameda, California, Final" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, July 2007), 6-73.

⁶⁶ Bureau of Yards and Docks, "US NAS Alameda, California, Interim Overhaul Building, Elevations and Sections A, B, C, D, &E," Yards and Docks #291658, December 16, 1945, Drawer 47, Maps and Plans Room 146, Building 1 on former NAS Alameda, Alameda, California.

⁶⁷ US Navy, "History of U.S. Naval Air Station Alameda, California, First Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 – 1992, RG 181, NARA (San Francisco).



Photograph 48: NAS Alameda axes illustrated on 1948 aerial photograph. The dashed line is the station's initial east-west axis that was not built.⁶⁸

Growth in station personnel and activities pushed the Navy toward quicker development of unplanned, secondary spaces outside the original design's axial and formal layout. This initially occurred in the triangular shaped area on the east side of the Seaplane Lagoon delineated by railroad tracks and spurs, hemmed in by marsh and undeveloped land (**Photograph 49**). The tracks roughly paralleled the extension of Atlantic Avenue west of Main Street before turning southwest to the single pier that was built with the Seaplane Lagoon. A spur turned northwest providing service to the supply department's buildings in the southeast quadrant of the station core. The original East Gate was located west of where it eventually was placed. It was originally located on the extension of Atlantic Avenue where Orion Street is now. This entry was the apex of the triangular land form. The initial plans had treated the area as secondary to the station's main functioning, placing hazardous facilities in the area, such as paint and oil storage and engine test cells. The angular borders prevented a clear orthogonal plan.

⁶⁸ Aerial photograph of NAS Alameda, 1948, Box 1, RG 10, CEC / Seabee Museum, NBVC, Port Hueneme.
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Photograph 49: June 1943. Triangular area east of Seaplane Lagoon (area indicated with yellow arrow) was secondary to the station plan. As the Supply Department expanded during the war, the area developed a utilitarian layout and landscape.⁶⁹

During the war, the Navy expanded the Supply Department in this triangular shaped area, east of the Seaplane Lagoon. Assembly and Repair (A&R) would not have been functional without the Supply Department, established on station along with A&R in 1940. It managed purchase and inventory control of aircraft and parts for A&R, aviation supply for forward overseas stations, and station supplies for the exchange, mess halls, and cafeterias. As NAS Alameda's operations expanded, the Supply Department also provided material for the system of outlying fields and auxiliary fields that provided safe landing and operational bases for patrol and carrier squadrons attached to NAS Alameda.⁷⁰ In 1941 the supply staff grew from 50 to 100 and its materials on hand increased from several hundred items to over 20,000. During the first year of the war the department received over \$1.5 million worth of materiel a month and doubled in physical size. Tons of equipment were accepted and shipped from NAS Alameda and sent to the Pacific theater. To support this activity the supply department began warehouse operations in Building 105 (since demolished) along the east side of the Seaplane Lagoon in 1940.⁷¹ In 1942, four new support buildings (Buildings 66, 67, 77, and 98) were constructed in this area east of the Seaplane Lagoon.

In 1942 – 43, the Navy also expanded the station into the former Peralta land grant between the tide lands and Main Street (**Illustration 15**).⁷² Dredging added land to the station east of Piers 1 and 2 (**Photograph 50**). This allowed for the construction of the two wharfs and Pier 3 in 1945. The original East Gate was moved eastward to its current location (and the location where the East Gate buildings were removed in the 2000s, near Building 90). New buildings constructed in this eastern portion of the base were utilitarian and standardized types, and not in the station's cohesive Moderne architectural style.

⁶⁹ Aerial photograph of NAS Alameda, June 17, 1943, Box 27, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme

⁷⁰ "Know Your Station: The Story of Supply" *The Carrier*, December 29, 1944, 8.

⁷¹ US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958," Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco).

⁷² Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.



Illustration 15: 1942 Station map showing the encroachment onto Peralta grant land and the addition of buildings east of the Seaplane Lagoon.⁷³

This area was also outside the boundary of the planting plan LaVallee designed for the primary parts of the station. This newly reclaimed land was immediately divided into a grid, but unlike the main station north of the Seaplane Lagoon, this area did not have a major central axis, nor did it correspond directly to the station's major north-south axis. Its street and block layout was further differentiated in that the blocks south of Atlantic Avenue and the East Gate were oriented in a more north-south direction, while those in the core area of the station were oriented east west.

The railroad tracks following Atlantic Avenue running diagonally across this portion of the station also disrupted the grid pattern. These tracks pre-dated the Navy's occupation of the site and had determined the southeastern corner of the Seaplane Lagoon and the angle between Piers 1 and 2. The Navy needed rail service and retained them, as well as constructing new spurs to serve Pier 3. Railroad spurs constructed to serve the supply area of the station aligned with the orthogonal plan in the area west of Pan Am Way.⁷⁴ Other changes to the overall size and shape of this part of the station included improvements to navigation that addressed silting in the pier area and turning basin⁷⁵

⁷³ Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum.

⁷⁴ Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial photograph, 1943, NOy 4165, folder 23 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum.

⁷⁵ "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).



Photograph 50: November 1944. Newly dredged and filled southeast portion of the station. This area was outside the original station plan, and outside the original planting plan. (Numbers and labels from original photo identification.)⁷⁶

These new east and southeast areas of the station, largely built as part of the Navy's response to World War II, provided additional space for the supply and A&R departments on NAS Alameda. Warehouses and outdoor storage occupied most of the area south of Atlantic Avenue and the landscape and architecture reflected this utilitarian use (**Photograph 51**). Areas surrounding the additional warehouses and shops were paved to provide easy access for loading and unloading materials into them and the remaining area was either paved roadway or fallow. Southeast of Pier 2, the area remained open for aircraft parking.⁷⁷

⁷⁶ "NAS Alameda Homoja Housing looking southwest, Alt. 1000," November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁷⁷ NAS Alameda ceased using the Homoja housing in 1968 although the Quonset huts remained in place for several more years. The Navy dismantled the civilian labor camp shortly after World War II. Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum; United States, Building the Navy's Bases in World War II, 374. According to *Popular Science* in March 1946 (page 67), Homoja is a compound word derived from the names of Admirals Horne, Morcell, and Jacobs.



Photograph 51: September 1945. Southeast portion of the station retained a utilitarian appearance throughout World War II, distinct from the formal design of the core of the station. (Numbers from original photo identification.)⁷⁸

The need for station housing – like almost every aspect of activities on the station – increased throughout the war. In 1942 the Navy planned for five new temporary barracks on NAS Alameda.⁷⁹ They were also located in one of the unplanned, secondary spaces of the original station plan, south of the original east-west axis and east of the storehouses. The five temporary barracks (Buildings 78 through 82) were constructed according to the Navy's B-1 plan for H-type barracks.⁸⁰ The Navy had adopted the B-1 barracks design at the end of World War I, and used it through 1942. Only one of these barracks (Building 78) remains on NAS Alameda.⁸¹ These barracks did not solve the housing problem, so the Navy built additional standard barracks south of Midway Avenue (Avenue C), again in one of the originally unplanned spaces. These barracks used the B-1-B standard plan developed after 1942 that utilized fewer construction materials.⁸² On NAS Alameda, three rectangular B-1-B barracks were arranged in U shapes. These were constructed in two phases in 1943 and 1944, and filled the remaining northeast corner of the station from Tower Avenue (Avenue F) to Main Street (**Photograph 52**).⁸³ Quonset huts were erected south of the East Gate under the Homoja Program for temporary housing

⁷⁸ "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

⁷⁹ US Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 48.

⁸⁰ USGS, *Oakland West Quadrangle* (Washington, D.C.: USGS, 1949); US Army Corps of Engineers, *World War II Temporary Military Buildings*, 50.

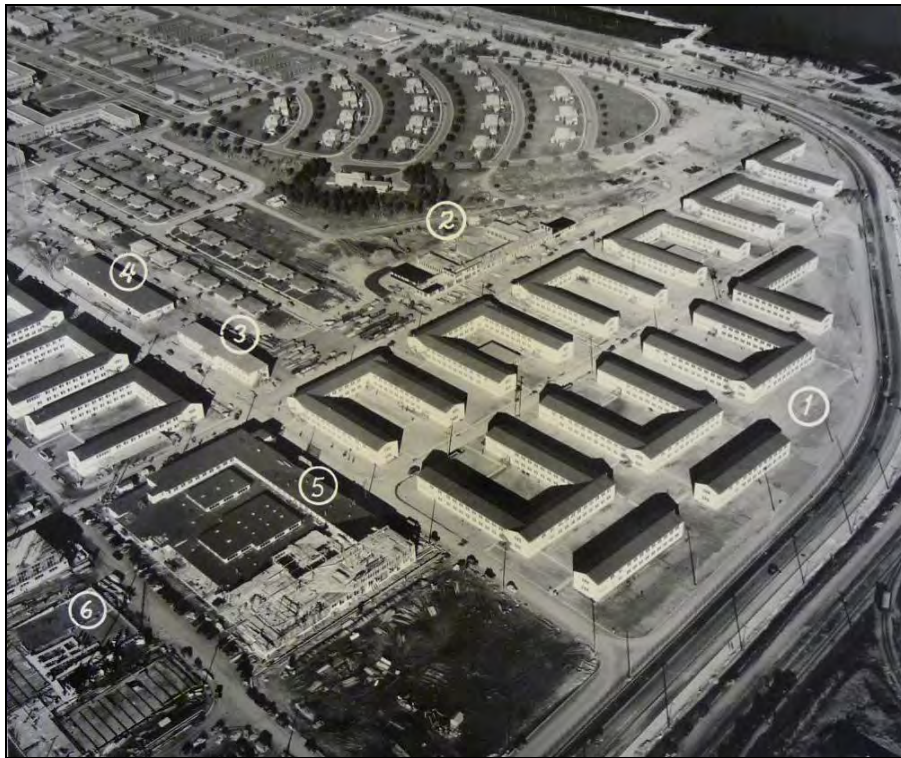
⁸¹ US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48; Building 78, *iNFADS*, 2008.

⁸² US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.

⁸³ Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks Triple Unit Plan and Details," Yards and Docks Specification # 12146, November 24, 1943, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks, Bachelor Officers Quarters and Sea Plane DPR 523B (1/95)

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of sailors' families staying on base for 60 days or less.⁸⁴ All of the temporary housing in the east portion of the station bound by West Midway Avenue to the north, Orion Street to the east, West Tower Avenue to the south and Moonlight Terrace to the west, except Buildings 78, 135 and 137, were subsequently demolished over several decades following World War II.



Photograph 52: Construction of temporary style barrack on east end of NAS Alameda, 1944. Numbers indicated specific projects on original photograph.⁸⁵

Completion of the runway system on NAS Alameda was a pressing wartime concern. Dredging and landfill created the Seaplane Lagoon and central portion of the station first, with construction starting on station buildings before the Airfield was complete. The initial runway layout was a sideways W shape; however, the Navy modified this plan by 1940, opting for a layout of five runways that resembled a capital “I” superimposed over a capital “X.” Two short runways ran west to east and formed the top and bottom bars of the “I” and a single, north-south runway formed the center stem of the “I.” Two runways, running northwest to southeast and southwest to northeast respectively, formed the “X.” The center axis of the three runways was aligned with the main east-west axis of the station (**Photograph 53**). The number of runways and their alignment were designed to ensure that aircraft could operate regardless of wind direction. Construction of the Airfield lagged behind the rest of the station as the extensive dredging project worked to generate enough fill to create more than 348 acres of land. Dredging continued until September 1941 and two months later, despite work having barely begun on the Airfield, the Navy began using it. Entry into World War II hastened completion as station authorities quickly built earthen revetments on the Airfield and near the hangars for the protection of aircraft and materiel. The Navy also installed weapons magazines around the edge of the Airfield to keep hazardous items a safe distance from other

Hangar Foundation Plot Plan Barracks Area,” Yards and Docks # 317552, April 10, 1944, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

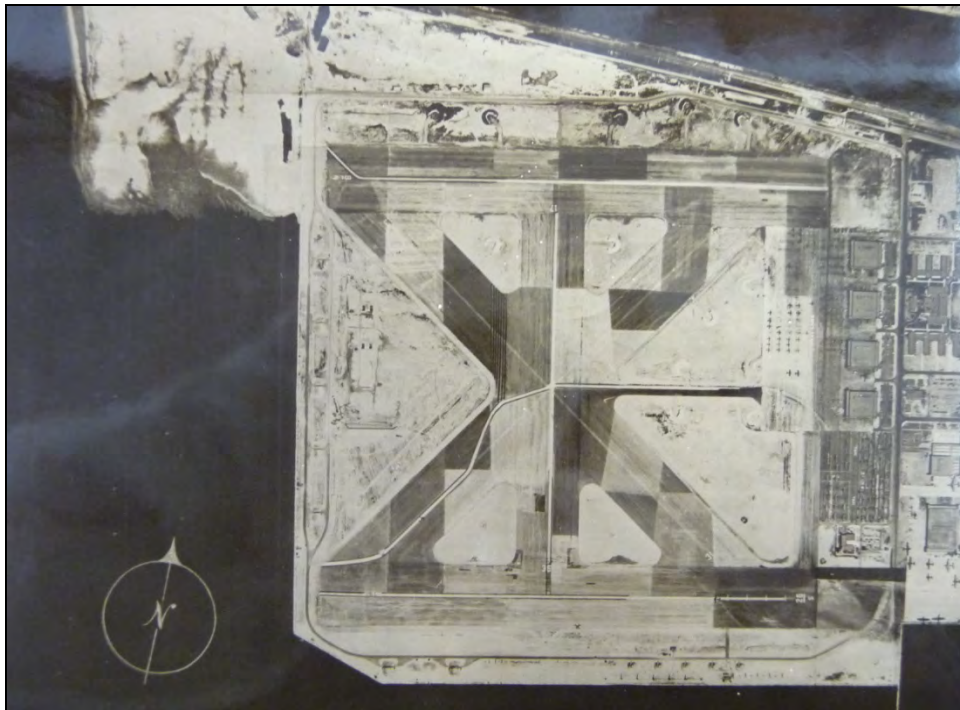
⁸⁴ United States, *Building the Navy’s Bases in World War II*, 374.

⁸⁵ NAS Alameda B1B Barracks Looking NW, Alt. 1000’, November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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station activities. Despite its flat appearance the grade of the Airfield was slightly domed to assist drainage. By November 1942 the combined I and X shaped runway system was complete and was installed with no traditional landscaping.⁸⁶

During the war the Navy further modified the Airfield to accommodate growing station activities. The warm-up and parking apron was increased from a rectangle in front of Buildings 20-23 to a larger triangular shaped area set between two diagonal runways. On the north edge of the Airfield, there was storage for aircraft requiring repair and a supply department salvage yard. The station landfill at the northwest corner of the Airfield continued to expand the station's landmass.⁸⁷



Photograph 53: The Airfield in 1943.⁸⁸ Note shape and size, compared to modifications made in the 1950s (see below). Also note that it is a vast, paved space without formal plantings.

The station workforce expanded to 18,000 military personnel and 9,000 civilian workers during the war, putting a strain on available transportation and newly established circulation patterns on station.⁸⁹ The orthogonal organization of roads within the station continued to function well; however, the need to get civilian workers efficiently on and off station challenged officials. Public transportation in the form of buses, trains, and ferries, left workers at the station gates, and the

⁸⁶ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; and Michael D. Roberts, *Dictionary of American Naval Aviation Squadrons* (Washington, D.C: U.S. Department of the Navy, Naval Historical Center, 2000), 737.

⁸⁷ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum.

⁸⁸ "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁸⁹ Jean Ebbert and Marie-Beth Hall, *Crossed Currents: Navy Women from WWI to Tailhook* (Washington, D.C: Brassey's, 1993) 27-34; Susan H. Godson, *Serving Proudly: A History of Women in the U.S. Navy* (Annapolis, Maryland: Naval Institute Press, 2001), 106-112, 117-119; and Allbrandt, *History*, 5; "Wave Lengths," *The Carrier*, January 28, 1944; "Wave Lengths," *The Carrier*, May 5, 1944; "Girls in Blue Perform Many Tasks at NAS," *The Carrier*, August 20, 1945, 3.

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increasing numbers of workers who carpoled to the station parked at the north and later east gates, also had to walk relatively long distances. Inadequate parking space was a problem from the beginning and continued to plague the station throughout the subsequent Cold War era. Parking was originally provided for officers in their housing areas and there was some limited parking in the administrative areas, but it fell woefully short of the spaces needed. Station officials developed an early solution by creating additional parking along the former east-west axis and around shop facilities. A transportation hub was created in the center of the station just south of the Administration Building (Building 1) at the center of the main axis (**Photograph 54**). Parking in the administrative area increased significantly south of Building 16 (where Building 7 now sits) during the war (as well as during the 1950s to 1980s), and filled a quarter of the block. The station constructed parking for the CPO Housing in 1945, just as the war came to an end. Throughout the changes made to address the growing need for parking, the station retained the open spaces at the entry mall and BEQ quadrangle.



Photograph 54: War time shift change at Building 5 showing transportation pool behind Building 1 and Building 6 on the right. Also note building setback, lawn and foundation shrubbery at Building 6.⁹⁰

Execution of the Planting Plan during World War II

By January 1942, one month after the United States entered World War II, many of the trees transferred from Treasure Island, and called for in LaVallee's plan, had been planted on the station. Black acacias lined the curvilinear streets of the Officers' Housing, clusters of trees punctuated the four corners of the entry mall, the south corners of the triangle south of the main entry, and the west end of the BEQ quadrangle, and the median along West Essex Drive had an evenly spaced row of plantings (**Photograph 55** and **Photograph 56**).

⁹⁰ *The Carrier*, December 15, 1944.
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Photograph 55: January 1942. Street trees in Officers' Housing (1); Plantings along West Essex Drive (2); Clusters of trees planted at west end of BEQ quadrangle (3); Clusters of trees planted at four corners of entry mall (4); and trees planted at south corners of entry mall triangle (5).⁹¹



Photograph 56: Housing for married officers circa 1945 as seen from back (southwest side). Implemented landscaping included foundation plantings and shrubs and street trees.⁹²

⁹¹ Graphic base from "NAS Alameda, Alt. 5000 ft horizontal distance 10,000 8 1/4 in lens looking west, passive defence photo," January 28, 1942, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁹² Photograph 121-3, circa 1945, RG5, CEC / Seabee Museum.

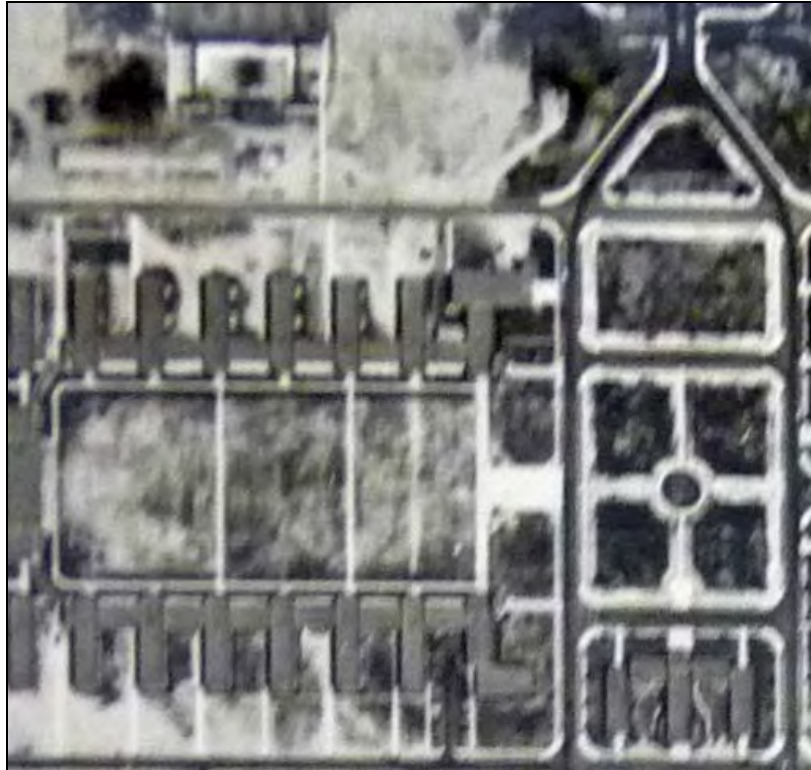
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Continuation

Update

Aerial photographs indicate that by 1943 the Navy had implemented the planned decorative planting of ice plant throughout the entry malls and triangle (**Photograph 57**). Colorized postcards depicting the station feature the ice plant prominently, exaggerating the vibrancy of the colors (**Photograph 58** and **Photograph 59**). By 1945, historic photographs indicate that the iceplant had become rather unruly with an uneven, un-manicured appearance (**Photograph 60** and **Photograph 61**).



Photograph 57: 1943.⁹³ Monochromatic sections of ice plant plantings visible around edges of entry mall and through paths and around circle large quadrangle.

⁹³ "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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Continuation

Update



Photograph 58: Period postcard depicting Building 1, circa 1943. Colorized postcard exaggerated the vibrancy of ice plant in entry mall.



Photograph 59: Period post card depicting Building 94, circa 1943. Colorized postcard produced contemporaneously with **Photograph 58**. Again, vibrancy of the color scheme of ice plant is exaggerated. The photo does, however, indicate that the bi-chromatic planting scheme was executed.



Photograph 60: 1945. Photo taken from northeast side of large entry mall facing west toward BEQ quadrangle. Tree at right foreground is at the northeast corner of the entry mall; trees at right background are those located at northwest corner of entry mall. Also note un-manicured groundcover in entry mall and sporadic coverage in planting strip in foreground.⁹⁴



Photograph 61: 1945. Building 1, facing south from circular space in the center of the entry mall.⁹⁵

⁹⁴ “General View of Enlisted Barracks & Mess,” May 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁹⁵ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California., 27.*

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The formal entry mall was not the only area of the station that received vegetation during World War II. As the war progressed, the Navy made continued progress executing the primary elements of the planting plan in the designed areas. Administrative buildings and major buildings in the Administrative Core received formal plantings – street trees, foundation shrubbery, and ground cover. Neatly tended grass, foundations shrubs, and street trees were planted at buildings along the entry mall. Paired plantings were found throughout the planting plan, and many of these were also executed during the war, particularly flanking the walkways at the approaches to the BEQ (**Photograph 62**, **Photograph 63**, **Photograph 64**).⁹⁶

The Shops Area, a functional area expanded during the war, also had some formally planted areas, particularly at the buildings adjacent to the main north-south axis, Buildings 6, 8, 62 (see **Photograph 62**), and 114. Buildings at the northwest corner of the Shops Area – Building 42, 43, 44 and 102 – also had deep setbacks planted with lawn and foundation shrubbery.⁹⁷



Photograph 62: 1944. In addition to the plantings present by January 1942, this photograph indicates the presence of foundation shrubbery around the east ends of Buildings 2 and 4 (1), and on the south side of Building 18 (2). Street trees are present around Building 1 (3). Also present are paired plantings flanking the pathways approaching the east ends of Buildings 2 and 4 (4) and the BEQ quadrangle (5). Parts of the Shops Area also had formal plantings, as seen here at Building 62 (6).⁹⁸

⁹⁶ Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/Seabee Museum.

⁹⁷ Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/Seabee Museum.

⁹⁸ "Assembly & Repair Department, NAS Alameda- January 1, 1944," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.



Photograph 63: 1945. Building 4 at left, camera facing west. The tree line depicted in the planting plan had been executed (right), and like other buildings in the Administrative Core, Building 4 had foundation shrubbery.⁹⁹



Photograph 64: 1945. Building 18 taken from center circle of entry mall. Note consistent spacing of foundation shrubbery on west side of building and free-standing concrete planter left of entry.¹⁰⁰

⁹⁹ "Alameda, California NAS, Enlisted Bks, and Mess," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰⁰ "Theater," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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Between 1944 and 1945 adaptations were made to the large quadrangles in the Administrative Core, both the entry mall, and the BEQ quadrangle. The east-west path bisecting the large entry mall was extended through the circular center circular path, creating a more direct route across the quadrangle. In the BEQ quadrangle, the westernmost path was removed and a sporting field was added. The addition of the field did not appear to have disrupted other plantings in the immediate vicinity (**Photograph 65**).



Photograph 65: September 1945. The western pathway bisecting the BEQ quadrangle was removed to make room for a sporting field. Also note the extension of the path through the circular area in the center of the entry mall.¹⁰¹

Summary of the World War II Era

By the end of the war, the station had grown to accommodate 158 buildings with remarkably little interruption to the original 1939 station plan. The operational units remained intact, with only minor adjustments to their boundaries (Shops Area expanded north to West Midway Avenue) as the Navy built core portions of the original layout. Extensions of the functional areas were developed during the war in the southern and eastern portions of the station. Station personnel and employees, of course, quickly nicknamed various areas. The massive concrete BEQ constructed before the war was known as the “Marble Mansion,” whereas the temporary wooden barracks became known as “Splinterville.”¹⁰² Splinterville, first used to orient quickly-inducted Navy personnel to military life, was initially the Receiving Unit, and operated semi-autonomously. Later official records refer to the area as East Barracks.¹⁰³ Land at the northern edge of the Airfield where damaged aircraft were stored before overhaul was commonly known as “Siberia.”¹⁰⁴

¹⁰¹ Graphic base from: “Assembly & Repair Buildings, NAS, Alameda-September 1, 1945,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

¹⁰² Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

¹⁰³ US Navy, “History of U.S. Naval Air Station Alameda, California First Quarterly Installment, 1945,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁰⁴ Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Throughout the war the Navy continued construction to increase the operational capacity of the station. Pier 2, the aircraft carrier pier, was constructed of reinforced concrete on cast concrete pilings in 1941.¹⁰⁵ Pier 3, a second, larger carrier pier, was added in 1945 late in the war to accommodate the Navy's ever larger ships. Navigation in the station's channels was hampered by silting in the pier area and turning basin. In 1945 the Navy hired the Basalt Rock Company of Napa to build another mile-and-a-quarter breakwater south of the piers, to protect them from storm damage and reduce silting in the channel and turning basin.¹⁰⁶ The new breakwater was the result of three years of design and testing by the Army Corps of Engineers.¹⁰⁷

Vegetation was added throughout the Administrative Core, the Residential Area, and to a lesser degree, the Shops Area. In most cases, the vegetation that was planted followed the planting plan LaVallee designed in 1941, however, adjustments, modifications, and editing also occurred in the implementation of the planting plan.

Throughout the war years, NAS Alameda served a valuable role in naval operations and demonstrated the critical role aviation had within Navy strategy and operations. Swarms of Navy and civilian personnel carried on activities aimed at providing support services to the striking arm of the fleet. Its training facilities prepared service personnel for duties in forward areas, and air crews in flight operations. Its shops and repair facilities assembled aircraft and returned battle-damaged aircraft to the fight. It provided a homeport for combat ships, and a resupply and service location for their crews and equipment. In all of this, NAS Alameda was like the many naval facilities around the San Francisco Bay, along the Pacific Coast, and along the Atlantic seaboard – it helped keep the Navy fighting.

Cold War Era (1946-1989)

At the end of World War II, the United States and Soviet Union emerged as the world's two major powers. Fueled by a clash of ideologies, a new state of hostile relations between the United States and its allies against the Soviet Union, the Peoples' Republic of China, and their client states developed into a "Cold War" of propaganda, economic pressure, and covert actions. From its beginning in 1946 until the dismantling of the Berlin Wall in 1989, the Cold War era was a period of great military expansion to meet the perceived threat from the nation's adversaries. While the United States followed its policy to contain communism, the international community widened its influence in dealing with conflicts around the world through the efforts of the United Nations. In the United States, the race to develop and deploy advanced weapons for defense and deterrence led to the rise of an extensive defense industry, which provided the military with a flow of new technologies and improved equipment. Although the Cold War was marked by expanding nuclear capabilities, conventional weapons and strategies were the major instruments used by the U.S. military to shape the outcome of conflicts throughout the period. Specialized facilities of this period – for example what is now Naval Air Weapons Station China Lake – contributed to the improvement, development, testing, and evaluation of new weapon technologies; however, NAS Alameda, like most stations, continued to support active military and routine missions and operations. Through the early Cold War, NAS Alameda and other air stations adapted to service new technologies and equipment developed elsewhere by adding facilities to accommodate and maintain jet aircraft and other conventional weapons. However, technology outpaced the station's development. The expansion of San Francisco Bay Area urban development, expense of maintaining facilities, and reorganization of Naval shore establishments with changing missions and military requirements led to the eventual decommissioning of the station after the Cold War ended.

¹⁰⁵ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰⁶ "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁰⁷ R. A. Jackson and R. Y. Hudson, United States Department of the Army, Corps of Engineers, Mississippi River Commission, *Technical Memorandum No. 2-242, Breakwater Location U.S. Naval Air Station, Alameda, California, Model Investigation* (Vicksburg, Mississippi, Waterways Experiment Station, December 1947), 1-2.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

The conclusion of World War II with the atomic attacks on Japan encouraged a belief that future conflicts would involve strategic nuclear bombing. The Army and Air Force took the view that the Navy, despite its successes in World War II, was obsolete. The Navy struggled for survival, focusing on efficiency, modernization, and fighting limited to conventional warfare. During this period the Navy increased carrier capacity to accommodate strategic bombers, updated aircraft technology, and initiated guided missile programs. This placed the Navy in a strong position when the Korean War, a limited conventional war, began in 1950.¹⁰⁸

In the years immediately following World War II, NAS Alameda's main role was storage. Seventeen ships of the Pacific reserve fleet were moored at the station. The A&R department continued to process aircraft, applying coating parts to preserve them. The Navy stored aircraft and aircraft components both on the station and in other repositories nationwide. Meanwhile tons of equipment, supplies, and parts were returning from the Pacific Theater and the supply department processed these for sale or reuse.

NAS Alameda, like many other military installations in the immediate aftermath of World War II, experienced a rapid reduction in force. The Navy's demobilization plan called for the service to shrink to one-third its 1945 size. By August 1946, a year following the Japanese surrender, the station's force had been reduced from 18,000 military personnel to 187 officers and less than 1,800 enlisted personnel. Aircraft and aircraft parts were preserved and stored for future use; and seventeen vessels, including two decommissioned aircraft carriers, *Enterprise* (CV-6) and *Hancock* (CV-19), were moored at piers on NAS Alameda as part of the Pacific Reserve Fleet. The reduction in staff and material led to a station-wide emphasis on efficiency and the goal of completing more with less. Consolidation of activities and the development of new services helped keep NAS Alameda an active part of the Navy's operations.

The elements of the landscape that had taken shape during initial construction and wartime – station layout, circulation patterns, land use areas, sightlines and view sheds, and implementation of the planting plan – remained intact during this period of NAS Alameda's development. The planting plan, the most transient of landscape elements, matured in the early years of the Cold War, and elements of the original planting design were modified, particularly in the entry mall. Rather than the wide swaths of ice plant bisecting the entry mall as depicted in the original design and implemented by 1943, shortly after the war, the swaths were replaced by two lines of plantings running north-south through the entry malls (**Photograph 66** and **Photograph 67**).

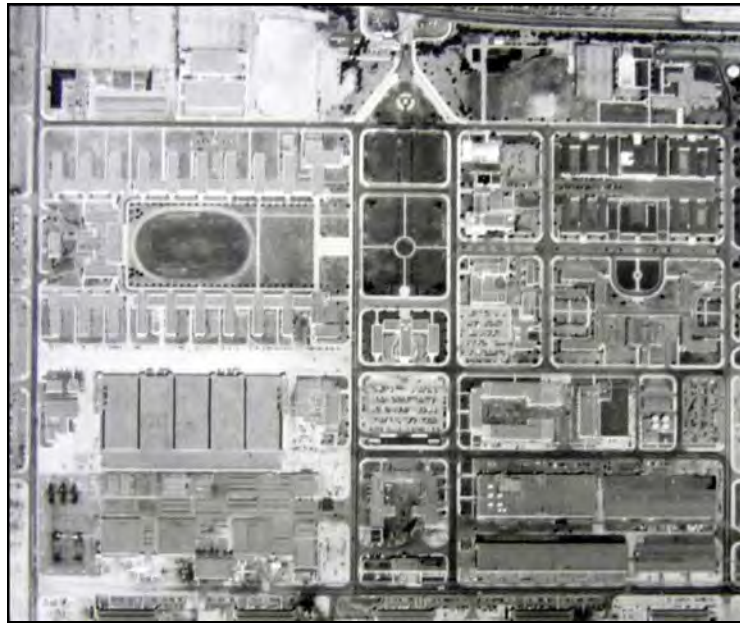
By the early 1950s, the Public Works department on NAS Alameda had a crew of 24 workers whose job was to keep the grounds of the station in "park-like shape." In 1951, *The Carrier* published an article that listed the inventory of vegetation on station as 60 acres of lawn, 8,000 – 9,000 trees and shrubs, and acres of flower beds. The gardener in charge of the greenhouse was tasked with making sure there were always enough plants available to "replace plants past their peak or to go into new locations."¹⁰⁹

NAS Alameda entered the jet age as a well-organized and complete air station at rest, but the Korean War catapulted the station back into action. In June 1950 communist North Korean forces crossed the 38th parallel and invaded South Korea. The United States, in conjunction with United Nations forces, came to the defense of South Korea. Unlike the nuclear war for which the Air Force and Army had prepared, this was a limited conventional war. Because of small targets and fewer bases in the combat theater for bombers, most aerial combat operations fell to the Navy and its aircraft carriers. Successful operations in Korea resulted in additional funding for the Navy, construction of the larger *Forrestal* class aircraft carriers, and accelerated conversion to jet aircraft.¹¹⁰

¹⁰⁸ Nathan Miller, *The US Navy: A History* (Annapolis, Maryland: Naval Institute Press, 1997), 247-250.

¹⁰⁹ *The Carrier*, "PW Crew Keeps Station Green," June 1, 1951: 6.

¹¹⁰ Miller, *The US Navy*, 251 and 253.



Photograph 66: Ariel Photograph, 1948.¹¹¹ After World War II, vegetation matured, more trees were planted along the northern border, and the planting plan in the entry mall was altered.



Photograph 67: Oblique aerial photograph, 1950.¹¹² Entry mall, facing south. Planting plan has been altered from original design to include the lines of plantings running north-south through the entry mall. Also note installation of new planting around monument in triangle.

¹¹¹ "N.A.S. Alameda, Calif. Vertical alt. 10,000' F-6," May 10, 1948, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹¹² *The Carrier*, October 19, 1950: 1.

The outbreak of the Korean War in 1950 prompted the Navy to expand operations on NAS Alameda. With President Harry Truman's authorization of U.S. air and sea forces to assist South Korea, NAS Alameda-based Carrier Division 3 launched the first air strikes against North Korean troops. The station itself returned to a wartime footing with well-understood organization, both administrative and spatial. NAS Alameda inaugurated a 48-hour workweek and the O&R Department (name changed from A&R to reflect the change in tasks that did not include aircraft assembly) instituted 10-hour shifts. The Navy brought back into service nearly 270 mothballed aircraft, re-commissioned previously decommissioned ships, and called in reservists. A thousand additional civilians were hired to meet expected wartime demands for aircraft repair and support. By the fall 1951, NAS Alameda was the largest naval air station in the county with 15,000 military and civilian personnel in eight departments.¹¹³ As during World War II, NAS Alameda teemed with activity as an industrial facility, airfield, and small city. There was constant activity on base, punctuated by civilian employee commuting rush hours that were handled in three shifts to accommodate the great number of personnel coming aboard and leaving the base (**Photograph 68**). Most of the activity occurred in the facilities that had been built and used during World War II.¹¹⁴

Aircraft technology had changed since the beginning of World War II through the outbreak of the Korean War and as a result, NAS Alameda updated its facilities to accommodate these new aircraft. The new faster, larger, and heavier aircraft required longer runways and maintaining them required larger engine re-work facilities and test facilities. Modifications would change the relationship between the Airfield and the rest of the station and continue filling the entire station with operational facilities.



Photograph 68: Overhaul & Repair Department shift change, Building 5A, ca. 1954.¹¹⁵

The changed position of the United States in the world meant that demobilization following the Korean War was more limited than that following World War II. This new position, along with the introduction of new technologies to the

¹¹³ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 9-10.

¹¹⁴ Baack, oral history interview, December 8, 2009; Bronson "Chief" Parry, former Navy Chief Petty Officer who served on NAS Alameda (1966-1976), oral history interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 22, 2009.

¹¹⁵ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

military continued the expansion of NAS Alameda that began during the Korean War into the following decade. The station received additional facilities to support jet aircraft and updated facilities for nuclear powered ships. Between 1947 and 1952, the percentage of jet-powered Navy aircraft increased from less than one percent to almost 20 percent. By the late 1950s, more than half of the engines that propelled Navy aircraft were either turboprop or turbojet. The Navy operated nearly 10,000 aircraft, making it the third largest air force in the world behind the U.S. Air Force and the military of the Soviet Union. By the early 1960s, NAS Alameda was no longer servicing propeller aircraft. More sophisticated jet aircraft had more demanding maintenance requirements, and NAS Alameda was among the Navy's facilities best suited to do so.¹¹⁶ The Navy's growing reliance upon new technology also required a highly trained support staff. Retention of military personnel with such expertise required upgraded housing, morale, and recreational facilities.

Following the end of the Korean War, the United States and Soviet communist forces met largely in proxy wars using conventional weapons. The Navy continued to be an important tool in these conflicts because it was able to project force around the world, illustrating support for U.S. allies. This period, however, was exemplified by deployment of many new, technologically-advanced weapons developed in the previous years. The launch of Sputnik in 1957 accelerated the arms race. No longer were aircraft required for the delivery of nuclear warheads. The Air Force, Army, and Navy all developed their own Intercontinental Ballistic Missiles (ICBMs). The Navy's Polaris ICBM could be launched from a submarine. The Navy constructed new nuclear powered ships armed with guided missiles. Throughout this period the Navy, like the other service branches, focused on developing and deploying these and other new military technologies.¹¹⁷

Although American military advisors had been involved in Vietnam since the 1950s, direct involvement in the conflict of personnel stationed on NAS Alameda did not occur until North Vietnamese torpedo boats reportedly fired upon two American destroyers operating in the Gulf of Tonkin. The incident resulted in passage of the Gulf of Tonkin Resolution by Congress in August 1964. Thereafter President Lyndon Johnson increased the United States role in 'containing' the North Vietnamese Communists. The Navy participated in bombing targets in North Vietnam and operated blockades and patrols in the Mekong Delta. With increased involvement in Vietnam, the Navy faced the challenges and increased demands were placed upon military personnel. Physical and mental hazards as well as casualties increased, and repeated deployments to Vietnam were challenging for personnel and their families. During this time, Secretary of the Navy Admiral Elmo Zumwalt initiated a program focused on paying more attention to MWR needs of personnel. NAS Alameda worked to improve its MWR facilities on station, as well as repair and supply facilities, to support military personnel during increased Vietnam operations. As part of the morale boosting efforts of the station when incoming carriers from Vietnam came to port on NAS Alameda, there was an effort to honor returning military personnel with large welcoming crowds.¹¹⁸

Following the Vietnam Conflict the U.S. military entered a period of uncertainty as the nation's foreign policy adapted to new conditions. After 1977, President Carter's administration focused on supporting the North Atlantic Treaty Organization rather than exceeding the Soviet military build-up. As a result, Congress cut budgets for new ships and deferred improvements to the Pacific Theater forces. The military also became a completely volunteer force, necessitating changes in recruitment, retention, and advancement policies for military personnel. This continued the demand for increased attention for MWR facilities. The trend for reduced spending and the European focus of the late 1970s was completely reversed in the 1980s by the Regan administration, with increased spending on new and technologically-advanced ships and submarines. The new focus was on technologically superior weaponry, and quick military responses required the use of naval forces to dispel unrest around the world through the end of the Cold War. Congress again cut military spending in the late 1980s and the Cold War ended with the dismantling of the Berlin Wall that accompanied

¹¹⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 12 and 15.

¹¹⁷ Nathan Miller, *The US Navy*, 255-260; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-6 – 8-10.

¹¹⁸ Nathan Miller, *The US Navy*, 263-270; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-10 – 8-12; Baack, oral history interview, December 8, 2009.

shifts in power in Eastern Europe in 1989. Contracts for new ships, submarines, and aircraft were cancelled. During this period, Congress initiated a process known as Base Realignment and Closure (BRAC) to reduce the number of military installations to sustainable levels.¹¹⁹

Evolution of the NAS Alameda Landscape during the Cold War

The following discussion addresses the evolution of and changes over time to NAS Alameda and its landscape during the Cold War period (1946-1989). It is presented by functional area, corresponding with the description of existing conditions. The functional areas are: Administrative Core, Shops, Residential / MWR, and Operations. These functional areas were first established as an organizational tool for understanding the station's design in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District." This CLR changes the name for one of the functional areas. The Hangars Area from the 1997 report is now the Operations Area, reflecting the wider functions of the area in which the hangars are situated and their relationship with adjacent spaces including the Seaplane Lagoon and the Airfield. The Operations Area also includes the waterfront / piers area.

Administrative Core

Through the Cold War period, the entry mall continued to serve NAS Alameda as a formal space at the center of the Administrative Core. By the late 1950s, aspects of the entry mall had been altered, perhaps to provide a suitable space for parade grounds. A photograph dated May 1958 shows that the decorative plantings bisecting the entry mall that were present in the early 1950s, until at least 1954, had been removed and the ice plant had been replaced with turf throughout the entry mall (**Photograph 69** and **Photograph 70**). Also visible in the 1958 photograph are sailors in formation on the streets around the entry mall. The following year, another photograph shows the sailors in marching formation in the entry mall itself (**Photograph 71**). This photograph also indicates that the planting strips originally designed and constructed around the entry mall had been removed to create wider perimeter sidewalks. At this point, vegetation in the large entry mall also included trees flanking the east-west walkway on the west side, trees along the south border, and low shrubbery bordering the quadrangle on the east and west sides. The pathway bisecting the circular area in the center of the quadrangle had been removed and the area was planted with groundcover encircled by turf and the walkway.

The permanent versus temporary nature of the housing in the east side of the Administrative Core became apparent during the Cold War period. The Navy removed most of the temporary barracks north of West Essex Drive, however, the BOQ (Building 17) remained relatively unchanged through the Cold War. In 1952, the BOQ appeared much as it did at the end of the war, and much as it does today. Both vegetation and circulation features accentuated the symmetry of the building. Carefully manicured hedges lined the curved drive on the north side of the building, and paths in the courtyards on the east and west ends of the building were mirror images of one another (**Photograph 73**). Over time, the introduction of new plants at new locations around the building, and reduced maintenance altered some of the vegetation around the building.

¹¹⁹ Miller, *The U.S. Navy, 272-278*; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-13 – 8-15.



Photograph 69: Photograph featured in 1954 NAS Alameda Yearbook; note long views down main north-south streets, Lexington and Saratoga.¹²⁰



Photograph 70: May 1958. Entry mall, looking south from Main Gate. Note that decorative plantings bisecting the entry mall have been removed, and ice plant appears to have been replaced with turf throughout the entry mall..¹²¹

¹²⁰ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

¹²¹ *The Carrier*, May 23, 1958.



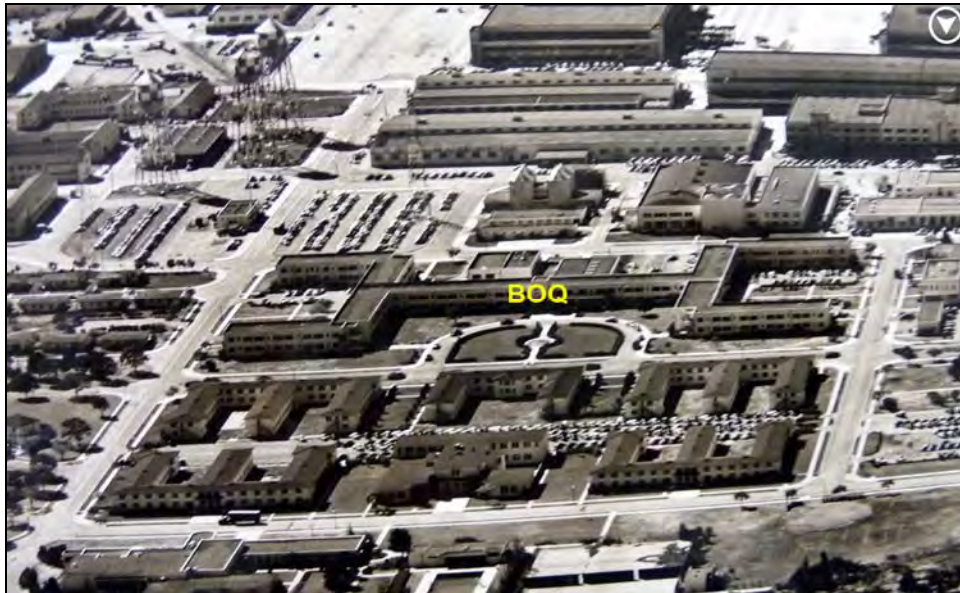
Photograph 71: July 1959. Plantings and hardscape in entry mall have been modified to include turf, additional trees, perimeter shrubbery, and wider sidewalks. The pathway bisecting the center of the circular area has been removed.¹²²



Photograph 72: July 1963. Facing south toward Building 1 from north end of entry mall. Note decorative planting in center of entry mall, and maturation of trees.¹²³

¹²² *The Carrier*, July 10, 1959.

¹²³ *The Carrier*, July 12, 1963.



Photograph 73: 1952. East side of Administrative Core showing BOQ Building 17 (labeled) and temporary barracks (adjacent to BOQ in foreground).¹²⁴

Unlike the block containing the BOQ, changes in the number of officers housed on the station and shifts in functions on station during the Cold War had a substantial visual impact on the block containing the temporary BOQs. The Navy constructed five temporary barracks and a subsistence building opposite the permanent BOQ during World War II, in lieu of a mirror image permanent BOQ originally planned for the site. Improved housing elsewhere on station and reduced personnel levels and rendered the temporary buildings obsolete. The station demolished Building 124 (**Photograph 74**), centermost on the south side of the block, by 1958, and three more temporary barracks were demolished between 1968 and 1973 (**Photograph 75**). The station replaced the barracks with paved parking areas as the use of automobiles continued to increase throughout the station, necessitating increased parking demands. The two remaining buildings, Building 135 and 137, became morale, welfare, and recreation facilities, housing day care, youth recreation, family services, and Officers Wives' Clubs.¹²⁵ As the station continued to improve personnel services it constructed a new CPO Club in the southwest corner of the block and a new electrical substation on the eastern side of the block. Neither of these buildings maintained the setback established by the original temporary BOQs and without this common setback, the block lost some of its definition that it originally had (**Photograph 75**). Portions of the lawns between the original buildings were retained, but this did not define the space as well as the two-story barracks and adjacent landscaping.

¹²⁴ US Navy, *US Naval Air Station's Photograph Album, Alameda, California, c. 1952*, Oakland History Room, Oakland Public Library, Oakland, California.

¹²⁵ USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer; Building 553 and 585, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.



Photograph 74: Circa 1965. Building 124 (temporary barracks) was removed to create more parking. Building 17 (background) has retained its symmetrical design characteristics.¹²⁶



Photograph 75: Aerial Photograph, 1985. Only two temporary barracks remain in block north of the BOQ (Building 17).¹²⁷

¹²⁶ 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹²⁷ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

Despite the reduction of force on the station after World War II, parking remained an issue as changing social economics increased car ownership. The station added parking on the north side of Building 4 following the war. In a single year, between 1948 and 1949, the parking space at this building was expanded from the area between two wings to spanning four wings.¹²⁸

Changes to playing fields in the officers' recreation area to the east of the main gate and the BEQ quadrangle changed vegetation patterns in these areas. The football field in the BEQ quadrangle was dismantled in the early 1960s and was eventually replaced with two baseball fields (and have more recently been converted to soccer fields). Open green space east of the main gate that was the station plant nursery, became a six-hole 'pitch and putt' golf course in 1960. Infrastructure improvements to the station, including an improved sewage treatment system clipped the eastern side of the enlisted baseball field west of the main gate, resulting in a truncated right field.¹²⁹

The Navy modified recreational facilities throughout the station core in the mid-1960s. The Brunswick Company constructed a new, 24-lane bowling alley (Building 525) east of Building 18, in an area that had previously been open space.¹³⁰ This new, large building was sited with a narrower setback than typical of other buildings in the area. The new building and its accompanying parking lot, adjacent to the south, filled in a space that had previously included open green space (see **Photograph 75**) and a Chaplain's Office.

Throughout the Cold War, the vegetation on station required periodic maintenance when diseased or dead plants required removal, or storm damaged trees needed clearing. In 1970, *The Carrier* reported that 50 cypress trees were being removed on the station because they had been found to be infected with a serious fungal disease. Most of the infected trees were located in the northeast portion of the station in the area between West Midway Avenue and the north border. Plans were approved in 1977 for spraying, pruning, and removing the cypress trees on the station. Also in the late 1970s, the Facilities Management Office coordinated the planting of 200 trees and shrubs to replace plants killed by drought, disease, and storms (a storm in 1958 felled several trees on station). Trees planted in this period included blackwood acacia, Aleppo pine, and Chinese evergreen elm. Ivy was also planted along the perimeter fence on Main Street to replace the screening effect of the removed cypress trees.¹³¹

Renovations continued in 1979 with refreshing of planters in front of residential and administrative buildings and installation of informal groupings of shrubs that utilized a mixed variety of plant materials. The program updated each of the planters at the BOQ, moving trees from other portions of the station, and adding new material. Material removed from the foundations of Building 8 thinned the groupings and was replaced with more tree-like vegetation. Trees now lined the walkway to the building in addition to the street. Designers created a bermed screen for the parking lot at the northeast

¹²⁸ Aerial Photograph 1948, Folder 03-02, Box 2, RG 10, CEC/Seabee Museum, Port Hueneme; Aerial Photograph 1949, RG-10, CEC/Seabee Museum.

¹²⁹ "Aviation Historical Summary (OPNAV form 5750-2) 1 October 1960 – 31 March 1961," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Building 562 and 525, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer.

¹³⁰ US Navy, "Aviation Historical Summary(OPNAV Form 5750-2), 1 April 1966 – 30 September 1966," and "1967 Command History, U.S. Naval Air Station Alameda, California," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," and "1970 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).

¹³¹ *The Carrier*, "50 Cypress Trees To Be Removed," September 25, 1970: 1 (col. 1); *The Carrier*, "Planting Project yields new 'roots' for NAS," August 11, 1978: 1 (col. 1); US Navy, "1976 Command History, U.S. Naval Air Station Alameda, California," and "Naval Air Station Alameda Command History 1978," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); Naval Facilities Engineering Command, "Spray Prune & Remove Cypress Trees," August 12, 1977, Drawer 141, Plan and Maps Room, Alameda City Hall West.

corner of the former temporary BOQ block to provide a more pleasing view for the adjoining Officers' Housing and Officers' Club. The Officers' Club landscaping included gardens flanking the sidewalk. At the theater (Building 19), trees were relocated from the grassy verge to the planters, closer to the building. Additional shrubs were added to the informal grouping of trees and shrubs at the southern end of the mall. This landscaping improvement project in the late 1970s introduced trees into new locations on the station, particularly the cypress tree in the center of the entry mall (**Photograph 76**), the line of Chinese elms in front of (east side) Building 3, and new trees throughout the Officers' housing area.¹³²

Subsequent changes in the station's landscape were relatively minor. In 1987, landscapers removed and replaced dead and ailing trees from the entry mall. More plantings added new groups of trees at the southern end of the mall deepening the groups flanking the flagpole and approximately two-thirds of the shrubbery surrounding Building 1 was replaced.¹³³



Photograph 76: Oblique Aerial, early 1980s. Note Cypress tree at center of large entry mall, and long views south down Saratoga Street (left) and Lexington Street (right).¹³⁴

The Navy added one Shops building to the Administrative Core during this period. Naval Depot (NADEP) Alameda (successor command to the A&R / O&R department on the station) initiated a number of new construction projects that improved its competitiveness with private industry in the 1980s and these projects included the completion of a new 15,000 square-foot Material Engineering Laboratory (Building 7) in 1986.¹³⁵ While the clean unornamented lines of the modern building could have blended well with the existing Moderne architecture, the selection of a landscaping plan inconsistent with the surrounding blocks of the Administrative Core differentiates it from the whole. The building did

¹³² Naval Facilities Engineering Command, "Landscape Renovations Planting Plan," June 28, 1979, Drawer 141, Plans and Maps Room, Alameda City Hall West.

¹³³ Navy Public Works Center, "Entrance Mall Repair at Main Gate Landscaping and Irrigation Improvements, Planting Plan," 1987, Drawer 141, Maps and Plans Room, Alameda City Hall West.

¹³⁴ 1980s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹³⁵ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 21-22.

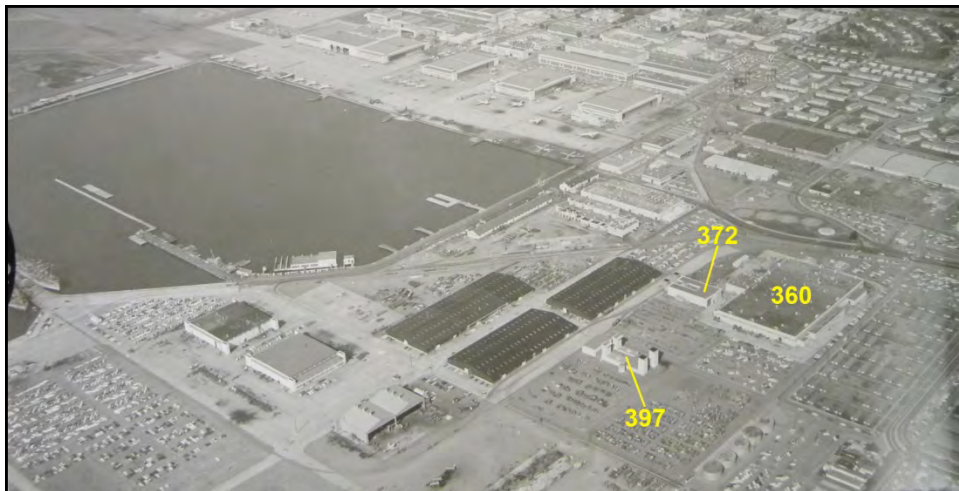
*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

retain the setback established by the Medical Clinic (Building 16) to the north and its corner location highlighted the orthogonal plan.

Shops Area

Following World War II, NAS Alameda had been designated a repair and overhaul facility for several new aircraft engines, including reciprocating engines used on large transports and jets; however, few specialized facilities for these new tasks had been constructed. In 1947, the Navy began to request appropriations for jet engine test cells on NAS Alameda and these requests were not funded until the expansion of naval aviation facilities in 1951, in response to the Korean War, when NAS Alameda received approval for major runway improvements, NAS Alameda also received funding for a new engine overhaul and repair shop (Building 360), and neighboring turbo prop test cells (Building 372) (**Photograph 77**).¹³⁶ Construction of these facilities occurred along the eastern edge of the station, just south of Atlantic Avenue in an area previously used for outside storage. Like many of the buildings south of Atlantic Avenue, Building 360 was large, nearly four acres in area.

NAS Alameda continued to evolve during the Korean War as construction increased in the southeastern portion of the station and the Navy called its reserve ships back to service, emptying the piers and the disestablishing the Alameda Group of the Pacific Reserve Fleet in June 1951.¹³⁷ Other major changes that year included Navy acquisition of new land east of Main Street to construct new storage facilities,¹³⁸ which opened former exterior storage areas for additional development.¹³⁹



Photograph 77: Aerial view, 1960s. Buildings 360, 372, and 297 have been built in the southeast portion of the station in the additional Shops Area.¹⁴⁰

¹³⁶ General Information for Supporting Requests for Additional Public Works Projects, February 15, 1946, California – Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum.

¹³⁷ US Navy, “History of U.S. Naval Air Station Alameda, 1 January 1951 to 30 June 1951,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹³⁸ This land has since transferred out of Navy possession and is not a part of this study.

¹³⁹ US Navy, “History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); “Construction Project Nears Halfway Mark,” *The Carrier*, February 13, 1953. The warehouse buildings east of Main Street are not a subject of this study.

¹⁴⁰ 1960s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

Additional test facilities for air turbine and turbo jets were added in 1957 and 1958 (Buildings 397 and 398) and air turbine overhaul test cells were installed in Building 399 among the existing engine overhaul facilities north of Atlantic Avenue in the Shops Area in the southeast portion of the station. While the new construction filled some of the empty space in that part of the station, the layout of these buildings did not continue the station's orthogonal pattern in the area. These buildings also did not have a unifying architecture like those built during World War II. As a result, the southeast portion of the station did not develop a unified landscape or design aesthetic because the new construction simply continued the general industrial landscape of the area. The only non-industrial uses in this area of the station were the temporary camps that had been established along Main Street south of East Gate, and these camps were disappearing as the Navy demolished the former civilian labor camp near Pacific Avenue and Main Street and built a parking lot for the CPO Club, then located near Pacific Avenue (Avenue K).¹⁴¹

In the 1960s, the area south of Building 118 had served as outdoor storage and included several earthen bunkers that were removed for construction of new facilities, including restaurants, banking, and shopping surrounded by plenty of paved parking. Removal of fences, piles of supplies, and the bunkers created a new flatter landscape. The new buildings constructed south of Building 118 were contained within the orthogonal street pattern, but their placement along the center of the block or in the center of the parking area did not highlight the orthogonal plan or tie it aesthetically to other station construction. The architecture of these buildings includes a variety of styles, rather than a single, cohesive style like that found in the Administrative Core.

Closer to the southern end of the station, the Naval Air Rework Facility (NARF), formerly A&R / O&R, constructed several new facilities to increase its shop capabilities. A new cleaning facility (Building 410) was constructed east of Buildings 166 and 167. As the station serviced more missiles, it needed more space for the program and constructed Building 530 in 1973. Both of these moderately sized buildings occupied former open air aircraft parking. Construction of small buildings to house infrastructure improvements, ship services, and hazardous materials handling south of Ticonderoga Avenue also broke up that open space. Again the construction was utilitarian and lacked a continuity of style. The results of this construction created an industrial space with large irregular paved areas set with buildings of all sized and no clear plan. As plane storage no longer dominated the area, rows of automotive angled parking took its place (**Photograph 78**).

NAS Alameda had two primary entrance points: the Main Gate on the north side of the station and the East Gate, which was moved in 1944 to its location closer to Main Street in order to provide easy access for workers arriving from Alameda via the city street system. The Main Gate, while ornamental, faced the Inland Harbor rather than Alameda, and was less convenient for personnel working in the operational areas. Paved parking areas were provided at both gates. From 1944 until 1977 a parking lot adjoined the East Gate and civilians and visitors parked outside the gate and either walked or were escorted aboard the station. The Main Gate had similar parking areas along the Inland Harbor. As vehicular access rules changed, less off-station parking was necessary. The parking outside the East Gate was removed in 1977 and replaced with a landscaped entry, including curbs and sidewalks that lined Atlantic Avenue and the parallel railroad track. The former parking lot was lined with a variety of shrubs including Pacific wax myrtle (*myrica*), buckthorn (*rhamnus*), and photinia and groups of red flowering gum (*Eucalyptus ficifolia*) adorned the northeastern and southeastern corners. A third group was planted just north of the actual gate and grass filled the area between the lining shrubs and the sidewalk. The overall intent was to create a more attractive gateway between the station and the city, and as California recovered from drought and became more water aware, the landscaping utilized non-potable water and low maintenance materials.¹⁴²

¹⁴¹ US Navy, "History of U.S. Naval Air Station Alameda, 1January 1950 to 30 June 1950," Box 1 of 2, NAS Command Histories, 27 Volumes 1940-1992, RG 181, NARA (San Francisco) 20.

¹⁴² US Navy, "Naval Air Station Alameda East Gate Improvements Planting Plan," 1977, Drawer 170, Maps and Plans Room, Alameda City Hall West; C.A. Heinrichs, "Progress-Removing Concrete and Planting Trees," *The Carrier*, August 19, 1977; "East Gate Improvement Project Nears End," *The Carrier*, May 20, 1977; US Navy, "Naval Air Station Alameda Command History 1977," NAS Command History, 30 Volumes 196801997, 5757-1b, RG 181, NARA (San Francisco).



Photograph 78: 1985. Aerial photograph showing portions of the Shops Area. Infill of buildings in southeast portion of station.¹⁴³

The newly landscaped area subsequently underwent several modifications. The station added trees along the edges in 1978, and in 1979 created raised berms within the plantings replanting dead or damaged plants. A lighted sign was also installed in the green space to greet and direct visitors, along with the sign spanning the arch over the guardhouse (now demolished). Improvements continued southward from the East Gate as the station planted Algerian Ivy in the narrow planting strip to the south.¹⁴⁴

Atlantic Avenue and the parallel railroad tracks had divided space in a manner unlike any other on station since it was incorporated into the station in 1943. This was emphasized by the placement of underground storage tanks north of the tracks just west and inside the original East Gate. Control structures northwest of the tanks prevented a circular traffic pattern until 1987. As a part of continuing station beautification efforts the underground tanks were removed and replaced by a decorative oval lawn set with a mounted *A-7 Corsair* that created a central focal point. While original plans included informal clumps of trees in the oval, they were never planted. A single cypress at the east end that had been in place since the 1960s was and is the only tree on the oval. A row of trees and shrubs planted on the southern side of Atlantic Avenue formed a boundary between the landscaped oval and the industrial area. Later, the addition of large planters along north of Atlantic Avenue was an attempt to increase the formal border and provide traffic control. This oval became the only formal space in the southeastern portion of the station and its oval shape also differentiates it from

¹⁴³ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

¹⁴⁴ US Navy, "Alameda Naval Air Station Landscape Renovation Planting Plans," 1979, Drawer 141, Maps and Plans Room, Alameda City Hall West; US Navy, "Landscape Improvement from East Gate to Gas Station Planting Plan," 1978, Drawer 141, Maps and Plans Room, Alameda City Hall West.

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

the formal orthogonal plan in the core of the station and does not contribute to the overall station plan.¹⁴⁵ Changes such as this reflected the relatively small scale and incremental changes to the landscape that occurred in the Shops Area during the Cold War period. These landscaping projects were beautification projects with modest goals to improve the aesthetic appearance of a specific area of the station. While following general landscape architecture practices of their period, they do not themselves represent important examples of developments in the theory and practice of landscape architecture from the latter half of the twentieth century.

Residential / MWR Area

The most substantial change made to the housing areas on NAS Alameda during the Cold War was the elimination of temporary housing barracks constructed during World War II and the addition of new family housing on the east side of the station. Construction of Capehart family housing units during the Cold War resulted in the reshaping of the roads in the northeast part of the egg-shaped Officers' Housing, however few other changes were made to the Officers' Housing, CPO Housing, or the Commanding Officers' Quarters (Quarters A). Vegetation changes throughout the Cold War period were made in response to the loss of trees and shrubs to storm-damage and disease. The biggest change made to the vegetation was in the Officers' Housing area. Additional MWR facilities and areas were added to the station as older structures were removed, and new housing areas were installed.

With the construction of NAS Alameda just prior to and during World War II when the number of military personnel would expand, the base included housing for officers (19 "Big Whites"), 30 units for married enlisted men (CP-1 – CP-30, see **Photograph 52**), and plenty of housing for single enlisted men in permanent barracks (Buildings 2 and 4) and temporary barracks (now demolished, previously situated between Midway Avenue and Tower Avenue, and the eastern base boundary and Orion Street).¹⁴⁶ The station was also centrally located in the San Francisco Bay Area, providing its personnel plenty of off-base housing opportunities. Consequently, NAS Alameda did not receive any housing improvements until the 1960s.

The Navy had constructed temporary housing on NAS Alameda throughout World War II and this continual construction prevented the installation of a detailed landscape elements. The orderly and repetitive form of the U-shaped barracks defined the residential area on the east side of the station from the time of their World War II construction through their demolition in the 1960s. The Navy generally sought to provide recreational facilities and other amenities that would help retain service members during the Cold War era, and examples of this program include three baseball fields created west of Orion Street north of Corpus Christi Road. A community garden behind Quarters A is the only remnant of these fields. Basketball and volleyball courts were also added between several of the barracks. The landscaping of these areas was typified by rectilinear walkways, courtyards, and lawns. Cars were relatively absent in this area of orderly blocks with an orthogonal street pattern offset from the rest of the station. Parking remained limited just like the area around the BEQ, with one parking lot located east of the Commissary (Building 152).¹⁴⁷

The Navy planned NAS Alameda at the beginning of the automotive age. While the Navy selected the location because of its relative isolation, allowing for expansion, it anticipated that many of the employees and personnel would live on or near the station. Throughout World War II the Navy constructed civilian workers' housing on the edges of the station.

¹⁴⁵ US Navy, "Landscape East Gate Circle Irrigation and Planting Plan," 1987, A-7 Pedestal East Gate, Building History Files, Maps and Plans Room, Alameda City Hall West.

¹⁴⁶ Buildings A-U and CP 1-30, *iNFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968). The term "Big Whites" is a common nickname for Naval officers' housing, these being usually the largest quarters at a station and were usually painted white.

¹⁴⁷ Kuranda, "Housing an Air Force and a Navy," 18-19; US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, "Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C," Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Alameda City Hall West .

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

The station encouraged the use of public transportation with transportation centers and ridesharing pools. Following the war, emphasis on public and shared transportation waned. The number of automobiles on station steadily increased. Residential areas gained the most parking. The area between the southwest wing and core of the BOQ (Building 17) became parking by 1955. Parking replaced one of the temporary BOQs between 1955 and 1958. Removal of the island planting strips along West Essex Drive between 1956 and 1958 provided horizontal parking. Parking on station continued to expand through 1960 as the transportation parking lot behind Building 1, previously used for public transit and rideshares, was transformed into private parking.¹⁴⁸

Changing modes of housing rendered the dense, regulated, orthogonal plan for the housing obsolete and the temporary housing area east of the permanent housing outlived its usefulness in the 1950s. In 1947 NAS Alameda converted the temporary World War II barracks formerly referred to as “East Barracks” into married enlisted housing dubbed the “Carrier Courts.” The work consisted of dividing the barracks into apartments and adding separate entrances for the units.¹⁴⁹ In this east area one Carrier Courts building was demolished, and portions of a subsistence building were demolished leaving concrete foundations and reducing the orderly rhythm of the development. The temporary housing was declared substandard in 1958; however, replacement housing units were not completed until 1963.¹⁵⁰

The first improvements to the residential area on the east side of the station were carried out under the Capehart program. In 1963 NAS Alameda completed the first and only Capehart housing program on station. Under the Capehart program, the military planned and managed the housing, while private contractors secured mortgages to construct the housing and were paid back through the rental fees for the units. The Capehart program was discontinued in 1962 as the first developments were under construction on NAS Alameda. BuDocks constructed additional family housing in the following years through direct appropriations. Housing built under either program followed the same guidelines regarding total square footage and architectural styles and cannot be visually differentiated. On NAS Alameda, Capehart and appropriated fund housing replaced existing World War II housing between Midway and Tower roads and east of the older officers’ quarters. Additional units were built east of Main Street and north of Webster Street (this area was transferred to the City of Alameda in 2000 and is no longer under Navy control). Most of the units in that area have since been demolished. NAS Alameda constructed a total of 200 units under these programs.¹⁵¹

During this period, the Navy instituted family housing to help retain skilled personnel, and was influenced by civilian federal housing programs. It developed its own set of standards that referred to civilian Federal Housing Authority (FHA) guidelines. In 1960 the Navy developed what it called a “family” of standard floor plans. Exterior alterations and variations were acceptable, but deviation from the floor plan required bureau level authorization. However, standardized building materials introduced after World War II were required for all buildings. BuDocks and the Navy preferred single-family units and duplexes, actively avoiding row houses and larger multifamily buildings. NAS Alameda combined multi-unit housing into four and six-plexes, a slightly irregular exemption (**Photograph 79**).¹⁵²

¹⁴⁸ “New Parking,” *The Carrier*, February 19, 1960, 4; Aerial Photograph, 1955, RG 10, CEC/Seabee Museum; Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010.

¹⁴⁹ Kuranda, “Housing an Air Force and a Navy,” 18-19; US Navy, “History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, “Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C,” Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

¹⁵⁰ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; US Navy, “History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1961 – 31 March 1962,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1962 – 31 March 1963,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁵¹ Kuranda, “Housing an Air Force and a Navy,” 83-84, and 93; Buildings FH-730-837, *INFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968).

¹⁵² Kuranda, R., “Housing an Air Force and a Navy,” 68, 88-89, 91, and 114.

The new programs promoted overall neighborhood development and encouraged curving streets for traffic control and aesthetics (**Illustration 16**). This altered the orthogonal plan of the east side of NAS Alameda as the housing was reconstructed in the 1960s. Housing density was limited to five units for each acre for semi-detached units at the densest, and four units per acre for single family houses. The Navy deemphasized landscaping in favor of constructing the largest and most comfortable houses for the available funds. Sidewalks were located on a single side of the street, except for the southernmost section of CPO Housing, which has sidewalks flanking Corpus Christi Road, and sidewalks are lacking where the officer and enlisted housing adjoined each other. The Navy encouraged the inclusion of family friendly amenities like playgrounds during this period, yet, these were not constructed until 1967. The station created six playgrounds amid the multifamily housing that included play structures of metal poles installed in the lawn areas.

Residents cleaned up one of the play areas west of Orion Street in 1975, and all playgrounds were improved the following year. The station's Seabees installed concrete curbs to contain a new sand ground cover for the playgrounds and connected play structures, with a space theme, replaced some of the earlier equipment. None of this play equipment remains, although current tenants have renovated two playgrounds, adding new play structures.¹⁵³

These construction programs resulted in subareas of new housing with different characteristics. The single family officers' houses were single story, while the multi-family buildings were two-story. Single family homes also used a variety of materials on the exterior to give visual interest and break up the volume in space.

The multi-family units used fewer materials and appeared larger in the more open landscape. The new housing also accommodated the changing role of the automobile in American life. In accordance with Navy specifications one parking space was provided for each unit; in warm climates, like California's and NAS Alameda's, carports were preferred to garages. Single family residences had carports attached to one side of the house, bridging the outdoors and indoors. Multi-family buildings either had attached carports or incorporated carports into the mass of the building. In addition, communal uncovered parking adjoined the multifamily units. Later residential developments, consisting of six buildings constructed in 1966, no longer incorporated carports into the multifamily dwellings and instead the station provided separate open-sided covers for communal off street parking. Multifamily housing also included drying yards that bridged the divide between indoor and outdoor at the ends or back of the buildings. Each yard had a concrete pad surrounded with a tall, wood screening fence and hooks provided anchors for clothes lines which stretched across the area. From afar they often read as a part of the building.¹⁵⁴

¹⁵³ "Kids Benefit from 'Self-Help' Effort," *The Carrier*, July 21, 1975; "Playgrounds Undergo Cinderella Change," *The Carrier*, August 27, 1976; Kuranda, "Housing an Air Force and a Navy," 118-119, 129, and 132.

¹⁵⁴ Kuranda, "Housing an Air Force and a Navy," 87-88, 91, 114-116, and 118-119.



Photograph 79: Typical Capehart multiple family unit, Building 754, camera facing northeast, November 12, 2009.

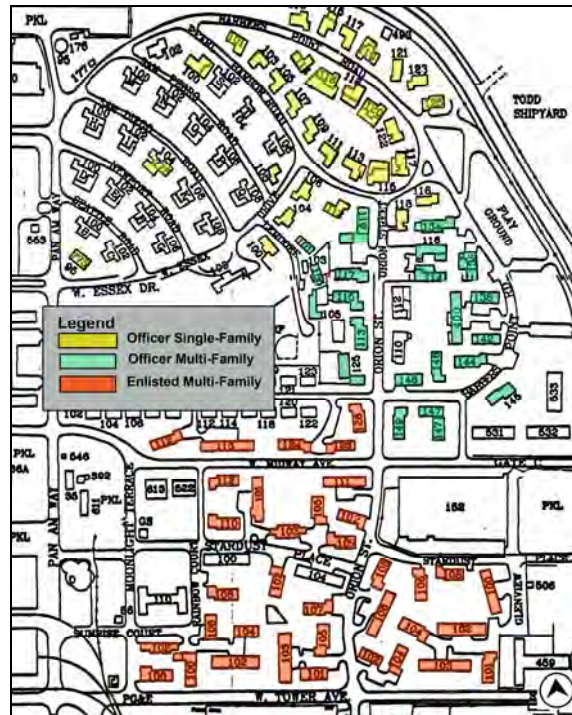


Illustration 16: Map showing housing area in northeastern portion of NAS Alameda with 1960s construction highlighted. Note realigned loop at the northeast area of the Officers' Housing, and scattered, rather than orderly, siting of new housing units to the south.

The additional new and improved officer and enlisted housing constructed in the 1960s to replace the temporary World War II barracks meant that the last of the Homoja units, temporary Quonset hut housing, could be removed from the southeastern part of the station in 1968.¹⁵⁵ The station retained the green space instead of converting it to outdoor storage or parking which typified the adjacent area and built a soccer field on the former Homoja housing area in 1985. This was also an unusual inclusion of green space within the southeastern portion of the station. This area, however, had always been an anomaly in the area providing housing in an area typified by industrial shop uses and warehouses.¹⁵⁶

Between 1962 and 1965 the station relocated the Exchange from Building 2 to Building 118 in the southern portion of the station. This relocation placed the Exchange in proximity to the family housing area which was also being updated, while a smaller exchange operated in the former location in Building 2 to provide the basic needs of the enlisted sailors. The relocation of the Exchange and subsequent construction of other buildings to provide amenities to station personnel replaced prior supply activities.

Following the Korean War, the Navy constructed ever larger aircraft carriers and as these new carriers came to call NAS Alameda home, the station needed to increase facilities for the personnel assigned to those ships. Beginning with a recreational marina in 1958 the station provided new recreational opportunities along the southern edge of the station, including a complete recreational complex of several playing fields and a recreation center that was completed in 1975 (**Photograph 80**). The Marina area picnic area received a facelift in 1985, and the same year a picnic area was constructed at the Fleet Recreation Center, as well as two new softball fields. In 1993 a new basketball court was also constructed at the Fleet Recreation Center.



Photograph 80: Circa 1990, MWR area added to southern end of station in 1975 and expanded in 1985.¹⁵⁷

These changing functional uses altered the landscape of the southeastern portion of the station. The recreation center created an unusual planted space at the end of the station separated from other planted areas. Because the area was mainly playing fields, grass dominated the landscape with a few trees planted between Hornet Avenue and the recreation center building. The recreation center included baseball fields, tennis courts and a picnic area with covered pavilions.

¹⁵⁵ US Navy, "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," Box 1 of 2, Naval Air Station Command History, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); and "Housing 'Deferred' in Cutback," *The Carrier*, January 6, 1966.

¹⁵⁶ US Navy, "Command History 1985," Command History 1985, NAS Command History, 30 Volumes 1968-1977, 5757-1b, 2 of 2, RG 181, NARA (San Francisco).

¹⁵⁷ 1990s oblique aerial, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

Changes to vegetation in the Residential / MWR area during the Cold War period largely occurred with the removal and replacement of diseased or damaged trees. By the mid-1980s, this maintenance work had resulted in a substantial shift in the vegetation in the Officers' Housing area. Many of the evenly placed street trees had been removed, and new trees scattered throughout (**Photograph 81** and **Photograph 116**).



Photograph 81 and **Photograph 82**: Officers' Housing, 1944 (left) and 1993 (right).¹⁵⁸

Operations Area

The Seaplane Lagoon, Airfield, and Control Tower, the primary elements of the Operations Area, remained functionally important to the station during the Cold War era (**Photograph 83**). Modifications were made to accommodate the aircraft developed during this period. The main support areas, the landplane hangars (Buildings 20-23) and seaplane hangars (Buildings 11, 12, 39, 40, 41), underwent some changes in function and setting as portions of the Operations Area became more functionally associated with the Shops Area.

The addition of JRM *Mars* aircraft, among the largest seaplanes operated by the Navy, at the end of World War II required new docking facilities at the Seaplane Lagoon, as well as alterations to the seaplane ramps. Three docks were added to the east side of the lagoon, two of which were large enough to allow aircraft to be accessed from both sides simultaneously for easy loading and unloading. The station also added a dock alongside Ramp 4 on the northern edge of the lagoon. The lagoon itself maintained its original size and shape.¹⁵⁹

During the 1950s new construction in the Operations Area mainly occurred on the Airfield and in the southeast portion of the station; however, the construction of Building 400, a substantial building between the former hangars Buildings 11 and 12, also began in 1955. The seaplane hangars had been symmetrical and evenly spaced to either side of the central north south axis. Building 400 filled the space between the western-most hangars creating an Electric and Electronic Overhaul Building with more mass than any of the hangars. While Building 400 had distinct functions, it created a complex of the three buildings and its location between the two hangars significantly altered the formerly separate seaplane hangars (**Photograph 84**).¹⁶⁰

¹⁵⁸ "NAS Alameda B1B Barracks Looking NW, Alt. 1000," November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; Naval Facilities Engineering Command Southwest, Aerial Photograph, "1993- A-33_5009-2-1_9-30-1993-Images from the Navy-D2," provided by the Navy.

¹⁵⁹ US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁶⁰ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum.



Photograph 83: Operations Area at the end of the Korean War period, ca. 1954. Note long views west toward San Francisco from the landplane hangars, and general scarcity of vegetation in this area.¹⁶¹



Photograph 84: 1960s oblique aerial showing Building 400 in the foreground, located between November Hangars 11 and 12.¹⁶²

Airfield expansion was the major project for NAS Alameda during the 1950s. The Bureau of Aeronautics located four carrier wings, two landplane patrol squadrons, two seaplane patrol squadrons, and a Fleet Logistics Air Squadron on NAS

¹⁶¹ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

¹⁶² 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Alameda in 1952 and the station responded to meet the demands of the new assignments. The increased size of aircraft following World War II and the introduction of jet aircraft made the original runways obsolete. Requests to lengthen the runways were first made in 1945 and appeals continued until 1951 when Congress appropriated funds for a naval runway expansion program. The runway improvements were part of a \$270 million project to update runways at 32 Naval Air Stations and Marine Corps Air Stations and BuDocks allocated \$2,886,000 for NAS Alameda to update its runway system. This project reconfigured the runway system, strengthened and lengthened the northern most east-west runway, creating the new Runway 7-25, and included construction of Runway 13-31. The latter was a new southeast-northwest runway that required additional filled land between the Seaplane Lagoon and western edge of the runway (**Photograph 85**).¹⁶³



Photograph 85: 1954 aerial photograph showing the expansion of NAS Alameda runway system. Elements of the World War II-era runways can be seen in the middle of the field.¹⁶⁴

Preparation for the construction of Runway 7-25 forced the relocation of Boone Baseball field from its location north of Building 20 of the landplane hangar row in the early 1950s. The field had been the primary baseball field for the station, but the area was destined to become the east end of Runway 7-25, so the Navy improved the field (now known as Building 422), east of the gymnasium (Building 134) and pool (Building 76), to serve as the main baseball field. The station also added new pick up, or less formal fields, to the BEQ quadrangle east of the football field, in opposite corners of the remaining open space west of the wide walk and stairs.¹⁶⁵

¹⁶³ Naval Air Station, Alameda, California PW 1946, March 12, 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; “Navy Leaders Make Tour of Alameda Aircraft Base” *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); Structure 201253 and 201254, *iNFADS*, 2008; “Air Facilities Dominate ’51 – ’52 Public Works Programs,” *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁶⁴ “Oblique NAS Alameda, Calif. Looking east, Alt. 8000ft.,” July 23, 1954, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum.

¹⁶⁵ NAS Alameda Photo Album, Oakland History Room, Oakland Public Library; Aerial Photograph, 1951, RG 10, CEC/Seabee Museum; “Open House Here Sunday,” *The Carrier*, May 19, 1950, 1; “NAS Alameda’s Open House Attracts Record Crowds,” *The Carrier*, May 25, 1956, 5; *The Carrier*, May 23, 1958, 4.

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

The original World War II runway system was not only designed to serve the aircraft of that era, it was also scaled to mirror components of the Administrative Core of the Beaux Arts plan, projecting the orderly orthogonal plan of the station out into the Airfield. Although the runways were not orthogonal, the east-west runways aligned with the north and south boundaries of the station and the overall foot print of the original system of runways was symmetrical and continued the axial theme of the station. The reconfiguration of the overall runway system and construction of the two new runways affected the relationship between the runway system and the station. The new runways were asymmetrical in plan and aligned to prevalent wind directions and not with the major axes of the station plan. The east-west runway (Runway 7-25) was several degrees off from the original northern east-west runway and obliterated the northern corners of the early runway system. The diagonal northwest-southeast runway (Runway 13-31) was also several degrees off from the original diagonal runways (**Illustration 17**).

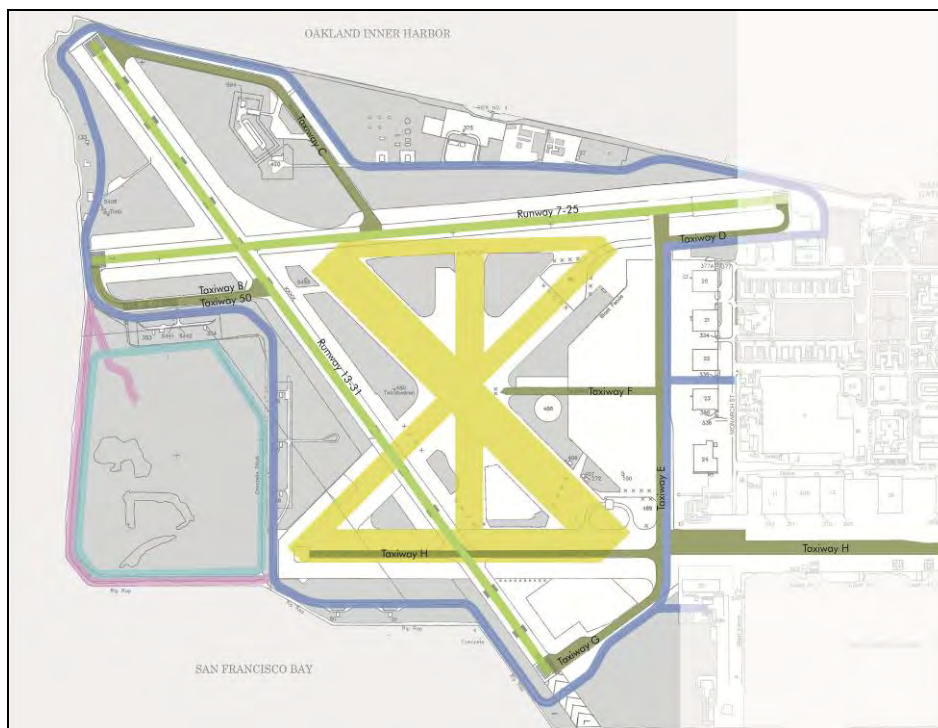


Illustration 17: Airfield diagram showing remaining components of original runways (yellow) and added runways (green). Taxiways (dark green) and other roadways (blues and red) are shown too.¹⁶⁶ Graphic prepared by PGAdesign.

Construction of the runways also affected other aspects of the Airfield. The Airfield itself expanded to accommodate the runways and the northern end of the runways took over the former landfill area. The station constructed a new seawall westward from the Seaplane Lagoon as it expanded the field to the south in 1952. Dredging reclaimed more land in the area in the following years, and additional seawalls constructed to the west established an area for a new landfill. Unlike the dredging carried out in the 1940s to create the station, the entire dredged area was not graded. Contractors only graded the area for the runways and taxiways. As a result, marshy areas and ponds developed adjacent to the active areas of the airfield.¹⁶⁷

¹⁶⁶ Labels for taxiways were reassigned in the 1990s. Mapping when the station was decommissioned provided letter labels for the taxiways. Former Taxiway 1 became B; 2 became C; 3 became D; 4 became E; 5 became F; 6 became G; and H became 7. There was no Taxiway A.

¹⁶⁷ “Navy Leaders Make Tour of Alameda Aircraft Base” *Oakland Tribune*, March 29, 1950; “Air Facilities Dominate ’51 – ’52 Public Works Programs,” *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

The expansion of the airfield also required the relocation of magazines originally located along the southern edge of the Airfield. The station constructed new magazines along the northern edge of the airfield previously used for aircraft parking. Establishment of the supply department annex east of Main Street, begun in 1953, reduced the need for the salvage yard along the northern edge of the station. The relocation freed the northern edge of the Airfield for new development. A new fuel storage and distribution area developed on the site. Facilities for the fuel area included tanks and a wooden pier (Pier 4) extending into the Oakland Inner Harbor.

Along with constructing two new runways, the Control Tower instrumentation was improved, allowing for instrumented landings. The new runways posed a problem because the east end of Runway 7-25 was not visible from the Control Tower. The solution was to build of a secondary control tower on the roof of seaplane hangar Building 20, to provide a partial view of the east end of the runway.¹⁶⁸

While much of the functional plan devised by pre-World War II planners continued to be used during the Cold War period, changes in use were necessary to keep the station functional. Perhaps one of the most notable changes was the cessation of seaplane operations in the Operations Area as the Navy's increased reliance on jet aircraft led to the decline of the use of flying boats. Transportation Squadron 2 (VR-2), which had been stationed on NAS Alameda since 1942, was disestablished in 1958. Following additional shifts in patrol squadron assignments, NAS Alameda was without a permanent seaplane squadron beginning in 1960, and although the station continued to maintain the seadrome landing area through 1966, it completed only periodic seaplane operations.¹⁶⁹ Following the termination of seaplane operations, the Seaplane Lagoon facility received little attention. The extended piers constructed to accommodate the *Mars* seaplane deteriorated and were removed. The station remodeled one former seaplane pier into a recreational fishing pier on the east side of the lagoon in the 1970s. The seaplane hangars, no longer supporting seaplane operations, became maintenance shops. These changes did not require major physical modifications to the buildings or structures that were converted, but indicated the increasing dominance of the role of aircraft maintenance and repair on the station. The former seaplane apron in front of the seaplane hangars became Taxiway H during this period.

At the end of World War II, waterfront operations largely consisted of the three piers built before and during the war, railroad tracks, a large crane on tracks, and some small buildings. These were situated adjacent open spaces that had been used for aircraft parking and there was no vegetation. The piers were modified and changed over the following decades and new buildings added to the area. Some railroad tracks and the crane were removed, and changes were made to power ships berthed at the piers so that they could be serviced more effectively. The southernmost portion of the southeast area was converted for use as the Fleet Recreation Center in the 1970s.

Pier 2, for example, was extensively modernized in the early 1970s, including a 200 foot extension of the pier to accommodate larger vessels, installing a sewer to receive sanitary waste discharge of berthed ships, and upgrading the pier's utility system. In the interim, to supply power to Pier 2, a Mobile Utility Support Equipment (MUSE) boiler was installed along with a new electric line, and temporary steam, potable water, and compressed air lines. The electric line ran from south to north across the pier and provided cold iron power, i.e. power supplied by ports to berth vessels to permit vessel to continue operating onboard equipment such as refrigeration, cooling, heating, and lighting. These

¹⁶⁸ US Navy, "History of U.S. Naval Air Station Alameda 1 January 1952 to 30 June 1952," and "History of U.S. Naval Air Station, Alameda, 1 July 1952 to 31 December 1952," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); "Navy Leaders Make Tour of Alameda Aircraft Base," *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁶⁹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 14. By 1968, the Navy had completely replaced its seaplanes with the P-3 *Orion*. US Navy, "Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 - 31 March 1961," and "Aviation Historical Summary (OPNav form 5750-2) 1 October 1965 - 31 March 1966," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

changes also necessitated moving the MUSE Transformer located at from Pier 3 (installed in 1971) to Pier 2.¹⁷⁰ Today, Pier 2 is presently undergoing construction to move electrical transformers below its deck. The pier continues to berth many types of large seagoing vessels.

In 1977, the continuing demand for power to the pier was resolved when the Pier Utilities Boiler Plant (Building 584) was built and went online. This was a permanent power plant that could support cold iron power requirements to ships at both Piers 2 and 3, and replaced the MUSE system of cold iron power. The ability to berth the *Nimitz*-class aircraft carriers at Pier 3 enabled Alameda to become one of two naval air stations on the West Coast to support all phases of carrier aviation.¹⁷¹ In 1981 as the aircraft carriers increased in size and the demand for cold iron power grew, Pier 3 electrical systems were upgraded to provide a *Nimitz*-class vessel – among the largest aircraft carriers ever built at 1,040 feet in length – to shut down its nuclear reactors and use land-based energy. This upgrade was completed in June 1983 and allowed Pier 3 to provide power both the supercarrier *Enterprise* and a *Nimitz*-class carrier.¹⁷² Such changes continued the pattern of development on NAS Alameda during this period, wherein the station adapted to continue its core functions of servicing the fleet, modifying facilities (and the landscape) as needed.

Post-Cold War to Closure (1989-1997)

In 1989, the Cold War that had defined global politics after World War II came to an end, and with it came changes to the sprawling military force that had developed in the latter half of the twentieth century. The First Persian Gulf War (1991) notwithstanding, policymakers looked to reduce the facilities of the American armed forces through the BRAC process. In 1990, Secretary of Defense Richard Cheney proposed closing all Navy facilities in the San Francisco Bay Area. Despite his recommendation, and with local support, NAS Alameda avoided the initial rounds of BRAC closures. In March 1993, Cheney's successor as Secretary of Defense, Les Aspin, renewed the call for the closure of NAS Alameda and other San Francisco-area naval facilities, and in September, Congress accepted the BRAC commission's recommendation to close NAS Alameda. NAS Alameda was closed in 1997.¹⁷³ At the time of the station's closure, Naval Aviation Depot (NADEP) Alameda employed 2,861 military personnel and 4,025 civilians. Many NADEP Alameda employees were able to transfer to other stations, including a group of NARF maintenance workers who relocated to Naval Base San Diego.¹⁷⁴ Closing ceremonies for NADEP Alameda took place on April 25, 1997 after 57 years of naval operations.¹⁷⁵

Evaluation

¹⁷⁰ US Navy "Map of NAS Alameda, Calif. Showing conditions on June 30, 1942," CEC/Seabee Museum, NBVC, Port Hueneme, California ; "\$7 million NAS Construction program told," n.p., 5 September 1973, NAS Alameda General Clippings File, Naval Air Station VII 6/22/73 – 4/19/74 Clipping File, Alameda Free Library, Alameda, California; and United States Navy, *NAS Alameda Command History 1973*, 85-86, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco).

¹⁷¹ "Celebrating 40th anniversary: NAS looking forward," *Alameda Times-Star* 1980 Progress Edition, July 4, 1980.

¹⁷² "NAS prepared for Nimitz-class nuclear-powered aircraft carrier," *Alameda Times-Star*, September 25, 1980, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California; "NAS construction gets green light," np, December 19, 1981, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California.

¹⁷³ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009)

¹⁷⁴ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); York, oral history interview, December 8, 2009.

¹⁷⁵ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); *The Carrier*, final edition, 23 May 1997.

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

The three factors noted on the BSO regarding this conclusion regarding potential cultural landscape on NAS Alameda that are not part of the identified historic designed landscape are as follows:

Firstly, no element or area of the landscape on NAS Alameda is significant as a resource that individually appears to meet the criteria for listing in the NRHP / CRHR. The resources that are NRHP / CRHR eligible are like the buildings and structures that are contributors to the historic district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report. The NAS Alameda is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development.

Secondly, areas of the station outside the boundary of the proposed expanded historic district are not eligible for listing in the NRHP / CRHR as part of the historic designed landscape or as any other category of cultural landscape. Some areas outside the historic district share some of the historical associations related to NAS Alameda's significance related to the station's initial development and use during World War II, but these areas do not retain sufficient historic integrity to convey that significance.

The potential significance of some landscape elements and areas of the station outside the historic district is for their association and importance under NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3. This potential significance is with, and as a possible expression of, the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and for its important associations with the station's role in Pacific theater naval operations during World War II. Like the resources within the historic district, resources outside the historic district do not appear to be significant under Criterion B / Criterion 2 because none have important direct association with one or more historically significant persons from the pre-World War II / World War II period and it has not yielded, nor are they likely to yield, information important to history in a manner that would make it significant under Criterion D / Criterion 4.

Under NRHP Criterion A / CRHR Criterion 1, the landscape on NAS Alameda is noted as a designed landscape that follows military traditions of master planning that stressed hierarchical and functional qualities. The landscape's organizational features integrated sea and land aircraft operations and maintenance that supported the increased focus on the Navy's aircraft carrier strategy of the 1930s, along with improved facilities for personnel, which demonstrates the importance of this facility and the value the Navy was placing in the 1930s on aviation as part of its strategic development for the Pacific Fleet. This was further emphasized as completion of the station was sped up and successfully used by the Navy in its role during World War II and the new air station was an important component of fleet support for naval air power and strategic operations during the war. Under Criterion C / CRHR Criterion 3, the landscape on NAS Alameda illustrates a design that was a successful integration of military traditions and practices influenced by civilian landscape architecture and community planning design trends of the early twentieth century. The design's strong orthogonal and symmetrical Beaux Arts style plan included integration and organization of its various functions and expressions of military cultural traditions. Much of its significance is derived from the careful arrangement of spatial organization, land use configuration, views / vistas, and circulation, along with the integration of architecture and landscape, use of Moderne style architecture, and a traditional and orderly style planting plan, which together demonstrate the Navy's distinct efforts to provide a modern facility in support of aviation as part of its strategic development for the Pacific Fleet. As noted, the station's completion was sped up and successfully used by the Navy in its role in the Pacific theater during World War II; the flexibility of the spatial organization and functional layout enabled the station to rapidly expand to serve and support this important wartime activity.

The areas outside the historic district which do not retain sufficient historic integrity include the Airfield, waterfront operations areas at the piers, and the east side of the station from the family housing area on the north to the recreation facilities at the southeast corner of the station. The Airfield has association with the station's original spatial design and layout, as well as the station's role during World War II. All other areas outside the historic district have association with

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use of the station during World War II, many of which included secondary functions that were not placed within the formal hierarchal planning of the station's major functions. These areas were laid out in utilitarian manner that lacked the design qualities of the orthogonal and functional layout of the core part of the station and included functions placed away from more densely occupied portions of the station for safety requirements. These areas do not have a potential role in illustrating the station's orthogonal and symmetrical landscape layout and design. The landscape features in the Airfield, waterfront operations areas at the piers, and on the east side of the station generally do not have the physical features that relate to or convey the significance described above, and even though they retain their integrity of location, they lack elements of the other aspects, including design, setting, materials, workmanship, feeling, and association.

The Airfield was greatly altered when it was converted for use by jet aircraft in the 1950s, and while some features of the original Airfield are present, such as portions of the original runways, the changes to the area greatly modified the design, materials, and workmanship of the original design and the ability for that portion of the station to illustrate its symmetrical layout to the rest of the station and to convey its significance during World War II operations. Similarly, the waterfront operations at and near the piers also have some components that were present during World War II, including the three pier layout and general openness of the area. The design, setting, materials, and workmanship were all compromised as this portion of the station was modified, particularly in the 1960s and 1970s, to accommodate larger ships and different maintenance procedures during the latter half of the twentieth century. The landscape on the east side of the station has the least integrity to the World War II period, having lost much of the setting, design, materials, and workmanship that was present during the war. The 1960s family housing almost completely replaced the temporary style barracks that were part of the station's war time build-up. There are also additions to the landscape along the east side of the station that include many new buildings from the 1950s to the 1980s, landscaping / planting changes at the east gate in the 1970s, and addition of MWR facilities, such as the Fleet Recreation Center at the south end of the station, built in the 1970s, which replaced space that had been occupied by aircraft parking during the war, or the soccer fields that replaced the World War II Homojas that was demolished in the 1960s. The east side of the station also has association with the A&R Department (later O&R / NARF), particularly in the area on the east side of the Seaplane Lagoon. As noted, the area lacks distinctive design qualities that are present within the historic district, multiple World War II-era buildings and structures in the area have been demolished or greatly altered, and it includes multiple new buildings from the 1950s to 1980s, all of which diminish the area's integrity of setting, design, materials, and workmanship. The lack of integrity of setting, design, and workmanship in all these areas greatly decreases the ability of these areas to present a sense of the time and period that are the aspects of integrity of feeling and association.

Thirdly, the history of the station during the Cold War illustrates that the historic district, its contributing elements including the historic designed landscape, and other components of the former NAS Alameda facility outside the historic district, had no direct or important associations with historically significant Cold War Era themes.

The history of the station during the Cold War illustrates that the historic district, its contributing elements including the historic designed landscape, and other components of the former NAS Alameda facility, had no direct or important associations with historically significant Cold War Era themes.

The evaluation of resources on NAS Alameda within the context of the Cold War, including examination of potential cultural landscape, took into account the Statewide Study, which presents important Cold War themes. Within the Statewide Study, Cold War themes fall within two general categories: the "high technology" themes that define much of the significance of the achievement of California military bases during this period; and the more routine thematic areas, such as training and support, which have typified the role of California military installations for more than a century. Within the "high technology" themes, the sub-themes are: weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, and man in space sites. Examples of NRHP-eligible Cold War military properties in California under these sub-themes include: Michelson Laboratory at Naval Air Weapons Station China Lake; Test stands of the Air Force Research Laboratory at Edwards Air Force Base (AFB); and Atlas, Titan, Minuteman, and Peacekeeper launch facilities at Vandenburg AFB. The emphasis on non-routine, leading edge technology, while consistent with the

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requirements to establish exceptional significance, can lead to a biased presentation of the history of the military during this period. The vast majority of men and women who served in the military during the Cold War, as well as the majority of civilian employees at California bases, were involved with so called “routine” functions. The use of the term “routine” does not imply that these people were not doing vital or crucial work. Rather, the emphasis upon non-routine leading-edge developments is perused in recognition of the historically significant aspects of Cold War-era history, as well as the higher burden of proof that is required in determining NRHP eligibility for properties that may have achieved significance during the last 50 years. Within the Cold War themes, routine sub-themes include: support for troops overseas, total Army and Navy coordination of Regular Forces, Reserve, and National Guard, and a separate theme of military architecture of the Cold War era. At the time of publication of the Statewide Study in 2000, no military properties within the sub-themes of support for military personnel overseas and total Army and Navy coordination of Regular Forces, Reserve, and National Guard, had been found to be eligible to qualify for listing in the NRHP.¹⁷⁶

NAS Alameda continued to support carrier operations in overseas conflicts, and other overseas operations, during the Cold War era, as well as its main function of aircraft overhaul and repair, but the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of naval missions and activities during that time. The historical record did not illustrate a direct link between specific development, building / structure construction or alteration, shift in station planning, or alteration to components of the landscape tied to specific operations. Cold War resources on NAS Alameda, including components of its landscape, served general support functions for the fleet and its personnel. The history of the station during the Cold War, therefore, illustrates that neither the historic district, nor its contributing elements, nor any other components of the former NAS Alameda facility, had direct or important associations with historically significant Cold War-era themes.

None of these facilities played an important role in the technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Navy operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and naval facilities around the nation.¹⁷⁷ Furthermore, none of the individual landscape features constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period.

No areas of the station’s landscape evaluated within the context of the Cold War, therefore, meet the criteria for listing in the NRHP or CRHR because they do not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). These landscape features and areas of station do not exemplify important types, periods, or methods of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are they likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). None of the landscape on NAS Alameda has historic significance within the Cold War period of operations or functions of the station. This applied to landscape features considered individually on NAS Alameda, as well as to any potential collection of landscape features on station designed or built during the Cold War period. The lack of significance of the station during the Cold War in general, and of the separate landscape features on NAS Alameda, supports the conclusion that a distinguishable entity that has a significant concentration, linkage, or continuity of resources for a Cold War-era historic district does not exist on this facility.

Furthermore, some components of landscape on NAS Alameda were designed and installed after 1960 and are less than fifty years old. These resources were not only subject to the thresholds of significance described above, but were also

¹⁷⁶ JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, California Historic Military Buildings and Structures Inventory (prepared for United State Army Corps of Engineers, 2000), 8-1 to 8-60.

¹⁷⁷ JRP, “Historic Context: Themes, Property Types, and Registration Requirements.”

CONTINUATION SHEET

Primary #

HRI#

Trinomial

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*Resource Name or # (Assigned by recorder) NAS Alameda –
Landscape Outside Historic District

*Recorded by: PGAdesign and JRP Historical

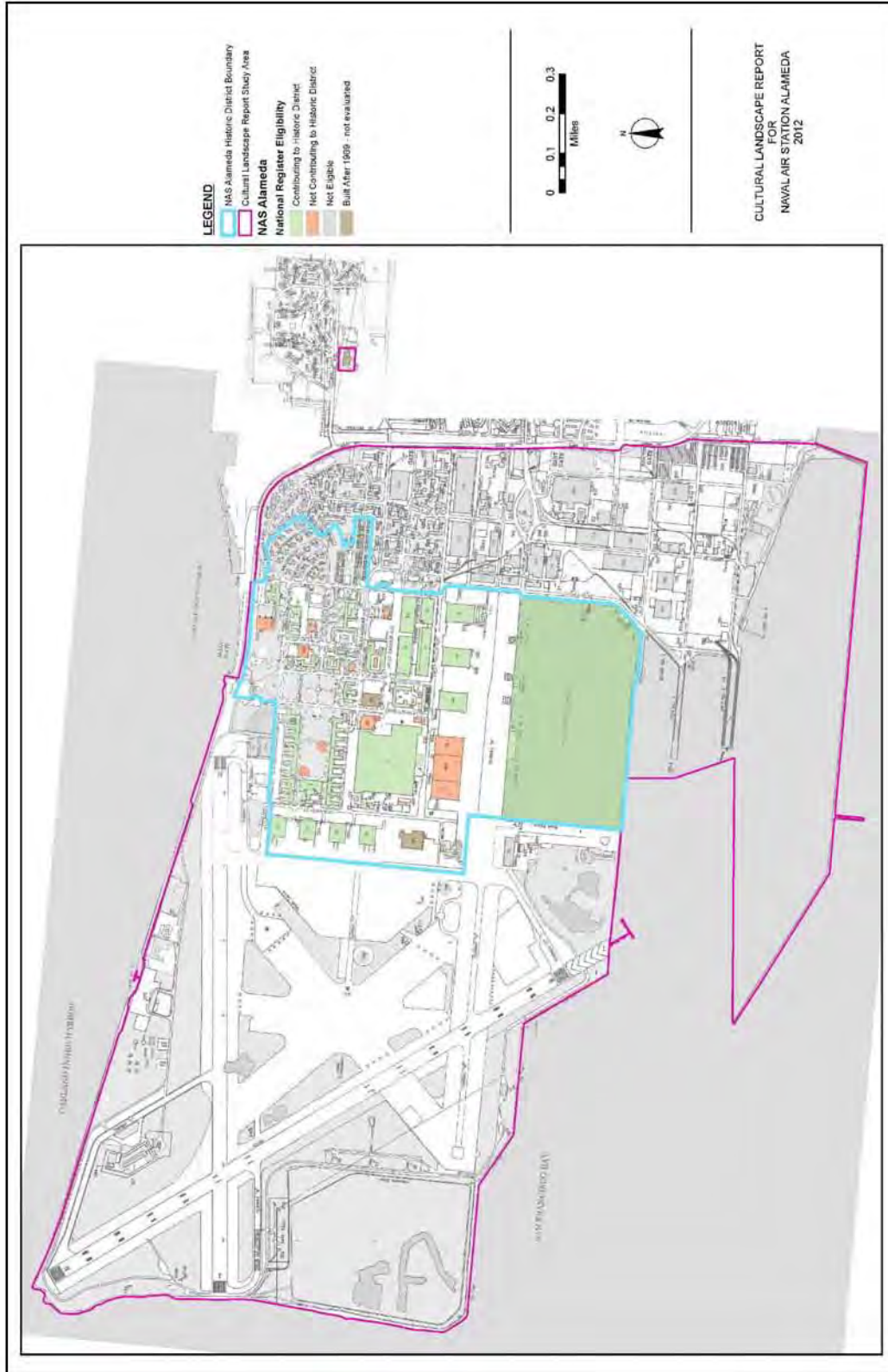
*Date: Sept. 2009-Dec. 2009

Continuation

Update

subject to NRHP Criterion Consideration G for properties less than fifty years old, and the similar special consideration under CRHR. NRHP guidance dictates that properties less than fifty years old can only be eligible for listing if they: 1) meet one or more of the NRHP criteria of significance; 2) retain historic integrity; and 3) are of “exceptional importance,” the latter of which would require sufficient historical perspective and scholarly research to consider and provide an extraordinary level of significance. Resources on NAS Alameda dating to post 1960 fall within the context of the Cold War, and were evaluated for potential important associations within this context. While NAS Alameda served a vital support function during the Cold War era and there is sufficient historical perspective to evaluate these resources, none of these facilities rose to the level of exceptional importance as required to meet NRHP Criterion Consideration G (and similar CRHR special consideration).

Sketch Map:



APPENDIX C – PREPARERS’ QUALIFICATIONS

JRP partners Christopher McMorris, Meta Bunse, and Rand Herbert were the principal investigators and fieldwork supervisors for the NAS Alameda Cultural Landscape Report (CLR). PGA Design, Inc. was under subcontract with JRP to conduct fieldwork of the cultural landscape, prepare diagrams, and assist with preparation of the CLR, including description of existing conditions and analysis of the cultural landscape. At the same time at this CLR has been prepared, JRP also under took the NAS Alameda Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. For the CLR, Mr. McMorris conducted fieldwork and research, provided project direction and oversight for the preparation of the report, and edited the report with assistance from Mr. Herbert and Ms. Bunse. Based on their level of education and experience, Mr. Herbert, Mr. McMorris, and Ms. Bunse qualify as historian/architectural historians under the United States Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR Part 61). All three have conducted multiple historic resources surveys for the Navy and other branches of the military.

Mr. McMorris (MS Historic Preservation, Columbia University, 1998) has over thirteen years of experience conducting historic resources projects in California. He specializes in conducting historic resource studies for compliance with Section 106 of the National Historic Preservation Act and the California Environmental Quality Act as well as other historic preservation projects. He has served as a lead historian, principal investigator, and project manager on projects for federal, state, and local government as well as for engineering/environmental consulting firms. Ms. Bunse (MA Public History, California State University, Sacramento, 1996) has over twenty years experience that includes cultural resources management projects, extensive field recordation of historic properties throughout the state of California, as well as a substantial amount of research at many public and private repositories. Mr. Herbert (MAT History, University of California, Davis, 1977) has more than 30 years professional experience working as a consulting historian and architectural historian on a wide variety of historical research and cultural resource management projects as a researcher, writer, and project manager.

PGA Principal Chris Pattillo and staff provided additional fieldwork for the existing conditions segment of the CLR. Ms. Pattillo (Master of Landscape Architecture, University of California, Berkeley, 1975) has more than 30 years of professional experience in the cultural landscape field. As the firm’s senior partner, she now applies much of her considerable energy to project management.

JRP staff architectural historians and historians performed research, fieldwork, and prepared components of the report for the NAS Alameda CLR as well as for the NAS

NAVAL AIR STATION ALAMEDA

Cultural Landscape Report

Alameda Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. They included architectural historian Cheryl Brookshear (MS Historic Preservation, University of Pennsylvania, 2000) and historian Heather Norby (MA History, University of California, Berkeley, 2002). Based on their experience and qualifications, Ms. Brookshear and Ms. Norby qualify as historians and/or an architectural historians under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Research Assistant Chandra Miller (MA Public History, California State University, Sacramento, 2011) assisted with the report. Production Technician Rebecca Flores prepared graphics for this report. Both Ms. Miller and Ms. Flores also contributed to the NAS Alameda Combined Specific Buildings Evaluation / Cold War Era Evaluation Report.

APPENDIX D – INFORMATION REGARDING GIS DATA

JRP submitted the GIS data layers for NAS Alameda with the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. These layers depict buildings, structures, objects, and district located on NAS Alameda and shows the NAS Alameda Historic District, which is eligible for listing in the National Register of Historic Places and is the single historic property on the facility. The layers include boundaries for the historic district and illustrate both contributing and non-contributing resources within the historic district, including non-contributing spaces. The GIS layers do not include data for the character-defining features of the historic designed landscape. PGA Design, Inc. created the graphics for this CLR using CAD. The GIS layers JRP previously provided also illustrate the NRHP status of resources outside the boundaries of the historic district and show that no buildings, structures, objects, or landscape are NRHP-eligible outside the historic district boundaries.

The GIS data layers are structured and derived from the original GIS map layers provided by Tetra Tech EM, Inc. The UTM coordinates are stored in North American Datum of 1927 (NAD 27) projection. The attribute tables, separate from internal ArcView attribute tables, have been exported and stored in an external database in a Microsoft Access data file, ALAMEDA_BASEMAP.mdb.

JRP provided the GIS data in ArcView version 8.3 layers needed to create the map. They included both interpretive layers illustrating results of the report. The layers were labeled as follows:

- NAS Alameda
- NAS Airfield
- NAS Alameda Historic District
- Combined Specific Bldg and Cold War Era Study
- NAS Alameda General Development Map (edited)
- 2005 Alameda County Aerial
- ca-sid

The **NAS Alameda** layer encompasses all buildings, structures, objects, sites, and districts inventoried for this study. The layer reflects the NRHP eligibility of those resources. The NRHP eligibility has been color coded as follows: green for *Contributing to a Historic District*, orange for *Not Contributing to Historic District*, grey for *Not Eligible* and beige for *Built after 1989*. The **NAS Airfield** layer afforded JRP the ability to illustrate the airfield components such as taxiways and runways as separate unit. The **NAS Alameda Historic District**, shown with a blue outline, depicts historic district

NAVAL AIR STATION ALAMEDA

Cultural Landscape Report

boundary lines, along with the NRHP eligibility of resources within the historic district boundary. The **NAS Alameda General Development Map (edited)** is the base map for the historic district graphic from Jones & Stokes, “Pre-Final National Register of Historic Places Nomination for the NAS Alameda Historic District,” 2008, as provided by the Navy. Portions of this layer are also derived from the Facilities Management Office, “Naval Air Station Alameda” map of the facility from 1993. PGA Design, Inc. and JRP edited this base map to better reflect current conditions on the former station. This layer is used to depict the station at various scale for various parts of the facility. The base maps JRP is also providing are the **2005 Alameda County Aerial** downloaded from the State of California’s GIS website page “CAL-ATLAS GEOSPATIAL CLEARINGHOUSE” at www.atlas.ca.gov and the **ca-sid** layer which provides a USGS topographic map that includes the “Oakland West” 7.5 series quadrangle. Both the aerial and topographic maps were georeferenced into the existing layers provided by Tetra Tech.

APPENDIX E – CONSULTATION CORRESPONDENCE

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
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calshpo@parks.ca.gov
www.ohp.parks.ca.gov



March 19, 2012

Reply in Reference To: USN120221A

Anthony Megliola
Base Closure Manager
1455 Frazee Road, Suite 900
San Diego, CA 92108

RE: Former Naval Air Station Alameda Cultural Landscape Report, Naval Air Station Alameda, CA

Dear Mr. Megliola:

Thank you for consulting with me. Pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA), the United States Navy (Navy) seeks my concurrence on the findings of the *Draft Cultural Landscape Report for Naval Air Station Alameda* (JRP Historical Consulting LLC and PGA Design, Inc.: February 2012). The Cultural Landscape Report (CLR) was prepared to support compliance with the 1999 *Memorandum of Agreement among the United States Navy, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Naval Air Station, Alameda, California*. The chief aim of the CLR is to evaluate whether there are cultural landscapes on the former Naval Air Station (NAS) Alameda that are eligible for listing on the National Register of Historic Places (NRHP), thereby finalizing the Navy's identification of historic properties at the former NAS Alameda, and providing support for the National Register nomination of the NAS Alameda Historic District.

A National Register-eligible historic designed landscape (HDL) is identified in the CLR as a contributing element of the NAS Alameda Historic District. The Navy argues the HDL is significant under NRHP Criteria A and C, and retains sufficient historic integrity to convey its significance to the NAS Alameda Historic District's period of significance (1938-1945). The HDL includes character-defining features related to spatial organization, views and vistas, topography, vegetation, circulation, water features, and structures, furnishings, and objects.


Under NRHP Criterion A, the HDL on NAS Alameda is a contributing element to the NAS Alameda Historic District because of its important association with, and as an expression of, the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay area during World War II, and for its important association with the station's role in Pacific Theater naval operations during the war.

Under Criterion C, the Navy argues the HDL within the NAS Alameda Historic District is significant under the historical themes of military, landscape architecture, and community development and planning. Navy architects and planners consciously designed and laid out NAS Alameda. They did so following established design principles in a recognized style and tradition in accordance with the military practices of the period. The base is an exemplary example of "total base design," a principle, as I understand it, of the integration and expression of military cultural traditions of hierarchy, uniformity, and order reflected in all details of design and construction and writ large on the landscape.

Having reviewed the CLR and considered your arguments, I concur that the HDL, as described and depicted in the CLR, the accompanying DPR 523 forms, and the Character-Defining Features Diagrams in Appendix A-2, is eligible for listing on the National Register of Historic Places under Criteria A and C as a contributor to the NAS Alameda Historic District.

Thank you for seeking my comments and considering historic properties as part of your project planning. If you have any questions or concerns, please contact Tristan Tozer of my staff at (916) 445-7027 or at email at ttozer@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer



DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE WEST
1455 FRAZEE RD, SUITE 900
SAN DIEGO, CA 92108-4310

Ser BPMOW.els/0082
FEB 17 2012

Mr. Tristan Tozer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Ms. Louise Brodnitz
Historic Preservation Specialist
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

Dear Mr. Tozer and Ms. Brodnitz:

The Navy seeks State Historic Preservation Officer (SHPO) and Advisory Council of Historic Preservation (ACHP) concurrence on the findings of the Draft "Cultural Landscape Report (CLR) for Naval Air Station Alameda" of February 2012 (Enclosure (1)). The CLR was prepared to support compliance with the 1999 *Memorandum of Agreement Among the United States Navy, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Naval Air Station, Alameda, California* (1999 MOA). Specifically, the CLR evaluates whether there are cultural landscapes on the former Naval Air Station (NAS) Alameda that are eligible for the National Register of Historic Places (NRHP), thereby finalizing the Navy's identification of historic properties at the former NAS Alameda, and providing support for the National Register Nomination of the NAS Alameda Historic District. We respectfully request your concurrence on our report's findings by **March 19, 2012**. Via separate correspondence, the Navy is also concurrently seeking and considering the input of the consulting parties identified in the distribution list in Enclosure (2).

A National Register-eligible historic designed landscape (HDL) is identified in the CLR as a contributing element of the NAS Alameda Historic District. The historic designed landscape (a category of cultural landscape) is significant under NRHP Criterion A and NRHP Criterion C, and it retains sufficient historic integrity to convey its significance to the NAS Alameda Historic District's period of significance, 1938-1945. The HDL includes character-defining features that are related to spatial organization, views and vistas, topography, vegetation, circulation, water features, and structures / furnishings / objects. In Appendix A-2, Character-Defining Features Diagrams provide a visual summary of the character-defining features of the HDL and the NAS Alameda Historic District Diagram depicts the HDL in relationship to the rest of the Historic District.

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As noted above, we respectfully request SHPO and ACHP concurrence on the findings of the enclosed CLR by **March 19, 2012**. Please send your comments/concurrence to Ms. Erica Spinelli, Senior Cultural Resources Manager, at the address above.

Should you have any questions or need additional information, please contact Ms. Erica Spinelli at (619) 532-0980 or by email at erica.spinelli@navy.mil.

Sincerely,



ANTHONY MEGLIOLA
Base Closure Manager
By direction of the Director

- Enclosures: 1. "Cultural Landscape Report for Naval Air Station Alameda" (February 2012)
(SHPO: 1 hard copy / 1 CD; ACHP: 1 CD)
2. Consulting Party Distribution List

Copy to: (w/o encl)
Dr. David Sproul, Historian
Naval Facilities Engineering Command, Southwest Division
1220 Pacific Highway, Code EV5.DS
San Diego, CA 92132

ENCLOSURE (2)

Consulting Party Distribution List

<p>Alameda Architectural Preservation Society (AAPS) c/o Ms. Elizabeth Krase Greene (2 hard copies / 2 CDs)</p>	<p>Mr. Aidan Barry Individual (1 CD)</p>
<p>Ms. Marilyn York Director of Operations Alameda Naval Air Museum (2 CDs)</p>	<p>SunCal Companies c/o Mr. Bruce Cook (1 hard copy / 1 CD)</p>
<p>Mr. Doug Biggs Alameda Point Collaborative (1 CD)</p>	<p>Mr. Larry Janes Department of Veterans Affairs VA Sierra Pacific Network Capital Asset Managers Office (2 CDs)</p>
<p>Ms. Jennifer Ott Chief of Operations City of Alameda-- Alameda Reuse and Redevelopment Authority (ARRA) (2 hard copies / 2 CDs)</p>	<p>Mr. Mark Chandler Commissioner County of Alameda, Veterans Affairs Commission (1 hard copy / 1 CD)</p>
<p>American Legion Post 647 c/o Mr. James Sweeney (1 CD)</p>	<p>Ms. Carol Gottstein Individual (1 hard copy / 1 CD)</p>



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SAN DIEGO, CA 92108-4310

Ser BPMOW.els/0081
FEB 17 2012

Dear Consulting Parties:

The Navy seeks your input on the findings of the Draft "Cultural Landscape Report (CLR) for Naval Air Station Alameda" of February 2012 (Enclosure (1)). The CLR was prepared to support compliance with the 1999 *Memorandum of Agreement Among the United States Navy, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Naval Air Station, Alameda, California* (1999 MOA). Specifically, the CLR evaluates whether there are cultural landscapes on the former Naval Air Station (NAS) Alameda that are eligible for the National Register of Historic Places (NRHP), thereby finalizing the Navy's identification of historic properties at the former NAS Alameda, and providing support for the National Register Nomination of the NAS Alameda Historic District.

A National Register-eligible historic designed landscape (HDL) is identified in the CLR as a contributing element of the NAS Alameda Historic District. The historic designed landscape (a category of cultural landscape) is significant under NRHP Criterion A and NRHP Criterion C, and it retains sufficient historic integrity to convey its significance to the NAS Alameda Historic District's period of significance, 1938-1945. The HDL includes character-defining features that are related to spatial organization, views and vistas, topography, vegetation, circulation, water features, and structures / furnishings / objects. In Appendix A-2, Character-Defining Features Diagrams provide a visual summary of the character-defining features of the HDL and the NAS Alameda Historic District Diagram depicts the HDL in relationship to the rest of the Historic District.

We request comments on the CLR findings from the consulting parties listed in Enclosure (2) by **March 19, 2012**. Under separate correspondence, the Navy is also seeking concurrence on these findings from the California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP). As with your previous review of the Combined Evaluation Report, we request that you submit consolidated comments from your organization using the Navy's comment matrix (to be provided by electronic mail) to Ms. Erica Spinelli at erica.spinelli@navy.mil.

Should you have any questions or need additional information, please contact Ms. Erica Spinelli, Senior Cultural Resources Manager, at (619) 532-0980 or by email at erica.spinelli@navy.mil.

Sincerely,

ANTHONY MEGLIOLA
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4.2 Analysis

This report concludes that there is a historic designed landscape present on NAS Alameda that is historically significant and retains sufficient historic integrity to convey its important association with the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and important associations with the Navy's role in Pacific Theater naval operations during World War II. As noted, the historic designed landscape is a contributing element to the NAS Alameda Historic District, which has a period of significance of 1938-1945. This historic designed landscape is not individually significant, but rather is similar to other buildings and structures that are contributors to the historic district. The district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report, is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development.

This section provides analysis regarding the significance of elements of the historic designed landscape within the historic district and identifies, through comparison of data presented in the historic context (Section 3) and the description of existing conditions (Section 4.1), which existing elements of the historic designed landscape are its character-defining features. This section also discusses existing vegetation that is appropriate to the historic designed landscape and its original design intent, but that is not part of the character-defining features because the specific extant elements were not either not present during the period of significance, or there is insufficient evidence to illustrate their presence during the period of significance.

All character-defining features of the historic designed landscape within the NAS Alameda Historic District are either implementations of, or adaptations made during World War II to, the original 1939 station plan and/or the station's 1941 planting plan during the initial phase of construction and/or during World War II. The categories of landscape elements discussed herein are: spatial organization; views and vistas; topography; vegetation; circulation; water features; and structures, furnishings, and objects.

4.2.1 Spatial Organization

The spatial organization within the NAS Alameda Historic District is a prominent and distinctive aspect of the historic designed landscape and has retained a high level of historic integrity to the district's period of significance. This section analyzes the significance of the elements of the historic designed landscape and identifies which elements of the spatial organization laid out on NAS Alameda by the end of World War II are character-defining features of the historic designed landscape.

The 1939 station plan established the fundamental elements of spatial organization of the station; intersecting axes, an orthogonal pattern of streets and functions, the Officers' Housing separated and in a different configuration from the rest of the station, wide open spaces in the center of the station, and long views down some of the main thoroughfares. The plan also included areas that secondary spaces and that were intended for future expansion. The plan used bilaterally symmetrical spaces and sight-lines visually tying spaces to one another. Spatial borders were delineated by the placement of buildings, the alignment of streets, and arrangement of vegetation. Within the axial layout of the station plan, distinct areas of the station also had distinctive spatial organization. The station plan allowed the Navy to devise an efficient and orderly system that placed functional areas in logical relationship to one another. Although the plan evolved and was adapted to suit the needs of various Navy bureaus during the planning phase for the station, and again during wartime mobilization, the most fundamental elements of the spatial organization remained authentic to the original plan.

Administrative Core

The layout of the station is organized in relation to the designed axes that intersect in the Administrative Core. Different functional areas – administrative, shops, operations, residential, MWR – are sited in relation to the main axes, and in relationship to one another. The main north-south axis was elaborated with a bilaterally symmetrical open space stretching from Building 31 to Building 1. From the sentry house at Building 31, this space created a sightline visually connecting the entry to the primary administrative building at the center of the station, Building 1. By placing the Administrative Core along at the center of the station plan, it was easily accessible from the main working and living areas. The east-west axis that had been elevated to a primary axis in the design, stretching from West Essex Drive to Building 3, also bisected a bilaterally symmetrical space. From Pan Am Way to Saratoga Street, West Essex Drive bisects two blocks of equal dimensions. The axis then continues on to bisect the entry mall, the BEQ quadrangle, and Buildings 3 and 21 (see **Photograph 2**). The axial layout in the Administrative Core created long views / vistas north and south down Lexington and Saratoga streets (see **Photograph 67**), between Building 1 and Building 31 (see **Photograph 64**), and east-west views from Building 3 across the BEQ quadrangle (see **Photograph 66**), entry mall, and along the centerline of West Essex Drive (see **Photograph 65**). The north-south views / vistas along Lexington and Saratoga streets physically and visually tie the station entry and the Administrative Core to the Seaplane Lagoon, one of the primary station features related to the station's World War II mission in support of Navy aviation. The Navy's appropriation of valuable land created with fill to wide open formal spaces at the center of the station designed to make a visual impact upon entry reflects both the investment and pride in the station. Similarly, the deep – and uniform – setback of buildings from the street reflected both order and uniformity, and also value placed on spatial arrangements of buildings in a manner that preserved open spaces around the buildings. After World War II, these primary features of the

spatial organization of the Administrative Core remained intact, and they are character-defining features of the historic designed landscape (see **Photograph 148** and **Photograph 149**).

Housing areas for bachelor enlisted and bachelor officers were organized in relationship to the main axes and in relationship to the main working area of the station. The BEQs and the BOQs were sited on opposite sides of the primary north-south axis and separated by the entry mall, a reflection of separation of rank and military hierarchy. They also flanked the east-west axis that runs from Building 3 across the entry mall and down West Essex Drive. While both were located within the Administrative Core, and by the layout of the buildings were visually tied to the Administrative Core, they were also adjacent to the Shops Area, one of the main working areas on station, and they were adjacent respective recreational areas at the north edge of the station on either side of the Main Gate separated by rank.

In the Administrative Core of the station, buildings and structures constructed or modified after World War II were built in a manner that was generally responsive to the extant spatial organization (see **Photograph 19** and **Photograph 57**). Few changes within the area of the station's original plan diminished the spatial organization and land use pattern qualities of the landscape established by the end of the war, and the axes, orthogonal layout and functional / land use patterns generally remained, as seen in the Land Use Diagram (**Appendix A2**). Neither new construction, nor demolition of World War II-era buildings / structures, in this portion of the station diminished the strong qualities of the station's axes or orthogonal layout. New construction included Building 525, Building 585, and Building 7, all of which were built in a scale respectful of the extant buildings.

Demolition in the Administrative Core included much of the enlisted personnel recreational facilities north of the BEQ when the Navy modified the Airfield for jet aircraft in the 1950s and removal, by the 1970s, of four of the temporary style barracks built as BOQs north of West Essex Drive. The alterations to the enlisted personnel recreational facilities and the almost complete reorganization of that area of the station have diminished the integrity of that portion of the landscape and therefore the area north of West Red Line Avenue west of the Main Gate is excluded from the historic district boundaries. The block on which the BOQ temporary barracks sat has two of the original six buildings and the block retains its overall orthogonal form, but much of the space within planted edges of that block, east of Building 137 and south of Buildings 135 and 137, have no specific character-defining features and are non-contributing spaces within the historic district. Similarly, the area north of Building 75, where the Officers' family pool was located and the landscape features (including plantings) at Building 7 also contains no character-defining features and are non-contributing spaces within the historic district.



Photograph 148: Administrative Core in 1946.¹⁹⁴



Photograph 149: Administrative Core in 2005.¹⁹⁵

¹⁹⁴United States Geological Survey, *Alameda County*, Aerial Photographs, USGS: Washington: 1946.

¹⁹⁵ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE" at www.atlas.ca.gov.

Some changes to the functional layout occurred within the Administrative Core during the latter half of the twentieth century. This included changes in use of the former BOQ barracks north of West Essex Drive, and expansion of MWR facilities on the station that supplemented or replaced those functions that been housed in buildings within the Administrative Core. Building 525, for example, was constructed in 1970 as a bowling facility adjacent to the station theater (Building 18), both of which were MWR facilities centrally located and opened to all ranks and to civilian personnel. The new bowling alley building was also sited with a more modest setback to the street than the original buildings of the Administrative Core. Building 585, constructed in 1976, has a larger setback than the original buildings of the Administrative Core (with vegetation at variance with the rest of the Administrative Core). Building 585 and Building 7, constructed in 1986, both illustrate some inconsistency with the station's original functional layout design. The CPO Club in Building 585 was placed in an area that had been for officer housing, but that purpose had shifted to other more general functions by the 1970s. Placement of the new CPO club in relationship to the Officer's Club in Building 60, however, imitated the relationship of CPO Housing to Officers' Housing on the east side of the station and was in keeping with MWR functions in the Administrative Core. Likewise, the material engineering laboratory constructed in Building 7 extended functions related to the Shops into the Administrative Core, but this overlap of function was similar to the World War II training functions that occurred in Building 101 (originally situated east of Building 114 and destroyed by fire in 2003) and in buildings adjacent to the new laboratory in Building 7. The functional use changes that occurred in the Administrative Core that are within the boundaries of the historic district, however, do not diminish one's comprehension of the concept and original layout of the functional areas established within the station's Administrative Core by the end of World War II.

Shops Area

As shown on the Land Use Diagram (**Appendix A2**), the Shops Area of the station is divided into three sub-areas. The first two are almost completely within the station's original orthogonal layout and had functions related to A&R (later O&R / NARF) and Storage / Supply / Public Works. The other sub-area includes portions of the station that were supportive or additional to A&R functions and not within the orthogonal layout of the station's original plan. The historic district boundary is drawn to account for portions of the Shops Area that retain the station's distinct elements of spatial organization and views / vistas from the period of significance and to exclude those portions of the Shops Area that contain buildings, structures, and landscape features built or developed after the period of significance or that are areas of the station that do not retain sufficient historic integrity to the period of significance.

Within the orthogonal layout situated immediately south of the Administrative Core, the primary north-south axis that stretches from the sentry house (Building 31) continues through seaplane hangar Building 39 and then bisects the Seaplane Lagoon, just as it has since the 1939 iteration

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of the station plan (see **Illustration 4** and **Photograph 4**). World War II construction in this area further defined the orthogonal layout of streets and paths and the result was congruent with the original station plan, creating a symmetrical space along the north-south axis. Southern views along all of the north-south streets traversing the area – Monarch Street, Lexington Street, Saratoga Street, and Pan Am Way – visually connected the Shops Area to the Seaplane Lagoon. Lexington Street divided the space functionally with A&R to the west and storage / supply / public works to the east. West Tower Avenue was the division between the Shops Area and the Operations Area to the south. Landplane hangar Building 22 is the visual termination at the west end of West Midway Avenue.

Similar to changes in the Administrative Core, buildings and structures built or modified after World War II in the Shops area within the orthogonal layout were constructed in a manner that was generally responsive to the extant spatial organization. Few changes within the area of the station's original plan diminished the spatial organization and land use pattern qualities of the landscape established by the end of the war, and the axes, orthogonal layout and functional / land use patterns generally remained. Neither new construction, nor demolition of World War II-era buildings / structures, in this portion of the station diminished the strong qualities of the station's axes or orthogonal layout. There were also only modest shifts in functional layout to the Shops Area within the orthogonal layout that affected the integrity of the functional area and its ability to convey its significance relevant to the station's period of significance.

Shops Area buildings and structures built since the historic district's period of significance, and their landscape elements that differ from or that do not contribute to the elements of the landscape from the period of significance, include portions of the station around Buildings 25 and 29 on the western end of the station, as well as portions of the station around Buildings 410, 530, and 360 on the east side of the station.

Changes in the Shops Area within the boundary of the historic district since the end of World War II resulted in some shifts in functional use and spatial layout of the area. Building 62 did not continue to serve exclusively as the civilian cafeteria as it had during the war. In the 1950s and 1960s the Training Division, Public Works, and Industrial Relations each occupied the building at various points. Also in the 1950s, a credit union moved into the building and eventually the building was used as a data processing center in the 1980s. Even though the building was added onto, it retained its original deep setback with lawn and foundation shrubs along the east side of the building. The hybrid use of the building, however, was appropriate for the location on edge of the Administrative Core, adjacent to the main north-south axis. New construction and demolition of World War II-era buildings also impacted the layout of the Shops Area. Building 32, a modern addition on the west half of the block south of Building 1, filled in an open space historically used for parking. In addition, the building was sited with a narrower setback than other buildings in the area. The loss of Building 101 to fire in 2003 created a new

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open space between Building 114 and Building 73B. Other changes in this portion of the Shops Area included Building 607, which was constructed in 1980 and the more recent addition of the child care center north of Building 607. The addition of Buildings 32 and 607, as well as the loss of Building 101, do not significantly affect the primary elements of the historic designed landscape – axial plan, orthogonal layout of roads, sightlines – to a degree that the Shops Area no longer retains integrity to the period of significance. Similarly, the addition of small ancillary buildings west and south of Building 5 does not significantly disrupt the overall layout of the area (see **Photograph 91**). However, the spaces within the planted edges of the block where Building 101 was located and where Building 607 sits do not include character-defining features and are considered to be non-contributing spaces within the historic district.

Other portions of the Shops Area outside the orthogonal layout include buildings and structures that have some association to the station's period of significance, but those areas do not retain sufficient historic integrity to convey significance related to the station's initial development or the adaptations of the station for its contributions during World War II. As noted, the original station plan included areas intended for future development or that were secondary spaces for additional functions outside the primary functional areas within the station's orthogonal layout. This included the portion of the Shops Area east of Pan Am Way and Ferry Point Road on the east side of the station around Buildings 86, 117, 13, 112, 66, 162, and 14. This eastern portion of the station was adapted and developed with facilities that were additive to functions on the station or that require siting away from the main functional areas of the station, such as the engine test cells in Building 14 that were both too noisy and dangerous to be placed adjacent the main A&R facility in Building 5. The southeastern corner of the station that was largely open and used for aircraft storage during the war was infilled with multiple buildings and other facilities during the latter half of the twentieth century. This portion of the station evolved with a utilitarian layout, responsive to the extant railroad track and later infill of land, and did not reflect the station's axial layout, nor extend its symmetry and orthogonal pattern (see **Photograph 91**). Still this area's possible contribution to the historic district could have been its illustration of the station's evolution during World War II to adapt to the enormous demands placed on NAS Alameda during that conflict. This portion of the Shops Area, however, includes World War II-era buildings that have been altered or moved, and many newer buildings were constructed in this area of the station. Also, World War II-era buildings and other elements of the landscape have been removed from this area, including railroad track, loading platforms, and above ground tanks. Furthermore, changes to the landscape that reduce this area's ability to convey significance related to World War II include the redesign of the landscape island by East Gate (around the plane on pedestal – Building 71) and the redesign of the former railroad tracks that extended from Atlantic Avenue to the piers into a pedestrian trail.

Residential / MWR Area

Spatial organization in the residential portions of the station, particularly the Officers' Housing, is a distinct aspect of the layout of the station plan. The Officers' Housing area shown in the 1939 plan is much smaller than what was executed in the first phase of construction, however, the general design concept was maintained (see **Illustration 4**). Offset from the rest of the station at the intersections with Pan Am Way, and sited with curvilinear roads in an egg-shaped area, rather than an orthogonal pattern, this part of the station reflected the hierarchical distinction between officers and the rest of the station (see **Illustration 15**). Further underscoring this distinction, the Officers' houses were sited facing northeast, away from the center of the station. Not only did the layout of the Officers' Housing reinforce hierarchical rank, it also expressed uniformity and order. Each house was set back from the road a uniform distance, and evenly spaced from one another. No fences were used to delineate the space between the houses, and limited internal views contributed to the sense that this was a private space, apart from the rest of the station. The Commanding Officers' house was physically separated from the rest of the Officers' Housing by a wedge shaped area and lawn adjacent the house's semi-driveway. Another observance of rank built into the spatial layout was separation of the Officers' Housing from the CPO Housing by a park and open space south of West Essex Drive (see **Photograph 60**). Unlike the Officers' Housing, the CPO Housing was sited in relation to the axial grid that organized the station core (see **Photograph 103**). There are also not the same limited views within this area, as are present in the Officers' Housing area; the houses and their surroundings are laid out in a linear / grid pattern. Building 178, at the center of the two northernmost rows of CPO houses aligns with the centerline of Building 17 to the west. The historic district boundary was drawn to encompass the original Officers' Housing and CPO Housing that reflect the original spatial organization and views / vistas of the station. The northwest side of the Officers' Housing was reshaped under the housing program in the 1960s, and does not continue, reflect, or adhere to the original design or design intent of the station's plan.

The World War II temporary barracks built on the east side of the station were sited in originally unplanned, secondary spaces, adjacent to the Officers' Housing, CPO Housing, and Shops Area. These additional residential units were built east and south of the Officers' Housing and CPO Housing southward to Tower Avenue. Barracks in this area were accompanied by buildings that housed support functions for personnel stationed on Alameda. The Navy constructed these World War II-era buildings following a separate spatial organization and layout pattern that the originally designed portion of the station. They were built on a utilitarian grid pattern, but not replicating or extending the original station design's symmetry, orthogonal plan, or organizational pattern. Placement of these facilities was an adaptation of the station plan that was followed some of the organizational design intent of functional areas, i.e. housing was built in relationship to one another, however, this secondary portion of the station does not have a

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strong orthogonal or axial relationship to the rest of the station. Almost all of the World War II-era units were replaced with family housing built in the 1960s. The design of the Family Housing area bore little relationship to the station's original orthogonal and axial plan with its modestly curving streets and buildings that did not directly align with the streets that served the area. Similarly, the MWR area added to the southern edge of the station in the 1970s bore little relationship to the station's original plan or functional organization.

Operations Area

The Operations Area (formerly referred to as the Hangars Area in previous reports) covers a large portion of NAS Alameda, including: 1) landplane hangars, Control Tower and Airfield; 2) seaplane hangars and Seaplane Lagoon; and 3) waterfront operations area (See Land Use Diagram in **Appendix A**). Portions of the Operations Area retain the distinct spatial organization that was laid out during the station's design and initial phase of station construction and contributed to the station's important role during World War II. These are at the landplane hangars and Control Tower, as well as the seaplane hangars and Seaplane Lagoon. Other sections of the Operations Area were originally built or established before or during World War II, such as portions of the Airfield and the piers area, but they do not retain sufficient historic integrity to convey their significance to that period. The NAS Alameda Historic District boundary is drawn to account for sections of the Operations Area that do and do not retain historic integrity and includes the immediate space west of the landplane hangar row with the Control Tower at the southernmost end that was part of the working areas around those buildings.

As built, each row of hangars was consistently spaced from one another, and oriented parallel to the areas they served: the Airfield and Seaplane Lagoon. The Control Tower was constructed at the intersection of the north-south and east-west axis of the landplane and seaplane hangars. Not only were the hangars aligned parallel to the areas they served, the station plan also situated them adjacent to the Shops Area, particularly A&R. Building 5, the main A&R building, was placed in the Shops Area with the west side facing the landplane hangars and the south side facing the seaplane hangars. In the 1939 station plan, the seaplane hangars were aligned on the primary north-south axis with the axis bisecting seaplane hangar Building 39 and the landplane hangars were aligned in a U-shape around the west end of the original primary east-west axis (see **Illustration 4**). By placing each group of hangars on one of the primary axes, this design emphasized NAS Alameda's mission in support of naval aviation. When the landplane hangars were realigned parallel with the Airfield before construction began, station planners maintained this design principle by aligning one of the landplane hangars, Building 21, with the emerging primary east-west axis stretching from West Essex Drive to through Building 3 (see **Photograph 2**). When two new runways were added to the Airfield in the 1950s to accommodate jet aircraft, the design of the original Airfield was largely obliterated. It was no longer a compact space

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whose shape and dimensions mirrored symmetrically the shape and dimensions of the core of the station, nor did it reflect the aircraft used by the Navy during the period of significance. For these reasons, the Airfield is not a character-defining feature of the historic designed landscape because of substantial losses of integrity and thus the historic district boundary is drawn to exclude the Airfield.¹⁹⁶

As a prominent and important feature of the station's operations, the Seaplane Lagoon was aligned on the primary north-south axis of the station. The structure remains on that alignment, retains its original shape, and has enough of its original structures (bulkhead, ramps, and rip rap) in the existing conditions to retain integrity and is a character-defining feature of the historic designed landscape (see **Photograph 6** and **Photograph 112**). The Seaplane Lagoon is fully recorded and evaluated in the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report and is included here as a single resource (water feature) that is a character-defining feature of the historic designed landscape.

Similar to changes in the Administrative Core, buildings and structures built or modified after World War II in portions of the Operations area within the orthogonal layout were constructed in a manner that was generally responsive to the extant spatial organization and views / vistas. Few changes within the area of the station's original plan diminished the spatial organization and land use pattern qualities of the landscape established by the end of the war, and the axes, orthogonal layout, views, and functional / land use patterns generally remained. Neither new construction, nor demolition of World War II-era buildings / structures, in this portion of the station diminished the strong qualities of the station's axes or orthogonal layout. The construction of Building 24 between landplane hangar Building 23 and the Control Tower utilizes the same setback as the hangars and is built within the north-south axis. There were also only modest shifts in functional layout to the Operations Area within the orthogonal layout that affected the integrity of the functional area and its ability to convey its significance relevant to the station's period of significance.

The largest functional alterations and modifications to land use patterns within the station's orthogonal layout within the Operations Area were at the seaplane hangars, which were transferred for use by landplane aircraft after the Navy discontinued operating seaplanes from NAS Alameda in the 1960s. The Navy designated the former seaplane apron on the north side of the Seaplane Lagoon as Taxiway H, but did not fundamentally disrupt the spatial relationship between the seaplane hangars and the Seaplane Lagoon. In the 1950s, the Navy also widened the overhaul and repair functions of Buildings 11 and 12 (originally constructed to service seaplanes), situated adjacent to Building 5, when it constructed Building 400 between the

¹⁹⁶ For the full evaluation of the Airfield see the "Airfield" DPR-523 form in Appendix C of the "Combined Specific Building / Cold War Historic Resources Survey and Evaluation Report for NAS Alameda," September 2011.

original two hangars. This continued the functional organization that had been established during the original plan.

Building 77, the located just south of Seaplane Hangar Building 41, was originally constructed for repair of radar and radio equipment and was later renovated in 1960 as an air terminal. Although the exterior of the building was modified when the building's use changed from repairs to flight operations, the building retained its original setback with lawn.

The waterfront operations area, which includes Piers 1 – 3, Wharves 1 and 2, and the buildings immediately adjacent, is not included within the boundary of the historic district and is not part of the historic designed landscape primarily because it has lost substantial integrity to the period of significance. This area of the station has association with the original design and adaptation of the station during World War II, but changes within this area have diminished its ability to convey the significance to the historic district's period of significance. Most notably, Pier 2 was extended 200 feet in length in 1973; however, other modifications and additions to the area also affect integrity of design (see Combined Specific Buildings Evaluation / Cold War Era Evaluation Report for detailed inventory and evaluation of the piers). The area was outside the boundary of the formal planting plan designed by LaVallee and therefore has no significance associated with that aspect of the historic designed landscape.

4.2.2 Views and Vistas

Administrative Core

The axial layout in the Administrative Core created long views / vistas north and south down Lexington and Saratoga streets (see **Photograph 67**), between Building 1 and Building 31 (see **Photograph 64**), and east-west views from Building 3 across the BEQ quadrangle (see **Photograph 66**), entry mall, and along the centerline of West Essex Drive (see **Photograph 65**). The north-south views / vistas along Lexington and Saratoga streets physically and visually tie the station entry and the Administrative Core to the Seaplane Lagoon, one of the primary station features related to the station's World War II mission in support of Navy aviation. Panoramic views from the corner of Red Line Avenue and Monarch Street from the Operations Area across the Airfield are prominent features of the historic designed landscape, partially created by the spatial layout of the Operations area and partially incidental to the layout.

Shops Area

The north-south views / vistas along Lexington and Saratoga streets physically and visually tie the station entry and the Administrative Core to the Seaplane Lagoon, one of the primary station features related to the station's World War II mission in support of Navy aviation. Long views to the west along West Tower Avenue tied the Shops Area visually to the Airfield until 1990 when Building 24 was built and became the visual termination point for that view (see **Photograph 115**).

Residential / MWR Area

Limited internal views contributed to the sense that the Residential Area was a private space, apart from the rest of the station.

Operations Area

Placement of the hangars in orderly rows along the edges of the station (see **Photograph 92** and **Photograph 93**), near the Airfield and the Seaplane Lagoon created many long views from within the Operations Area. Panoramic views across the Airfield from the landplane hangars and across the Seaplane Lagoon (see **Photograph 116**) from the seaplane hangars were prominent features of the historic designed landscape, partially created by the spatial layout of the Operations Area and partially incidental to the layout. Long views to the west along West Tower Avenue tied the Shops Area visually to the Airfield until 1990 when Building 24 was built and became the visual termination point for that view (see **Photograph 115**).

4.2.3 Topography

The topography of the entire station is flat, and most of the land was created with fill for the purposes of building NAS Alameda. There is a gentle slope that is notably situated at the east end of the BEQ quadrangle that flanks the concrete steps and planters. This slope connects the space to the adjacent entry mall. The overall flat topography of the station is significant because it played a role in dictating, or allowing, what type of plan would be developed. Axial, orthogonal plans organized by bilateral symmetry such as the one present on NAS Alameda are particularly well suited for flat locations because the axial lines do not need to curve around natural features as they would in a hilly or mountainous area, a lesson earlier city planners learned through trial and error. The flat land the Navy built at Alameda provided an ideal slate on which to design a plan using geometric shapes with bilateral balance and symmetry. Because the flat land was constructed by the Navy for the development of NAS Alameda, it is part of the built environment and is integral to the station plan; therefore it is a character-defining feature of the historic designed landscape.

4.2.4 Vegetation

Overall, the vegetation on NAS Alameda currently has a formal, designed appearance, particularly in the Administrative Core, and in portions of the Shops Area. In general, the current vegetation on the station is less well manicured than it was during the Navy's use of the facility and during the station's period of significance. Trees and shrubs were added to the landscape over time, which do not reflect the station's original planting plan and that do not enhance other qualities of the historic designed landscape. Changes have occurred over time, especially as damaged or diseased trees were removed and in some cases, new ones planted. Quite often, new trees were planted in new locations rather than at or adjacent the sites of removed trees, altering the design of the station's vegetation. For example, this is very apparent in the Officers' Housing area where, historically, strongly articulated street-trees lined each curvilinear street. Most of those trees have been removed and new ones planted in a much more random pattern, transforming the appearance of the vegetation in this area.

Vegetation elements that are character-defining features of the historic designed landscape are considered to be the prominent or distinctive aspects of the vegetation that contribute significantly to the physical character of the cultural landscape that were either extant during the period of significance, or have design qualities related to the period of significance. Each feature must retain integrity to be considered character-defining, however, aspects of vegetation may be character-defining features even if they are not original materials, but instead are appropriate replacements.¹⁹⁷ For example, a character-defining feature of the historic designed landscape is the use of low ground cover in the entry mall and BEQ quadrangle in the Administrative Core. Historically, during the period of significance, ice plant was used in this area. Subsequently, the area was planted with grass, which is what remains in the existing conditions. Because ice plant and grass have very similar design qualities – low ground covers that do not obstruct sight-lines – the presence of non-original materials does not exclude this aspect of the vegetation from being character defining.

Many, but not all, of the character-defining features of the vegetation are related to the 1941 planting plan. Elements of the vegetation not included in the planting plan may be considered character defining in cases where the Navy deviated from the planting plan during the period of significance. For example, the planting plan indicates single trees planted at the corners of the large quadrangle in the entry mall (see **Illustration 7**), however, as executed in the early 1940s, small clusters of trees were planted instead (see **Photograph 26**).

Not all vegetation that appears in the 1941 planting plan, and remains in the existing conditions, however, has integrity. The atlas cedars present at three of the four corners of the block

¹⁹⁷ National Park Service, *National Register Bulletin 18*, 7.

containing Building 1 appear on the planting plan and have been present since the period of significance. These trees, however, are not character-defining features because currently they read as corner trees, when in fact they are the three remaining trees in lines of street trees along all four sides of the block, therefore they no longer convey the original design intent.

Vegetation that is not character-defining of the historic designed landscape includes the Chinese elms planted in front of Building 3 in the 1970s, the cypress tree planted in the center of the entry mall, trees planted in the Officers' Housing area after the period of significance, the street trees / shrubs lining the triangular entry drive south of the Main Gate, and vegetation around Building 7. The Chinese elms and the cypress tree both obstruct sightlines that were present during the period of significance (see **Photograph 66**). Replacement trees planted in the Officers' Housing did not follow the original design concept of uniformly spaced street trees. In the case of the poplar trees lining the triangular entry drive, trees were present at this location during the period of significance, however they were not poplars. The poplar trees do not share enough characteristics with the historic trees (likely Black Acacia), and they are spaced much closer together than the historic planting plan, therefore these trees are not considered appropriate replacements and are not character defining of the historic designed landscape (see **Photograph 52** and **Photograph 52**). Vegetation around Building 7, constructed in 1986, does not share the distinctive aspects of the historic planting plan and reflects a later period of landscape design that is not associated with the period of significance. The vegetation around this building is less formal and does not correspond with the deep building setback filled with lawn panels, accentuated with foundation shrubbery and street trees that was presented around adjacent buildings during the period of significance. Neither lawn nor street trees are present at this building.

The planting plan – designed and executed a couple of years after the original station plan – along with the station's first phase of construction represents a concerted effort by the Navy to integrate vegetation into the station design in a cohesive manner. Although little is known about Emery LaVallee, the landscape architect subcontracted to design the planting plan for the station, his designs demonstrate a competent comprehension of the landscape architectural style and design trends of the period, particularly as it shaped the integration of buildings and landscape features. Because the station plan was already in place and construction well under way when the planting plan was designed – as opposed to it being an integral part of the station design from the start – LaVallee's plan was formed in response to the established layout of the station. Much of the planting plan successfully complemented, reinforced, and emphasized the fundamental elements of the station design.

Administrative Area

In the Administrative Core, the planting plan called for single trees to accent the corners of the entry mall, emphasizing its symmetry and highlighting it as a formal space. A bi-chromatic arrangement of ice plant was planned to fill the open space of the entry mall and create a dramatic visual impact (see **Illustration 7**). As executed during the war, clusters of trees, rather than single trees, were planted at the corners of the entry mall, and decoratively arranged ice plant was used as the ground cover for the formal space. At war's end, photographs of the mall show ice plant integrated with unkempt grasses, which illustrates that either the planting plan had not been executed in full or that war time demand reduced the attention that would have been required to maintain the planting plan as had been intended (see **Photograph 31**). Following the war, the planting of the entry mall underwent a series of changes. By the late 1940s, the entry mall had parallel lines of low shrubbery running north-south through both quadrangles in the entry mall, additional shrubbery along the perimeter and trees along the southern edge (see **Photograph 40**). By the mid 1950s, and possibly earlier, most of the ice plant in the entry mall had been replaced with turf. During station replanting in the late 1960s and 1970s, the Monterey cypress tree was planted at the center of the entry mall. This tree interrupts the axial sightlines across the mall, both north to south and east to west, that were characteristic sightlines during the period of significance. The remaining portions of the planting plan present in the existing conditions are the Monterey cypress trees at the northeast and southwest corners of the entry mall (see **Photograph 72**). Although the mall was still planted with ice plant at the end of the period of significance, the turf that replaced it retained some of the design intent by utilizing a low ground-cover that would not interrupt the visual sight-lines created by the open spaces (see **Photograph 150** and **Photograph 151**).

In the planting plan for the BEQ quadrangle, LaVallee created a design that mirrored the uniformity of Buildings 2 and 4, and framed the east-west axis at Building 3. The plan called for paired plantings flanking the paths approaching the building entries (see **Photograph 74**), flanking the entries themselves, and rows of Chinese elms lining the pathway around the interior of the BEQ quadrangle (see **Illustration 9** and **Photograph 76**). The plan also provided for plantings in the concrete planters flanking building entries on Buildings 2 and 4 (and elsewhere on the station). All of these elements of the plan created a uniformity and consistency in the plantings that matched the uniformity and consistency of the design of Buildings 2 and 4. In the corners of the west end of the quadrangle, clusters of Monterey pines were slated to frame Building 3, the visual termination of the east-west axis. The plan also placed pairs Monterey pines flanking the entry paths to the east ends of Buildings 2 and 4, which implied a delineation of space; the pairs of trees served as a passageway to the space. The plan depicted grass (Kikuyu) filling in the open space within the quadrangle and foundation shrubbery against Buildings 2, 3, and 4 (see **Illustration 9**). During World War II, much of the planting plan for the BEQ quadrangle was executed according to design (see **Photograph 8**). Between 1944 and

1945, the west end of the quadrangle was converted to a sporting field, but this did not interrupt elements of the planting plan (see **Photograph 36**). Since World War II, the planting plan in the BEQ quadrangle has retained a relatively high level of integrity. The BEQ quadrangle continued to be planted with grass and used for sports fields (football, baseball, and now soccer).

All of the elements listed above – with the exception of the removal of one of the trees flanking the entry to Building 4 and removal of one of the pines at the southwest corner of the BEQ quadrangle – remain part of the existing conditions and are character-defining features of the historic designed landscape. Foundation shrubbery at the BEQ quadrangle is appropriate to the original design, even though the exact species and extant plantings cannot be confirmed through documentation to have been present during the period of significance.

Other prominent elements of the planting plan that remain in the existing conditions are a pair of rusty leaf fig trees on the north side of the BOQ and three multi-trunk trees (myoporum and mayten) on the southwest side of Building 3 (see **Photograph 79** and **Photograph 80**). LaVallee's placement of the rusty leaf fig trees accentuated both the symmetry of the BOQ building and the symmetry of the D-shaped entry drive. As originally designed, the vegetation plan in the space north of Building 17 also echoed the entry mall; each had a bi-chromatic decorative planting of ice plant, which has now been replaced by low ground cover (see **Illustration 8**). Also, placement of the three multi-trunk trees on the southwest side of Building 3 followed the curve of the drive on that side of the building, and is an example of the planting plan integrating with the siting of the station plan.

Some of the other changes to vegetation in the Administrative Core have been in conjunction with construction that occurred after the period of significance. The planting plan around Building 585, constructed in 1976, is significantly different than LaVallee's planting plan for the original buildings in the Administrative Core. Building 585 has a much deeper setback and consequently has a larger expanse of lawn and has a different palette of plants than used during World War II. Foundation shrubbery is not used around the building and shrubbery that is used is placed away from the building. Building 525, built in 1970, also has a different planting design drawn from a different palette of plants than what was used in the early implementation of station planting. Vegetation at this building is almost entirely confined to the narrow planting strip and planters built into the building and the parking strip on the east side of the building. Vines planted in the building's planters have grown up the exterior of the building, a vegetation feature not used in the original planting plan, or found elsewhere in the Administrative Core. These elements of the vegetation are not character-defining features of the historic designed landscape because they were not present during the period of significance, nor are they additions that are appropriate to the historic designed landscape.

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Photograph 150: 1945, facing Building 1 from the center of the large entry mall.¹⁹⁸



Photograph 151: 2010, facing Building 1 from the center of the large entry mall.

¹⁹⁸ Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), 27.

Shops Area

Portions of the Shops Area that have retained the characteristic deep setback of buildings planted with lawn and foundation shrubs are character-defining features of the historic designed landscape. These areas include buildings adjoining the primary north-south axis – Buildings 6, 8, 62, and 114 (see **Photograph 94**, **Photograph 95**, **Photograph 96**, and **Photograph 97**) – and buildings on the northwest side of the Shops Area – Buildings 42, 43, 44, and 102. The vegetation around each of these buildings has retained the distinctive aspects of the planting plan found throughout the planted parts of the station. It cannot be determined whether or not the shrubs found at these buildings are original materials, but the shrubs present are appropriate to the design intent of the original planting plan.

Residential / MWR Area

LaVallee's planting plan for the Residential Area of the station strongly reinforced the elements of hierarchical distinction between ranks, and uniformity within ranks that had been laid out in the spatial organization by the station plan. The Officers' Housing was designed with generous areas of lawn, an amenity reserved in the planting plan for this class of housing, and allowed for in the station plan by the placement and wide spacing of the Officers' houses with minimal use of hedges, vines, or ground cover (see **Illustration 14**). The street trees called for in the planting plan, and implemented by January 1942 created a strong sense of order and uniformity within the Officers' Housing (see **Photograph 2**). Most of these trees were removed in the intervening years between the 1960s and the 1980s, and the result is that there is far less order and uniformity present in the vegetation in the existing conditions (see **Photograph 100**). In the absence of these street trees, the lawn filling in the spaces between and around the houses serves as the strongest visual tie to the original design concept that emphasized order and uniformity. The planting plan also emphasized the supremacy of the Commanding Officer's position at the top of the station hierarchy with a densely planted mixed grove of trees wrapping around Quarters A, creating a more private space with a park-like atmosphere. Plans called for a pair of yew trees at the projecting corners of the wall that contained the main entry of Quarters A, giving the entry a formal and symmetrical appearance. The yew tree on the west corner remains in the existing conditions (see **Photograph 108**). Although original planting plans could not be obtained for the CPO Housing, aerial photographs taken during the war show that the planting plan highlighted the quadrilateral symmetry of the CPO Housing area bound by Pan Am Way, Corpus Christi Road, and Pensacola Road. Australian tea trees currently line the parking areas on the east and west sides of the block, and historic photographs indicate that this was the planting arrangement in 1945 (see **Photograph 105**). Although it is unclear whether the trees present at that time were Australian tea trees, the design concept has been maintained. These trees continue to define these matched spaces and convey a sense of symmetry and uniformity within this block of the CPO Housing.

Australian tea trees are also present in a wedge-shaped area northwest of the Officers' Housing. This wedge-shaped area is included in the historic district boundary because it contributes to the separation of the Officers' Housing from the recreation area to the northwest, just as the park to the south of the Officers' Housing separates the area from the CPO Housing. These Australian tea trees provide cover for a water tank (Building 95), keeping it hidden from view from the vantage point of the Officers' Club (Building 60). Available plans also do not indicate the species of trees originally planted at this location, however, planting plans for the nearby Officers' Club do indicate the use of Australian tea trees in that plan. The size of the extant trees at this location and the use of Australian tea trees at Building 60 provide evidence that the extant trees are those that were originally planted to hide Building 95.

Other features of the vegetation in the Residential Area include parking strips, and a small park. Parking strips planted with grass are located throughout the Officers' Housing and CPO Housing areas, between the curb and sidewalk at the front yards (see **Photograph 103** and **Photograph 111**). Other areas of the station, particularly the Administrative Core, featured similar planting strips in the first years of the station, however, some were removed by the end of World War II and others were removed by the end of the 1950s; the planting strips were paved to create widened sidewalks. These secondary sidewalks are narrower in the CPO Housing area than the Officers Housing area. The removal of planting strips throughout the station was likely an accommodation to the increased personnel during the war and/or an effort to decrease maintenance of such features. Foot-traffic would not have increased in the Officers' or CPO Housing areas where the number of houses remained constant during and after the war, and the planting strips were consistent with the more heavily vegetated landscape of the housing area, so this area retained this aesthetic feature of the original design. The spatial division between Officers' and CPO Housing created by the small park east of Pan Am Way was planted with lawn and trees during World War II, which remain present in the existing conditions and is a character-defining feature of the historic designed landscape.

In his planting plan for the station, LaVallee designed a dense line of trees to line the north border of the station along Main Street (see **Illustration 6**). The trees delineated a clear boundary for the station. As designed, and executed during World War II, the line of trees created a visual curtain along the approaching drive to the Main Gate. Upon reaching the curved parking area north of the Main Gate, the line of trees continued around the parking area, only breaking at the sentry house (Building 31). This tree cover served to reserve the visual impact of the entry mall for the moment when visitors passed the sentry house and entered the station. Many of the trees along the north border, particularly the Cypress trees, were removed in the 1970s because they had become infected with a fungal disease. The remnants of this tree line and the cluster of trees immediately east of the parking area at the Main Gate are character-defining features of the historic designed landscape because they retain enough of the shape and

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character of the tree line present in 1945 to convey the original design principle (see **Photograph 77** and **Photograph 78**).

Foundation shrubbery, as noted, was prevalent throughout LaVallee's planting plan for the station. Because it is generally not possible to discern species of shrubbery from historic photographs, it is unknown exactly what types of shrubbery were planted on the station during World War II. Historic photographs, however, do indicate the presence of foundation shrubbery around most buildings included in the planting plan (see **Photograph 152** and **Photograph 153**). Although specific shrubs present in the existing conditions cannot be categorized as character-defining because the historical record does not support their presence during the period of significance, foundation shrubs are appropriate to the historic designed landscape on NAS Alameda.



Photograph 152: 1945. Facing Building 18 from the center of the large entry mall.¹⁹⁹



Photograph 153: 2010. Facing Building 18 from the center of the large entry mall.

¹⁹⁹Building 18, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), nd.

Operations Area

In the Operations Area, the Control Tower, Building 77, and the landplane hangars – Buildings 20, 21, and 22 – have deep setbacks and lawn panels, similar to some setbacks in the Administrative Core. These lawn panels are character-defining features of the historic designed landscape (see **Photograph 117** and **Photograph 118**). They were present during the period of significance and are distinctive aspects of the planting plan on NAS Alameda.

Some of the changes in vegetation in the Operations Area include the species selection and style of plant layout around Building 19, which reflects a more recent design character that likely dates to after the historic period of significance. Historic photographs indicate the presence of foundation shrubbery around Building 19; however, the foundation shrubbery as part of the original planting plan is no longer present.²⁰⁰ Although the specific shrubs present cannot be categorized as character-defining because the historical record does not support their presence during the period of significance, foundation shrubs are appropriate to the historic designed landscape on NAS Alameda.

4.2.5 Circulation

The circulation system (including arrangements for both vehicles and pedestrians) was fundamental to the design of the station because of its importance in connecting functional areas, allowing the station to operate efficiently, and articulating the strong axial design plan (see Circulation and Land Use diagrams in **Appendix A2**). Portions of the circulation system that was laid out in the original station plan was primary roadways that organized the core of the station, secondary roadways in the Officers' Housing, the runways and taxiways of the Airfield, and the piers. Elements of the circulation system that are character-defining features of the historic designed landscape are those that organized the station functionally, or had a supportive role to the historic designed landscape and retain sufficient integrity to the period of significance. Historically, the Airfield was an important part of the circulation on the station that was directly associated with the mission of the station. It does not, however, retain integrity to the period of significance because it was heavily altered during expansion for jet aircraft. Not all elements of the circulation that were present during the period of significance are character-defining features because they do not have the distinctive characteristics associated with the station plan. For example, the roads in the southeast and eastern portions of the station are organized in a utilitarian manner with a loose grid pattern and some curved or diagonal roads, and comparatively narrow road widths. The circulation pattern in these areas does not have the distinctive quality of a strong axial alignment that serves as a division between functional areas.

²⁰⁰ "Assembly & Repair Buildings, NAS, Alameda-Sept. 1, 1945," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

One of the primary ways the station's original plan elaborated strong axial lines and an orthogonal layout was through the siting of streets and paths, fundamental elements of the circulation patterns on the station. The main thoroughfares on the station tied the functional areas together to create the most efficient circulation patterns possible between different areas of the station. These roadways are Monarch Street, Lexington Street, Saratoga Street, Pan Am Way, West Redline Avenue, West Essex Drive, West Midway Avenue, and West Tower Avenue. The Navy adapted the larger circulation plan for the station to include pedestrian paths. These followed the same orthogonal principals and they emphasize the orthogonal layout of the station in the Administrative Core and Shops Area and provide access from one functional area to another.

Administrative Core

Circulation onto the station began at the north entrance, either at the sentry house (Building 31) or the parking lot just north of the entry for those who needed to stop at the Main Gate (Building 30). The tree line along the north border broke at the sentry house, demarcating this as an access point. The physical space of the parking lot, an exterior space carved into the interior of the base boundary, reflected the function of the space as a place where people transitioned from base outsiders to base insiders (see **Photograph 63**). Building 30 also includes a gate that supports circulation of pedestrians onto the station.

Upon entering the station through the Main Gate, vehicular roadways paralleled the axial layout of the station through the Administrative Core, and portions of the Shops, and Operations areas that were part of the original station plan (and within the historic district). Secondary routes within this area were also laid out orthogonally, in relation to the primary axes. Pedestrian pathways west of Pan Am Way were sited orthogonally, mirroring the alignment of roadways. Prominent paths across the entry mall emphasized the formality and symmetry of the space, and also served the functional purpose of providing for pedestrian circulation across the mall. A wide plaza and shallow steps connect the entry mall to the BEQ quadrangle (see **Photograph 59**). From 1942 to 1944, three paths bisected the BEQ quadrangle, one on the east end, and two in the interior, stretching from Building 4 to Building 2. By September 1945 the easternmost path had been removed to accommodate a conversion of the space to a sporting field. Pedestrian paths led east and west out of the BEQ quadrangle, toward the entry mall, and toward the landplane hangars. Wide paths of consistent width diverged perpendicularly from the east-west pedestrian paths toward the entries to each wing of Buildings 2 and 4. All of these elements of the circulation are character-defining features of the historic designed landscape because they contribute to the efficiency of the functional layout of the original station plan and, particularly in the case of the main roadways, serve as strong spatial organizers.

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The orthogonal circulation pattern in the Administrative Core is accentuated in a few locations with circular or curvilinear roadways and pathways, particularly at the circular walkway in the center of the entry mall and on the north side of Building 17 where a walkway with a centrally located circular area bisects a space formed by symmetrically curved drives. Circular forms are used sparingly in the design of the station and as a result, tend to stand out visually in the landscape. In the entry mall, the circular pathway is used to mark the intersection of the primary axes in the spatial alignment of the station plan. The circulation plan on the north side of BOQ Building 17 echoes the arrangement of the entry mall.

Shops and Operations Areas

During the period of significance, and continuing into the existing conditions, circulation in the Shops and Operations areas is primarily characterized by vast paved spaces with few obstructions. Because few pedestrian walkways were present in these areas, roadways also served as walkways. The apron for the Seaplane Lagoon was converted to Taxiway H for landplane aircraft that taxied from the Airfield to the former seaplane hangars. This alteration in function does not alter the character or diminish the integrity of the former Seaplane Lagoon apron because the distinctive aspects of the area – paved without obstructions – remain the same. This report concludes that the historic district boundary includes the paved space between the west side of the landplane hangars and former taxiway that ran parallel to the landplane hangars because it was a circulation area and physical space directly associated with the landplane hangars and has retained integrity to the period of significance.

Residential / MWR Area

The Residential Area of the station had different circulation needs than the other functional areas of the station. Less traffic, both vehicular and foot, circulated in and out of the Residential Areas, and unlike other parts of the station, required overnight parking accommodations. Historically, access to this area was restricted to officers who lived in the housing, their families, and guests. Because of the lighter traffic flow in and out of the housing areas, roadways were narrower in the residential parts of the station than in the other areas. In the Officers' Housing, parking was provided with attached single-car garages, and on the southwest sides of the streets, along the planted parking strips. CPO Housing did not include garages and instead had two parking lots in the middle of the 1-13 CPO housing area. All of these elements of the historic designed landscape are present in the existing conditions and are character-defining features of the historic designed landscape.

4.2.6 Water Features

Although Alameda is an island, and NAS Alameda is surrounded by water on three sides, the only significant designed water feature on the station is the Seaplane Lagoon. The Seaplane Lagoon is significant for its associations with the station's mission in support of naval aviation during World War II. As discussed in the analysis of the spatial organization, the Seaplane Lagoon was aligned on the primary north-south axis of the station and the structure retains sufficient integrity and is a character-defining feature of the historic designed landscape. The Seaplane Lagoon is fully recorded and evaluated in the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report and is included here as a single resource that is a character-defining feature of the historic designed landscape. This report concludes that the historic district boundary runs north and south along the east and west sides of the Seaplane Lagoon because the lagoon is aligned with the primary north-south axis of the station (see **Photograph 19**). This alignment of the historic district boundary required moving the previous eastern boundary of the historic district at the northeast corner of the Seaplane Lagoon to the west side of Ferry Point Road, rather than the east side.

4.2.7 Structures, Furnishings, and Objects

The historic designed landscape on NAS Alameda includes a few structures, site furnishings, and objects integrated into the landscape. Buildings and structures can sometimes be considered elements of a cultural landscape, but this is not the analytical approach used for this CLR. Instead, most buildings, structures, and objects are addressed in Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. These are resources that the Navy identifies in the Internet Navy Facility Assets Data Store (INFADS), most of which have building numbers. The focus of the analysis of the CLR is identifying the historic designed landscape that contributes to the NAS Alameda Historic District, including assessment of structures, furnishings, and objects that are not otherwise addressed in the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. In addition, however, it is necessary to discuss elements of the built environment that play a role in the integration of architecture and landscape, which is a significant quality of the historic designed landscape.

Buildings and structures, along with spatial organization and circulation patterns, contribute to the justification for the boundaries of the NAS Alameda Historic District, and are discussed elsewhere in this document. The remaining structures, furnishings, and objects that are character-defining features of the historic designed landscape are all within the historic district boundaries and do not impact the justification of those boundaries.

In the Administrative Core within the historic district, the structures, furnishings, and objects that are character-defining features of the historic designed landscape include permanent planters

flanking the plaza connecting the entry mall with the BEQ quadrangle, trapezoidal-shaped free-standing pots at scattered locations, and light poles in the parking area outside the Main Gate (see **Photograph 59**, **Photograph 87**, and **Photograph 88**). The planters flanking the steps at the plaza between the quadrangles are low rectangular concrete planters that do not obstruct sightlines between the BEQ quadrangle and the entry mall. They provide space for paired plantings to demarcate the connection between the two large quadrangles in the Administrative Core. Smaller trapezoidal-shaped free-standing pots like the ones present in the existing conditions at the south entries of Building 1, were also present during the period of significance and help highlight the integration of buildings and landscape. The smooth concrete surfaces of the planters matched the smooth finish of the exterior of the buildings in the Administrative Core, and were generally used to add vegetation near building entries. The light poles in the parking area help further define this area as an access point to the station, and the decorative, rather than strictly utilitarian, nature of the poles further indicates that the Navy took pride in visitors' first impressions of this station.

In the Residential Area, significant elements of the hardscaping consist of curbed planting beds in the front yards of the Officers' Housing, and shallow foundation planting beds in the front yards of the CPO Housing (see **Photograph 111**). This kind of hardscape element was used as a means of integrating the buildings and the vegetation. Vegetation in the housing area was not merely an afterthought, but rather a planned, integrated part of the station design. These planting beds were present during the period of significance and are character-defining features of the historic designed landscape.

Some structures and elements of the hardscape relate directly to the integration of architecture and landscape, however, because they are built-in parts of buildings, they are treated in the building study, and not individually considered character-defining features of the historic designed landscape. Examples of these are paired planters found in locations throughout the station flanking building entries and built-in benches like the ones found at Buildings 3. The planters represent an effort to combine vegetation with architecture, creating a fully integrated landscape. Benches help define the functions of certain spaces on the station. At Building 3 their location between the Mess Hall and BEQ contributed to the sense that this was a social space on the station.

4.3 Evaluation

4.3.1 Criteria of Significance

4.3.1.1 National Register of Historic Places

The inventory and evaluation of the cultural landscape on NAS Alameda presented in this report and on DPR 523 forms (**Appendix B**) – including identification of the historic designed landscape that is a contributor to the NAS Alameda Historic District – was conducted through application of the significance criteria of the National Register of Historic Places (NRHP) program.

Eligibility for listing in either the NRHP rests on the twin factors of significance and integrity. A property, such as a cultural landscape, must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm historical significance a property may possess and render it ineligible. Likewise, a property may retain integrity, but if it lacks significance, it is ineligible for listing.

Historic significance is judged by applying the NRHP criteria.²⁰¹ The NRHP guidelines direct that a historic resource’s “quality of significance in American history, architecture, archeology, engineering and culture” be determined by meeting at least one of the four main criteria. Properties may be significant at the local, state, or national level under the following NRHP criteria:

- Criterion A: association with events or trends significant in the broad patterns of our history;
- Criterion B: association with the lives of significant individuals;
- Criterion C: a property that embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, or that possesses high artistic values;
- Criterion D: has yielded, or is likely to yield information important to history or prehistory

In general, Criterion D is used to evaluate prehistoric sites and archaeological resources. Although buildings, structures, and other features can occasionally be recognized for the important information they might yield regarding historic construction or technologies, the resources within the study area for this project are types that are generally well documented in primary and secondary sources, and are not themselves the primary source of this information.

²⁰¹ The NRHP criteria are in the Code of Federal Regulations, Title 36, Part 60.4.

Certain property types are usually excluded from consideration for listing in the NRHP, but can be considered if they meet special requirements in addition to meeting the regular criteria. The following are the seven Criteria Considerations that deal with properties usually excluded from listing in the NRHP:²⁰²

Consideration A: Religious Properties

Consideration B: Moved Properties

Consideration C: Birthplaces and Graves

Consideration D: Cemeteries

Consideration E: Reconstructed Properties

Consideration F: Commemorative Properties

Consideration G: Properties that have Achieved Significance within the Past
Fifty Years

The inventory and evaluation analysis presented in this report included the application of Criteria Consideration G for portions of the station's landscape built in or modified in 1962 or after. This provided analysis regarding resources that may have achieved significance within the past fifty years and assessed whether such resources are of exceptional importance. In general the military has recognized that there is sufficient historical perspective to evaluate resources for potential significance within the theme(s) of the Cold War. In order for a resource to be considered as having exceptional importance evidence must be presented from scholarly research. Application of Criteria Consideration G for this study took into account the historic context, themes, and methodology for Cold War period properties as presented in the Statewide Study.

The evaluation process requires application of the significance criteria followed by analysis regarding *historic integrity*. Integrity is the ability of a property to convey its significance. Assessment of integrity includes review of extant physical features of resources that are historically significant and of resources that are not historically significant. The assessment of the latter group illustrates that the physical features of those resources have been considered in the conclusions regarding NRHP eligibility. As noted above, a resource must have both significance and integrity to be considered eligible. A resource may retain integrity, but if it lacks significance, it is ineligible for listing.

There are seven factors of integrity: location, design, setting, workmanship, materials, feeling, and association, and these seven can be roughly grouped into three types. Location and setting

²⁰² United State Department of the Interior, National Park Service, "How to Apply the National Register Criteria for Evaluation," *National Register Bulletin 15*, 25, 41-43; "Guidelines for Evaluating and Nominating Properties that have Achieved Significance within the Last Fifty Years," *National Register Bulletin No. 22* (Washington, D.C.: Government Printing Office, 1979, revised 1990 and 1996).

relate to the relationship between the property and its environment. Design, materials, and workmanship of historic properties relate to their construction methods and architectural / engineering details. Feeling and association are the least objective of the seven aspects and pertain to the overall ability of the property to convey a sense of historical time and place. As noted by the National Park Service guidelines, assessment of integrity can sometimes be a subjective judgment, but it is always grounded in an understanding of a property's physical features and how they relate to its significance in terms of where, why and when a property is significant. Only those properties that retain most of these aspects of integrity – and also have historic significance – are eligible for listing in the NRHP.²⁰³

By their nature cultural landscapes contain elements, notably vegetation, which change with time. Consequently, the analysis of historic integrity takes this into account. The integrity of character-defining features, historic features which defined the landscape, is required. Character-defining features are those tied to and help convey the significance of the historic property. For example, vegetation would be a character-defining feature of a landscape significant for an exemplary planting plan or for the introduction of new species, but vegetation may not be a character-defining feature of a landscape significant for its spatial organization or layout. Only those properties that retain most aspects of integrity for their character-defining features – and also have historic significance – are eligible for listing in the NRHP.

4.3.2 California Register of Historical Resources

The analysis in this CLR also included application of the criteria of the California Register of Historical Resources (CRHR), which is largely based upon the criteria and guidelines of the NRHP program. Like the NRHP, eligibility for listing a resource in the CRHR rests on the twin factors of significance and integrity. A property, such as a cultural landscape, must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm historical significance a property may possess and render it ineligible. Likewise, a property may retain integrity, but if it lacks significance, it is ineligible for listing.

The criteria for listing properties in the CRHR are in Section 15064.5(a)(2)-(3) of the CEQA Guidelines, which provide the criteria from Section 20524.1 of the California Public Resources Code. The CRHR is in the California Code of Regulations Title 14, Chapter 11.5. According to this code, properties eligible for listing in the NRHP are automatically eligible for listing in the CRHR. The CRHR criteria are largely based on the NRHP which are codified in 36 CFR Part 60 and explained in guidelines published by the Keeper of the National Register.²⁰⁴

²⁰³ National Park Service, *National Register Bulletin 15*, 44.

²⁰⁴ The most widely accepted guidelines are contained in the "Guidelines for Applying the National Register Criteria for Evaluation," *National Register Bulletin 15* (Washington D.C.: US Government Printing, 1991, revised 1995 through 2002).

The CRHR criteria closely parallel those of the NRHP. Each resource must be determined to be *significant* at the local, state, or national level under one of four criteria (paraphrased below) in order to be determined eligible:

- Criterion 1: Resources associated with important events that have made a significant contribution to the broad patterns of our history.
- Criterion 2: Resources associated with the lives of persons important to our past.
- Criterion 3: Resources that embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master.
- Criterion 4: Resources that have yielded, or may be likely to yield, information important in prehistory or history.²⁰⁵

The CRHR definition of integrity and its special considerations for certain properties are slightly different than those for the NRHP. Integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” The CRHR further states that eligible resources must “retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance,” and the CRHR lists the same seven aspects of integrity used for evaluating properties under the NRHP criteria.²⁰⁶ The CRHR’s special considerations for certain properties types are limited to: 1) moved buildings, structures, or objects; 2) historical resources achieving significance within the past fifty years; and 3) reconstructed buildings.

4.3.3 Summary Evaluations of Cultural Landscape on NAS Alameda

Inventory and evaluation of a potential cultural landscape on NAS Alameda has identified a historic designed landscape that is a contributing element to the NAS Alameda Historic District. Like the buildings and structures that are contributing elements of the historic district, the historic designed landscape is significant at the state level under NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3. The historic designed landscape is significant for its association with naval air station development in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and the station’s role in supporting the Navy’s operations in the Pacific Theater during World War II. This report concludes that that the historic district should include the historic designed landscape as a contributing element. The proposed boundaries have been established by taking into account

²⁰⁵ California Public Resources Code, Sections 4850 through 4858; California Office of Historic Preservation, “Instructions for Nominating Historical Resources to the California Register of Historical Resources,” August 1997.

²⁰⁶ California Public Resources Code, Title 14, Chapter 11.5, Section 4850 et seq.

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areas of the station's landscape that have historic significance and that retain sufficient historic integrity to convey significance within the historic district's period of significance, 1938-1945.

The historic designed landscape that is a contributor to the NAS Alameda Historic District does not appear to be significant under Criterion B / Criterion 2 because it does not have important direct association with one or more historically significant persons from the pre-World War II / World War II period and it has not yielded, nor is it likely to yield, information important to history in a manner that would make it significant under Criterion D / Criterion 4.

The full evaluation of the historic designed landscape is provided below and on DPR 523 forms located in **Appendix B**.

Besides the historic designed landscape that is a contributor to the NAS Alameda Historic District, no other NRHP or CRHR-eligible cultural landscape has been identified on NAS Alameda. Based on recordation of existing conditions and historical research conducted for this report, there are three factors regarding this conclusion regarding potential cultural landscape on NAS Alameda that are not part of the identified historic designed landscape.

Firstly, no element or area of the landscape on NAS Alameda is significant as a resource that individually appears to meet the criteria for listing in the NRHP / CRHR. The resources that are NRHP / CRHR eligible are like the buildings and structures that are contributors to the historic district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report. The NAS Alameda Historic District is a significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development.

Secondly, areas of the station outside the boundary of the historic district are not eligible for listing in the NRHP / CRHR as part of the historic designed landscape or as any other category of cultural landscape. Some areas outside the historic district share some of the historical associations related to NAS Alameda's significance related to the station's initial development and use during World War II, but these areas do not retain sufficient historic integrity to convey that significance.

Some landscape elements and areas of the station appear to meet the criteria for their association and importance under NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3. This potential significance is with, and as a possible expression of, the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II and for its important associations with the station's role in Pacific Theater naval operations during World War II. Like the resources within the historic

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district, resources outside the historic district do not appear to be significant under Criterion B / Criterion 2 because none have important direct association with one or more historically significant persons from the pre-World War II / World War II period and it has not yielded, nor are they likely to yield, information important to history in a manner that would make it significant under Criterion D / Criterion 4.

Under NRHP Criterion A / CRHR Criterion 1, and as discussed in more detail below, the landscape on NAS Alameda is noted as a designed landscape that follows military traditions of master planning that stressed hierarchical and functional qualities. The landscape's organizational features integrated sea and land aircraft operations and maintenance that supported the increased focus on the Navy's aircraft carrier strategy of the 1930s, along with improved facilities for personnel, which demonstrates the importance of this facility and the value the Navy was placing in the 1930s on aviation as part of its strategic development for the Pacific Fleet. This was further emphasized as completion of the station was sped up and successfully used by the Navy in its role during World War II and the new air station was an important component of fleet support for naval air power and strategic operations during the war. Under Criterion C / CRHR Criterion 3, also discussed in further detail below, the landscape on NAS Alameda illustrates a design that was a successful integration of military traditions and practices influenced by civilian landscape architecture and community planning design trends of the early twentieth century. The design's strong orthogonal and symmetrical Beaux Arts style plan included integration and organization of its various functions and expressions of military cultural traditions. Much of its significance is derived from the careful arrangement of spatial organization, land use configuration, views and vistas, and circulation, along with the integration of architecture and landscape, use of Moderne style architecture, and a traditional and orderly style planting plan, which together demonstrate the Navy's distinct efforts to provide a modern facility in support of aviation as part of its strategic development for the Pacific Fleet. As noted, the station's completion was sped up and successfully used by the Navy in its role in the Pacific Theater during World War II; the flexibility of the spatial organization and functional layout enabled the station to rapidly expand to serve and support this important wartime activity.

The areas outside the historic district that do not retain sufficient historic integrity include the Airfield, waterfront operations area at the piers, and the east side of the station from the family housing area on the north to the recreation facilities at the southeast corner of the station.²⁰⁷ The Airfield has association with the station's original spatial design and layout, as well as the station's role during World War II. All other areas outside the historic district have association with use of the station during World War II, many of which included secondary functions that were not placed within the formal hierarchal planning of the station's major functions. These

²⁰⁷ The historic evaluation of NAS Alameda does not include the "TERM-1" parcel that encompasses a portion of the Breakwater, Pier No. 3, Wharf No. 2, and the shoreline adjacent to Dock No. 5. Historically, the Navy leased this parcel from the City of Alameda and the lease has ended.

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areas were laid out in utilitarian manner that lacked the design qualities of the orthogonal and functional layout of the core part of the station and included functions placed away from more densely occupied portions of the station for safety requirements. These areas do not have a potential role in illustrating the station's orthogonal and symmetrical landscape layout and design. The landscape features in the Airfield, waterfront operations areas at the piers, and on the east side of the station generally do not have the physical features that relate to or convey the significance described above, and even though they retain their integrity of location, they lack elements of the other aspects, including design, setting, materials, workmanship, feeling, and association.

The Airfield was greatly altered when it was converted for use by jet aircraft in the 1950s, and while some features of the original Airfield are present, such as portions of the original runways, the changes to the area greatly modified the design, materials, and workmanship of the original design and the ability for that portion of the station to illustrate its symmetrical layout to the rest of the station and to convey its significance during World War II operations. Similarly, the waterfront operations at and near the piers also have some components that were present during World War II, including the three pier layout and general openness of the area. The design, setting, materials, and workmanship were all compromised as this portion of the station was modified, particularly in the 1960s and 1970s, to accommodate larger ships and different ship maintenance procedures during the latter half of the twentieth century. The landscape on the east side of the station has the least integrity to the World War II period, having lost much of the setting, design, materials, and workmanship that was present during the war. The 1960s family housing almost completely replaced the temporary style barracks that were part of the station's war time build-up. There are also additions to the landscape along the east side of the station that include many new buildings from the 1950s to the 1980s, landscaping / planting changes at the east gate in the 1970s, and addition of MWR facilities, such as the Fleet Recreation Center at the south end of the station built in the 1970s, which replaced space that had been occupied by aircraft parking during the war, or the soccer fields that replaced the World War II Homoja that was demolished in the 1960s. The east side of the station also has association with the A&R Department (later O&R / NARF), particularly in the area on the east side of the Seaplane Lagoon. As noted, the area lacks distinctive design qualities that are present within the historic district, multiple World War II-era buildings and structures in the area have been demolished or greatly altered, and it includes multiple new buildings from the 1950s to 1980s, all of which diminish the area's integrity of setting, design, materials, and workmanship. The lack of integrity of setting, design, and workmanship in all these areas greatly decreases the ability of these areas to present a sense of the time and period that are the aspects of integrity of feeling and association.

Thirdly, the history of the station during the Cold War illustrates that the historic district, its contributing elements including the historic designed landscape, and other components of the

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former NAS Alameda facility outside the historic district, had no direct or important associations with historically significant Cold War Era themes.

The evaluation of resources on NAS Alameda within the context of the Cold War, including examination of potential cultural landscape, took into account the Statewide Study, which presents important Cold War themes. Within the Statewide Study, Cold War themes fall within two general categories: the “high technology” themes that define much of the significance of the achievement of California military bases during this period; and the more routine thematic areas, such as training and support, which have typified the role of California military installations for more than a century. Within the “high technology” themes, the sub-themes are: weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, and man in space sites. Examples of NRHP-eligible Cold War military properties in California under these sub-themes include: Michelson Laboratory at Naval Air Weapons Station China Lake; Test stands of the Air Force Research Laboratory at Edwards Air Force Base (AFB); and Atlas, Titan, Minuteman, and Peacekeeper launch facilities at Vandenberg AFB. The emphasis on non-routine, leading edge technology, while consistent with the requirements to establish exceptional significance, can lead to a biased presentation of the history of the military during this period. The vast majority of men and women who served in the military during the Cold War, as well as the majority of civilian employees at California bases, were involved with so called “routine” functions. The use of the term “routine” does not imply that these people were not doing vital or crucial work. Rather, the emphasis upon non-routine leading-edge developments is pursued in recognition of the historically significant aspects of Cold War-era history, as well as the higher burden of proof that is required in determining NRHP eligibility for properties that may have achieved significance during the last 50 years. Within the Cold War themes, routine sub-themes include: support for troops overseas, total Army and Navy coordination of Regular Forces, Reserve, and National Guard, and a separate theme of military architecture of the Cold War era. At the time of publication of the Statewide Study in 2000, no military properties within the sub-themes of support for military personnel overseas and total Army and Navy coordination of Regular Forces, Reserve, and National Guard, had been found to be eligible to qualify for listing in the NRHP.²⁰⁸

NAS Alameda continued to support carrier operations in overseas conflicts, and other overseas operations, during the Cold War era, as well as its main function of aircraft overhaul and repair, but the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of naval missions and activities during that time. The historical record did not

²⁰⁸ JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 8-1 to 8-60.

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illustrate a direct link between specific development, building / structure construction or alteration, shift in station planning, or alteration to components of the landscape tied to specific operations. Cold War resources on NAS Alameda, including components of its landscape, served general support functions for the fleet and its personnel. The history of the station during the Cold War, therefore, illustrates that neither the historic district, nor its contributing elements, nor any other components of the former NAS Alameda facility, had direct or important associations with historically significant Cold War-era themes.

None of these facilities played an important role in the technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Navy operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and naval facilities around the nation.²⁰⁹ Furthermore, none of the individual landscape features constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period.

No areas of the station's landscape evaluated within the context of the Cold War, therefore, meet the criteria for listing in the NRHP or CRHR because they do not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). These landscape features and areas of station do not exemplify important types, periods, or methods of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are they likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). None of the landscape on NAS Alameda has historic significance within the Cold War period of operations or functions of the station. This applied to landscape features considered individually on NAS Alameda, as well as to any potential collection of landscape features on station designed or built during the Cold War period. The lack of significance of the station during the Cold War in general, and of the separate landscape features on NAS Alameda, supports the conclusion that a distinguishable entity that has a significant concentration, linkage, or continuity of resources for a Cold War-era historic district does not exist on this facility.

Furthermore, some components of landscape on NAS Alameda were designed and installed after 1962 and are less than fifty years old. These resources were not only subject to the thresholds of significance described above, but were also subject to NRHP Criterion Consideration G for properties less than fifty years old, and the similar special consideration under CRHR. NRHP guidance dictates that properties less than fifty years old can only be eligible for listing if they: 1) meet one or more of the NRHP criteria of significance; 2) retain historic integrity; and 3) are of

²⁰⁹ JRP, "Historic Context: Themes, Property Types, and Registration Requirements."

“exceptional importance,” the latter of which would require sufficient historical perspective and scholarly research to consider and provide an extraordinary level of significance. Resources on NAS Alameda dating to post 1962 fall within the context of the Cold War, and were evaluated for potential important associations within this context. While NAS Alameda served a vital support function during the Cold War era and there is sufficient historical perspective to evaluate these resources, none of these facilities rose to the level of exceptional importance as required to meet NRHP Criterion Consideration G (and similar CRHR special consideration).

4.3.4 Discussion of Cultural Landscape on NAS Alameda in Previous Reports

The Navy concluded that the NAS Alameda Historic District was NRHP eligible based upon Sally Woodbridge’s 1992 report, which focused on the station’s buildings and structures, but the report also mentioned that the historic district included features of the designed landscape, although the features were not identified as contributing elements of the historic district. Major streetscape and landscape elements of the NAS Alameda Historic District were further discussed in the 1997 “Guide to Preserving the Character of the Naval Air Station Alameda Historic District,” prepared by Stephen Mikesell of JRP Historical Consulting Services. Neither of these reports, however, addressed the designed landscape elements as representing “cultural landscape.” Neither report formally evaluated the cultural landscape (historic designed landscape), its character-defining elements, or provided a comprehensive identification of historic designed landscape features. No specific determination of NRHP eligibility was previously concluded about cultural landscape / historic designed landscape features on NAS Alameda.

The original historic district significance discussion in the 1992 evaluation included selected aspects of what is being identified as part of the historic designed landscape:

The major finding was that, although no buildings were found to be individually eligible for listing on [sic] the National Register of Historic Places, an historic district comprising the permanent and non-permanent buildings, open spaces, and street system in the central core of the naval air station and the officer housing adjacent to the core was identified. Under Criterion A of the National Register Criteria for Evaluation, the contextural [sic] theme of the district is the development of U.S. Navy bases in the San Francisco Bay Area for World War II; the period of significance is 1938-1945. The integrity of the district is high with few non-contributing structures in contrast to the rest of the base, which has changed considerably since World War II and no longer conveys a strong impression of the naval air station in the period of significance.

...The triangular and quadrangular open spaces that stretch from Main Gate on the north side of the base southward to the Main Administration Building, and the

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east quadrangle formed by Buildings 2, 3, and 4 contribute importantly to a dignified and gracious introduction to the base

...Under Criterion C, the buildings in the historic district have a continuity of style and a high degree of architectural integrity enhanced by the retention of landscaping and parklike open spaces.²¹⁰

Woodbridge's comments on what is being defined in this CLR as features of the historic designed landscape are limited to highlighting the importance of the entry mall and BEQ quadrangle, along with less defined "parklike open spaces" and the street system as important elements of the historic district. She also indicated that the areas of the station beyond the historic district boundaries lacked historic significance and/or historic integrity.

The 1997 Mikesell / JRP report recognized the significance of the Navy's master planning for the station. The report identified and noted as important aspects of NAS Alameda's design the entry mall, BEQ quadrangle, views along the hangars, and the parklike division between the two housing areas, as well as contrasted the layout of the Officers' Housing and CPO Housing. Mikesell noted the open spaces between and among the contributing buildings of the historic district and that the buildings were arranged in a formal plan, built around strong axes that intersect at key buildings. He said that the layout of the historic district was as much a part of the plan for the station as the architectural design for the buildings and that the layout provided "some symbolic meaning, providing focus" for important buildings that accentuated their architectural character. The report identified the layout of the station as an "orthogonal" plan to describe the strong, straight lines that define the placement of buildings, streets, and landscape elements. Mikesell identified several prominent and defining linear organizational elements, including the north-south axis that bisects the entry mall, which he referred to as "by far the most dramatic element of the plan of NAS Alameda" that "offers a dramatic view and frames the important buildings along it." Also, he recognized the east-west axis from Building 3 that flanks the less formal recreational space at the BEQs. He noted, however, that this axis ended at Saratoga Street on the east side of the entry mall (instead of where West Essex Drive and Pan Am Way intersect). He also remarked upon the strong edges and "dramatic vistas" along, and defined by, the landplane and seaplane hangars. Mikesell observed the non-orthogonal edges and curving streets in the Officers' Housing area that were juxtaposed to the orthogonal areas of the station, which he recognized as having similarities to affluent civilian suburban residential tract development, as well as the narrow setback and straight streets of the CPO housing area and the small park area dividing the Officers' Housing area from the CPO Housing area.²¹¹

²¹⁰ Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.

²¹¹ Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 85-90.

Limits to the analysis in the 1997 report include the description of the axis that stretches eastward from Building 3 as not including the distinct extension of that axis along West Essex Drive. The report also did not compile information on vegetation and overstated the contributing nature of the station's mature landscaping by stating that "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 (sic) for many years." This conclusion about the vegetation provides challenges regarding treatment and was not based upon historical research / documentation, nor the opinion or survey of a landscape architecture professional, so it does not sufficiently define the qualities of the vegetation that are historically significant and are character-defining features of the historic designed landscape.²¹²

4.3.5 Evaluation of the Historic Designed Landscape as Contributor to the NAS Alameda Historic District

Inventory of existing conditions of NAS Alameda, review of previous historic resources reports regarding NAS Alameda, and extensive historical research conducted for this CLR lead to the conclusion that there is a historic designed landscape that is a contributing element to the previously identified NAS Alameda Historic District. A "historic designed landscape" is a category of cultural landscape. As noted in Section 2, the NPS defines "historic designed landscape" as:

. . . a landscape that was consciously designed or laid out by a landscape architect, master gardener, architect, engineer, or horticulturist according to design principles, or an amateur gardener working in a recognized style or tradition. The landscape may be associated with a significant person, trend, or event in landscape architecture; or illustrate an important development in the theory and practice of landscape architecture. Aesthetic values play a significant role in designed landscapes. Examples include parks, campuses, and estates.²¹³

This definition largely focuses on the significance of a historic designed landscape under NRHP Criterion C / CRHR Criterion 3, for importance under the NPS established theme of landscape architecture as well as (potentially) the theme of community planning and development. *National Register Bulletin 18* also notes that historic designed landscapes can be significant for association with important historical events and trends related to other historical themes established by NPS. Established historical themes include the military. This is further emphasized in the USACERL's guidelines for documenting and evaluating historic military

²¹² Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 85.

²¹³ National Park Service, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 1996. The current edition of these guidelines is available online at <http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/organization.htm>.

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landscapes.²¹⁴ NAS Alameda's historic designed landscape is significant under both NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3.

This historic designed landscape is not individually significant, but rather is similar to other buildings and structures that are contributors to the historic district. The district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report, is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development. The identification and analysis of the historic designed landscape on the station concludes that the historic district should include the historic designed landscape as a contributing element.

Under NRHP Criterion A / CRHR Criterion 1, the historic designed landscape on NAS Alameda is a contributing element to the NAS Alameda Historic District because of its important association with, and as an expression of, the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and for its important associations with the station's role in Pacific Theater naval operations during World War II. Under the historical theme of military, highlighting the important components of national defense, NAS Alameda is significant as one of the major naval air stations constructed in the years prior to World War II in response to national defenses demands in the Pacific Ocean and on the West Coast. NAS Alameda was the only one of the three air stations built on the West Coast that was completely new construction.

Navy architects and planners consciously designed, laid out, and established NAS Alameda following military traditions of master planning that stressed hierarchical and functional qualities. The historic designed landscape's organizational features that integrated sea and land aircraft operations and maintenance that supported the increased focus on the Navy's aircraft carrier strategy, along with improved facilities for personnel, illustrates and provides a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet that were to increase efficiency and functionality for naval aviation in support of the military's mission of that period. The Navy's extensive attention to detail in the plan and execution of this major station, including the components of the historic designed landscape, demonstrates the importance of this facility and the value the Navy was placing on aviation as part of its strategic development for the Pacific Fleet. This level of consideration was further emphasized as completion of the station was sped up and successfully used by the Navy in its role during World War II, wherein the new air station was an important component of fleet support for naval air power and strategic operations centered around aircraft carriers. Thus, the historic designed

²¹⁴ *National Register Bulletin 18*, 6; *National Register Bulletin 16A*, 41; USACERL, "Guidelines for Documenting and Evaluating Historic Military Landscapes: An Integrated Landscape Approach," 23-24, 45, and 50-51.

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landscape is importantly associated with, is an expression of, and provides a direct link to NAS Alameda support of a central and vital role in the Pacific Theater during World War II.

Under Criterion C, the historic designed landscape within the NAS Alameda Historic District is significant under historical themes of military, landscape architecture, and community development and planning. As noted, Navy architects and planners consciously designed and laid out NAS Alameda. They did so following established design principles in a recognized style / tradition, following military practices of the period. The military traditions and practices followed were influenced by civilian landscape architecture and community planning design trends of the early twentieth century. The historic designed landscape on NAS Alameda illustrates an important and highly successful integration of these practices that resulted in an outstanding functional military installation with high aesthetic value.

Navy architects and planners designed NAS Alameda as one of a series of stations designed prior to the war that had similar functional layouts and organization following master planning principles that have been called “total base design.” The design of NAS Alameda integrated a strong Beaux Arts style plan – that was fundamental to the station layout – with assiduous attention to the integration and organization of its various functions. Also integrated into the station design were expressions of military cultural traditions of hierarchy, uniformity, and order, expressed on a large scale in the siting of the landplane and seaplane operations along the primary axes, precisely laying out spaces and buildings symmetrically, and, at a smaller scale, with details such as evenly spaced trees that conveyed a sense of order and uniformity. By the 1930s, the military had integrated Beaux Arts style civilian community planning concepts that had been highly influential in the early twentieth century City Beautiful Movement to refine and enhance efficiency and functionality of its major facilities. NAS Alameda’s careful arrangement of spatial organization (bilateral symmetry / orthogonal layout), land use configuration, views and vistas, and circulation, along with the integration of architecture and landscape, use of Moderne style architecture, and a traditional and orderly style planting plan, demonstrate the Navy’s distinct efforts to provide a modern facility in support of aviation as part of its strategic development for the Pacific Fleet. The station plan clearly expressed the primacy of the mission in support of Navy aviation with the alignment of the primary operational components, the landplane and seaplane operations, along the primary station axes, and by designing sightlines that connected the Administrative Core to those areas. Refined details in station vegetation, structures, and objects further support the importance placed on the design. Integration of buildings and landscape was an important principle in the field of landscape architecture in the early twentieth century, and LaVallee’s planting plan integrated vegetation into the extant station plan in a manner that emphasized and mirrored elements of the overall station plan. The Navy’s appropriation of valuable land created with fill to wide open formal spaces at the center of the station designed to make an aesthetic impact upon entry reflects both the investment and pride in the station.

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The Navy's extensive attention to detail in the plan and execution of this major station, along with the importance placed on aesthetic enhancements in the architecture and integration of landscape and buildings, demonstrates the importance of this facility and the value the Navy was placing on aviation as part of its strategic development for the Pacific Fleet. This level of consideration was further emphasized as completion of the station plan was sped up and successfully used by the Navy in its role in the Pacific Theater during World War II, wherein the new air station was an important component of fleet support for the strategic operations centered around aircraft carriers. The flexibility of the spatial organization and functional layout enabled the station to rapidly expand to serve and support this important wartime activity.

The station does not, however, have significance as the important work of a master as neither the designers at BuDocks, Emery LaVallee, or any of the builders of NAS Alameda have been recognized for greatness in their respective field. The station also does not articulate its design plan in a manner that it fully expresses an aesthetic ideal and thus does not have significance for possessing high artistic value.

The historic designed landscape that contributes to the NAS Alameda Historic District is significant and it retains sufficient historic integrity to convey that significance. It has the physical features that relate to its significance, and it retains elements of all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Much of the historic designed landscape's design intent and setting, reflected in the station layout and refined details remains intact. While functions of buildings have changed, the essential land use pattern from the period of significance can still be understood. Changes to the historic designed landscape include the replacement in kind of materials such as vegetation and paving, as well as additions to the built environment and vegetation. These alterations and additions have changed the station over time, however, both large-scale character-defining features of the historic designed landscape such as the spatial organization, land use configuration, circulation patterns, and integration of architecture with the landscape, as well as small-scale character-defining features such as the important structural details, objects, and features of the vegetation, provide one an understanding of the station's historical associations and design significance. This provides comprehension of the workmanship inherent in the station's design along with the aesthetic and historic sense of district's period of significance and a direct link to the important events of that time. The boundaries of the NAS Alameda Historic District, discussed below, were drawn to exclude areas of the station that lack historic integrity.

The character-defining features of the historic designed landscape are presented on the table in Section 5. For a full understanding of the character-defining features in any given functional area, readers should consult the diagrams and character-defining features lists provided in **Appendix A2** in tandem with the relevant subsections in Section 4.2 and in the DPR 523 form in **Appendix B**.

4.3.6 Boundary of the NAS Alameda Historic District (including the historic designed landscape)

The boundary of the NAS Alameda Historic District is as follows. The northern boundary of the historic district extends east from the parking area adjacent to the Main Gate along the northern edge of the station on Main Street and then south to the north edge of the landscape area around Building 95. The boundary line extends east to the northwest side of where San Pedro Road meets Barbers Point Road. The line extends northeast along the northern side of Barbers Point Road, heads southeast along the east side of Pearl Harbor Road, and then southwest on the east side of Essex Drive. The boundary encompasses a portion of the lawn on the east side of Quarters A's driveway and follows the fenced yard of Quarters A southeast, nearly to Lemoore Road, then southwest nearly to Pensacola Road. The line then encompasses the yard of Chief Petty Officer housing unit 7 and continues east along the northern edge of the yards of Chief Petty Officer housing units 25-29. The boundary then turns south, crossing Corpus Christi Road, and then west along the back yards of Chief Petty Officer housing units 14-24. Upon reaching Pan Am Way, the line extends south along the east side of Pan Am Way, deviating south of Midway Avenue to include Building 35. The boundary then continues along the east side of Pan Am Way following the southern edge of the curve as Pan Am Way transitions to Ferry Point Road. The line continues south along the west side of Ferry Point Road moving further west at a point south of Atlantic Avenue to exclude the parking adjoining the road. At the northern edge of Pier 1, the boundary turns west excluding the pier, but includes the jetties forming the southern edge of the Seaplane Lagoon. The line extends up the west side of the Seaplane Lagoon, jogs to the west on the north edge of Taxiway "H" and continues west from Monarch Street toward the Airfield to encompass Building 19. The boundary extends north along the east side of Taxiway "E" to the northern edge of Building 20 and heads east along the northern edge of Red Line Avenue and heads north, encompassing the landscaped area adjacent to Lexington Avenue and along the west edge of Building 30 including the associated parking lot north of the Main Gate.

5. INVENTORY AND EVALUATION TABLE

Character-Defining Features by Area

Reference numbers listed in the following table are shown on Character-Defining Features diagram in **Appendix A2**. Area numbers noted correspond to the maps used for the diagrams in Appendix A. The area divisions (Area 1, Area 2, and Area 3) are not related to analytical aspects of the diagrams, such as the functional areas.

Feature #	Area 1 Map	Feature #	Area 1 Map	Feature #	Area 1 Map
	<i>Administrative Core</i>				
<u>Spatial Organization</u>		<u>Vegetation</u>			
1	Bi-laterally symmetrical entry mall with north-south axis between Buildings 1 and 31	12	Monterey cypress east of Main Gate and along north border	29	Symmetrical, curved drives at Building 17
2	East- west axis at the center line of West Essex Drive and the BEQ quad	13	Specimen Monterey cypress at corners of entry mall	30	Matched wide paths approaching each wing of Buildings 2 & 4
3	Bi-laterally symmetrical BEQ quad	14	Rows of Chinese elms at BEQ quad		
4	Bi-laterally symmetrical entry drive at north end of entry mall	15	Pairs of Brush Cherries at Building 2 & 4 entries of BEQ quad	<u>Water Features</u>	
5	Landscaped courtyards enclosed by buildings on three sides	16	Two groups of Monterey pines at west end of BEQ quad		None
6	Deep setback of buildings planted with lawn and shallow foundation shrub beds	17	Paired Yews at the west end of the BEQ quad		
Non-Mapped	Orthogonal layout of roads, buildings, and paths	18	Black pines flanking path approaching east end of Building 2 and on south side of path approaching east end of Building 4	<u>Structures, Furnishings & Objects</u>	
Non-Mapped	Integration of architecture and landscape	19	Expanse of low ground cover with trees and few or no shrubs at entry mall and BEQ quad	31	Planters flanking entry mall and BEQ quad
		20	Three multi-trunk trees - myoporum and mayten – west of Building 3	32	Paired, free-standing pots used throughout area
<u>Views and Vistas</u>		21	Pair of Rusty leaf fig trees north of BOQ (Building 17)	33	Light poles in parking area outside Main Gate
7	Views south at the entry mall	22	Lawn and foundation shrubs in deep setback of buildings	Non-Mapped	Integration of architecture and landscape
8	Views along east-west axis of BEQ quad and West Essex Drive				
9	Views south along Lexington and Saratoga streets from entry mall to Seaplane Lagoon	<u>Circulation</u>			
10	Views of Oakland north along Lexington and Saratoga streets	23	Main Gate parking and waiting area		
11	Panoramic views from corner of Red Line Avenue and Monarch Street	24	Prominent paths across the entry mall		
		25	Paths in the BEQ quad		
<u>Topography</u>		26	Orthogonal path alignment west of Pam Am Way		
Non-Mapped	Flat, with gentle slope at steps connecting entry mall and BEQ quadrangle	27	Symmetrical, wide plaza, and shallow steps that connect the entry mall and the BEQ quad		
		28	Central path with circle of planting at Building 17		

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Feature #	Area 1 Map	Feature #	Area 1 Map	Feature #	Area 1 Map
	<i>Shops Area</i>	<u>Structures, Furnishings & Objects</u>	Integration of architecture and landscape	<u>Vegetation</u>	
<u>Spatial Organization</u>				48	Lawns planted throughout and minimal use of hedges, vines, or ground cover.
34	Continuing north-south axis through Building 1, Building 39, and Seaplane Lagoon		<i>Residential / MWR Area</i>	49	Officers' houses surrounded by generous areas of lawn
35	Deep setback of buildings with lawn and foundation shrubs	<u>Spatial Organization</u>		50	Planted parking strip between the curb and sidewalk at front yards in Officer's and CPO Housing
Non-Mapped	Orthogonal layout of roads, buildings, and paths	40	Offset alignment (from orthogonal layout) on West Redline Avenue and West Essex Drive at Pan Am Way	51	Park improvements limited to lawn and trees
Non-Mapped	Integration of architecture and landscape	41	Egg-shaped layout of the Officers' Housing with curved roads	52	Mixed grove of trees behind Quarters A
		42	Orientation of "Big Whites" Officers' Housing facing northeast	53	Yew tree on north side of Quarters A
<u>Views and Vistas</u>		43	Park and the open space south of West Essex Drive separates the Officers' Housing from the Chief Petty Officers (CPO) Housing	54	Australian tea trees at parking lots on east and west sides of CPO Housing and around Building 95
36	Views south along Lexington and Saratoga Streets from entry mall to Seaplane Lagoon	44	Axial alignment of CPO Housing, parking and open space surrounding Building 178 aligned with Building 17		
37	View along West Tower Avenue	45	Consistent setback of CPO Housing on Pensacola and Corpus Christi roads	<u>Circulation</u>	
<u>Topography</u>		46	Setback without property line fences and minimal use of hedges in the Officers' Housing area	55	Parking in attached single car garages and driveways for "Big Whites"
Non-Mapped	Flat	Non-Mapped	Orthogonal layout of roads, buildings and paths	56	Narrow road widths in Officers' and CPO Housing
		Non-Mapped	Integration of architecture and landscape	50	Planted parking strip between the curb and sidewalk at front yards
<u>Vegetation</u>				57	Secondary paths are narrower in CPO Housing than in Officers' Housing area
38	Lawn and foundation shrubs in deep setback of buildings at Buildings 6,8, 62 and 114 and at Monarch and Midway Avenues (Buildings 42, 43, 44, 102)	<u>Views and Vistas</u>			
		47	Limited internal views	<u>Water Features</u>	None
<u>Circulation</u>		<u>Topography</u>		<u>Structures, Furnishings & Objects</u>	
39	Vast paved areas without curbs and few obstructions	Non-Mapped	Flat	58	Curbed planting bed at front yards; curb slopes up towards the house.
<u>Water Features</u>	None			59	Shallow foundation planting beds on Corpus Christi Drive

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Feature #	Area 2 Map	Feature #	Area 2 Map	Feature #	Area 3 Map
	<i>Operations Area</i>				<i>Operations Area</i>
	<u>Spatial Organization</u>	<u>Water Features</u>		<u>Spatial Organization</u>	
1	Generally spaces between buildings are paved without sidewalks, curbs, or pedestrian paths	10	Seaplane Lagoon	1	Generally spaces between buildings are paved without sidewalks, curbs or pedestrian paths
2	Building 39 is on the north-south axis from the Administrative Core			2	Deep setback of buildings planted with lawn and foundation shrubs at Building 19
3	Seaplane Lagoon is bi-laterally symmetrical and on the north-south axis of the Administrative Core				
4	Deep setback of buildings planted with lawn at Building 77 and Landplane Hangar Buildings 20, 21, and 22			<u>Views and Vistas</u>	
Non-Mapped	Orthogonal layout of roads, buildings, and paths			3	Views along row of Landplane Hangars
Non-Mapped	Integration of architecture and landscape			Non-Mapped	Integration of architecture and landscape
				Non-Mapped	Orthogonal layout of roads, buildings, and paths
<u>Views and Vistas</u>					
5	Views along West Tower Avenue			<u>Topography</u>	
6	Views along the row of Seaplane Hangars			Non-Mapped	Flat
7	Panoramic views south across Seaplane Lagoon and west across the Airfield from the Seaplane Hangars			<u>Vegetation</u>	
				4	Lawns on east side of Landplane Hangar Buildings 20, 21, and 22
<u>Topography</u>				5	Deep setback planted with lawn and foundation shrubs at Building 19
Non-Mapped	Flat			<u>Circulation</u>	
<u>Vegetation</u>				6	Vast paved areas without curbs and few if any obstructions. Spaces dominated by vehicular circulation; few if any pedestrian sidewalks or paths
8	Lawn surrounding Building 77			<u>Vegetation</u>	
<u>Circulation</u>				<u>Water Features</u>	None
9	Vast paved areas without curbs and few if any obstructions. Spaces dominated by vehicular circulation; few if any pedestrian sidewalks or paths			<u>Structures, Furnishings & Objects</u>	None

6. DESIGN REVIEW GUIDELINES FOR THE HISTORIC DESIGNED LANDSCAPE IN THE NAS ALAMEDA HISTORIC DISTRICT

This section of the CLR provides guidelines for design review considerations of the historic designed landscape in the NAS Alameda Historic District. The guidelines are intended to guide and support the management and re-use of the historic property and the character-defining features of the historic designed landscape through the preservation of historic materials and features. The guidelines are intended for use by the Navy, planning staff of the City of Alameda and the Alameda Reuse and Redevelopment Authority (ARRA), and the City of Alameda’s Historical Advisory Board in their consideration of projects that may be proposed for the interim and long-term re-use of and within the NAS Alameda Historic District. This chapter of the CLR should be viewed as a supplement to the 1997 “Guide to Preserving the Character of the Naval Air Station (NAS) Alameda Historic District.”

These guidelines are focused on treatment of the historic designed landscape (which is how the cultural landscape on NAS Alameda is defined) as it contributes to the historic district as a whole, as well as to the landscape’s specific character-defining features, as defined and discussed in Section 4. This section is comprised of general treatment guidelines, as well as general and specific design review considerations organized by system type and functional area.

This section is organized in four sections: Recommended Treatment Approach, General Management and Design Guidelines, and Design Review Considerations by Functional Area.

6.1 Recommended Treatment Approach

The four treatment approaches recognized by the Secretary of the Interior for historic properties were considered in conjunction with the objectives of the BRAC PMO West, to assess the treatment approach most suitable for NAS Alameda.

The four treatment approaches include: preservation, rehabilitation, restoration, and reconstruction. Described in *The Secretary of the Interior’s Standards for Historic Properties* as forming “the philosophical basis for responsible preservation practice and enable long-term preservation of a landscape’s historic features, qualities, and materials,”²¹⁵ the approaches are defined as:

²¹⁵ Page, Gilbert, and Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*, 82.

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- **Preservation:** the act or process of applying measures necessary to sustain the existing form, integrity, and material of a historic property. Includes stabilization work, where necessary, as well as ongoing preservation maintenance and repair of historic materials and features.
- **Rehabilitation:** the act or process of making possible a compatible use for a property through repair, alteration, and additions while preserving those portions of features which convey its historical, cultural, or architectural values.
- **Restoration:** the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by removing features from other periods in its history and reconstruction missing features from the restoration period.
- **Reconstruction:** the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Rehabilitation is recommended as the appropriate overarching treatment approach for the NAS Alameda historic designed landscape. Because rehabilitation is defined as the act or process of making possible a compatible use for a property, this approach allows for protection of the site's historic character and resources while addressing the need for limited changes necessary for the new use of the site. Under rehabilitation, stabilization, protection, and preservation of historic resources occur to allow for planned new uses. Therefore, these guidelines focus on resources and systems to be stabilized, protected, preserved, and maintained.

With regard to other treatment alternatives, this CLR concludes those options are not appropriate for the following reasons. Preservation is overly restrictive and is limited in scope because it does not allow for, or take into account, the enhanced access and facilities needed to accommodate new uses, nor appropriate alterations that may be needed in the landscape to accommodate new uses within the historic district. Restoration and Reconstruction are not appropriate because they assume that significant losses of historic fabric have occurred, which is not the case on NAS Alameda. Additionally, these treatment approaches would likely be incompatible with the interim leasing and ultimate redevelopment that are, or have been, envisioned for the former NAS Alameda after property transfer.

6.2 General Management and Design Guidelines

The following section provides general guidelines for the treatment of the historic designed landscape on NAS Alameda that are intended to support the rehabilitation treatment approach and the design review considerations presented herein. They are intended to support specific landscape treatments and work in conjunction with other design considerations during reuse planning.²¹⁶

These guidelines are intended to conform to NPS cultural resources policies and guidelines, as applied to the rehabilitation of a historic property's contributing features. Recommended treatments are consistent with, and intended to support the avoidance and/or minimization of adverse effects to the NAS Alameda Historic District as a historic property under NHPA Section 106. The recommendations also are consistent with the NPS Director's Orders, the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*.

In general, projects potentially affecting the historic designed landscape, which is a contributor to the NAS Alameda Historic District, should be undertaken under the direction of appropriate specialists, including historical landscape architects, architectural historians, historical architects, and qualified technicians and artisans. Additionally, like the Secretary of Interior's Standards for Rehabilitation of Historic Properties, these guidelines should "be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility."²¹⁷ It is also recommended that changes and treatments should be documented through before and after drawings, photographs, and notes. All records of treatments should be maintained according to professional archival standards.

The following are general management and design review guidelines that apply to the historic designed landscape on NAS Alameda. In general, the historic character of the historic property should be retained and preserved. Efforts should be made to monitor and manage land uses that would potentially damage character-defining features of the historic designed landscape or other contributing elements to the historic district.

²¹⁶ These design considerations include, but are not limited to the "Guide to Preserving the Character of the Naval Air Station Alameda Historic District;" The City of Alameda Historic Preservation Ordinance (Section 13-21 of the Alameda Municipal Code); the Community Reuse Plan for NAS Alameda; City of Alameda General Plan; Alameda Municipal Code requirements for new development in Alameda; State and Regional Agency requirements, such as requirements by the Bay Conservation and Development Commission (BCDC) to address sea level rise and State Lands Commission requirements regarding the reuse and redevelopment of land subject to "Tidelands" restrictions; and federal Agency requirements, such as requirements by the Federal Emergency Management Agency (FEMA) to address flood risk at Alameda Point.

²¹⁷ Secretary of Interior's Standards for Rehabilitation, codified at 36 CFR 67.

Furthermore, additional study and recordation of character-defining features of the historic landscape may be required prior to modification, repair, or replacement in order to protect research and interpretive opportunities. The rehabilitation approach emphasizes preservation of character-defining features of a historic property, repair over replacement, and replacement in-kind, as necessary.

As codified in US Department of Interior Regulations 36 CFR 67, the Standards for Rehabilitation are:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Users of these guidelines are encouraged to refer to the definition and discussion of the historic designed landscape's character-defining features in Section 4 and take into account the Standards for Rehabilitation for outcomes that encourage preservation and appropriate rehabilitation of the NAS Alameda Historic District, including the historic-designed landscape and its character-defining features. Also, refer to the inventory and evaluation table in Section 5 for the list of character-defining features. Overall, the guidelines encourage efforts to minimize potential impacts of reuse and development in the historic district by working with developers, planners, historic landscape architects, historians, and other appropriate professionals. The guidelines encourage solutions that minimize direct and indirect impacts to character-defining features of the historic designed landscape.

The following general recommendations are intended to work in conjunction with the treatment recommendations for the specific functional areas. See Section 6.4 for discussion of Special Considerations regarding accessibility, as well as environmental and energy issues.

Spatial Organization

1. Retain and preserve the historic designed landscape's orthogonal layout – the geometric design created by the perpendicular alignment of roads into rectilinear blocks, and the arrangement of buildings and siting of sidewalks/paths parallel and perpendicular to main roads – to the maximum extent possible. This includes taking into consideration the layout of roads, sidewalks, primary and secondary paths and buildings. Avoid, or reduce impact of, adding new roads or sidewalks/paths that are not parallel or perpendicular to established roads, or siting new buildings at angles that are not parallel to the main roads.
2. Evaluate proposed development, adaptive reuses, and changes in the spatial organization within the historic district in consultation with appropriate professionals, such as a historical landscape architect and/or historic preservation specialist.

Views and Vistas

Minimize visual impacts to character-defining views and vistas. Consider using techniques such as establishing vegetative screens to hide newly-introduced features. New development should incorporate view corridors and building height limits that will maintain character-defining views.

Topography

The flat topography within the NAS Alameda historic district is a character-defining feature of the historic designed landscape. Minimize impact to the flat topography within the historic district. When improving drainage and/or implementing improvements to address flood risk and sea level rise, the appearance of the flat topography should be maintained to the extent feasible. Attempt to minimize the visual appearance of any modifications to topography.

Vegetation

1. Employ best management practices (BMPs) when thinning or removing trees or other vegetation, or implementing other routine plant maintenance tasks. This is intended to improve tree health, decrease potentially hazardous issues related to vegetation, and support the preservation of distinctive vegetation materials present in the historic designed landscape. BMPs include arboricultural standards established by “Pruning Standards” of the Western Chapter of International Society of Arboriculture and ANSI A300 ‘Pruning Standards.’²¹⁸
 - a. Use of, and/or advice from, a certified arborist (such as a Registered Consulting Arborist (RCA), as recognized by the American Society of Consulting Arborists) is recommended for implementation of these BMPs.
 - b. To help retain and preserve the historic character of the historic district, consider employing BMPs to help rehabilitate vegetation that is appropriate to historic district’s period of significance.
2. To the extent practicable, protect and maintain the individual trees and tree groups identified as character-defining features. This includes the root zone of those trees.

²¹⁸ American National Standards Institute, and National Arborist Association, Inc. *American National Standard for Tree Care Operations: Tree, Shrub and Other Woody Plant Management: Standard Practices (pruning)*, (Londonderry, NH: Tree Care Industry Association, 2008); American National Standards Institute, ANSI A300 (Part 1)-2001 “Pruning: Tree Care Operations - Tree, Shrub and Other Woody Plant Maintenance - Standard Practices (revision and redesignation of ANSI A300-1995, includes supplements),” (Washington DC: American National Standards Institute, 1995).

3. When replacing character-defining trees, it is advisable to replace them in-kind or to use suitable replacements species that share physical qualities with the original. This may depend on species of tree. The physical qualities of replacements are the expected form, size, and approximate color of the trees once they mature. This also includes following the original general category of tree type – coniferous, deciduous or evergreen. It is important that replacements be well suited to the micro-climates on the station. Replacement in-kind may not be possible or advisable, depending on the species and its relative weakness to disease, fire resistance, drought tolerance, or compliance with other policies related to sustainability and public safety. Some disease resistant pine species, for example, are currently being developed that may be useable on this facility.

Circulation

1. Avoid or minimize alterations to the character-defining circulation routes. The character-defining circulation are those elements that help define the orthogonal layout of the station, denote hierarchical distinctions or help define land use areas that are emphasized by the vehicular or pedestrian circulation.
2. Avoid impacts, or minimize alterations, to the character-defining circulation routes when considering other transportation policies / practices or when adding new circulation routes.
3. Minimize visual impacts of new circulation routes to the extent feasible.
4. Retain and preserve the design, layout, and detailing of the character-defining driving lanes / roadways, driveways, and parking strips where they occur.
5. Retain and preserve, to the extent feasible, the location and design of the sidewalks and paths that are character-defining to the historic designed landscape. When replacing or adding new sidewalks or paths, widths should be similar to historic sidewalks and paths with primary paths wider than secondary paths, as extant in the historic designed landscape. While installing visually compatible sidewalks, subtle scoring, finish treatments, or date stamps could be used to differentiate sidewalks and paths that are new.
6. In providing universally accessible routes to primary facilities, comply as possible with accessibility recommendations described under the Special Considerations section.

Structures, Furnishings and Objects

1. Design and locate new structures, furnishings, and objects within the historic designed landscape, or alterations to existing features, in such a way that such actions avoid or minimize impacts to historic materials, features, and/or spatial relationships that are character-defining features of the landscape.
2. Prepare and adopt design guidelines for new construction so that it is designed in a manner that is compatible with the existing character- defining features of the historic designed landscape and is consistent with the Secretary of Interior's Standards for Rehabilitation.
3. The design guidelines for new construction should address the Standard for Rehabilitation regarding reversibility and address ways in which new structures, furnishings, and objects constructed in the NAS Alameda Historic District can be built or installed in such a way that if removed in the future, the essential form and integrity of the historic designed landscape would be unimpaired.
4. When installing new site furnishings, fencing, signage, and site lighting consider the size, scale, materials, massing, style, and views of the original area and strive for sympathetic installations. Additionally, guidelines for installation of signage are provided in the 1999 Memorandum of Agreement for the NAS Alameda Historic District.

Water Features

There are no general treatment recommendations related to water features.

6.3 Design Review Considerations by Functional Area

The following are design review considerations, organized by functional area, as shown in the Land Use Diagram (**Appendix A2**) and by categories of character-defining features. The recommendations herein are limited to the character-defining features of the historic designed landscape that is a contributing element of the NAS Alameda Historic District. See Section 4 discussion and analysis regarding the historic design landscape's character-defining features.

6.3.1 Administrative Core

Spatial Organization

1. Retain and preserve character-defining features of spatial organization including:

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- a. Orthogonal layout of roads, buildings and paths.
 - b. North-south bi-laterally symmetrical alignment and axial alignment of entry mall from the Main Gate to Building 1.
 - c. East-west bi-lateral symmetrical alignment of the BEQ quadrangle.
 - d. East-west axial alignment along West Essex Drive and in the BEQ quadrangle.
 - e. Bilaterally symmetrical entrance on the north side of Building 17 by retaining the curved driveway and central path with the circle of planting.
 - f. Deep setbacks of lawn and alignment of facades of buildings within each block.
 - g. Sense of openness between buildings and landscape courtyards between wings of buildings. Avoid or minimize the use of fences or hedges that would subdivide spaces between buildings and structures.
 - h. Integration of architecture and landscape (also see Structures, Furnishings, and Objects).
2. Maintain the open space created by the entry mall / BEQ quadrangle and preserve landscape / architecture integration.
 - a. Retain and maintain the entry mall's three panels of low ground cover with trees planted at the corners. Any change to the planting should retain visual access to focal points within the entry mall and character-defining views from the entry mall. Avoid adding trees, other plantings or objects in areas other than the corners of the lawn panels.
 - b. Retain and maintain BEQ quadrangle lines of trees, trees flanking west end of quadrangle, and vegetation accenting building entries.

Views / Vistas

1. Retain and preserve character-defining views and vistas, including:
 - a. Views south at the entry mall
 - b. Views along east west axis of BEQ quadrangle and West Essex Drive
 - c. Views south along Lexington Street and Saratoga Street from entry mall to Seaplane Lagoon
 - d. Panoramic views from corner of Red Line Avenue and Monarch Street

Topography

1. The flat topography within the NAS Alameda historic district is a character-defining feature of the historic designed landscape. Minimize impact to the flat topography within the historic district. When improving drainage systems and/or implementing improvements to address flood risk and sea level rise, maintain, to the extent feasible, the appearance of the flat topography. Attempt to minimize the visual appearance of any modifications to topography.
2. Maintain the elevated grade within the BEQ quadrangle and the gentle slope that connects it to the entry mall.

Vegetation

1. Protect and maintain character-defining vegetation of the historic designed landscape including:
 - a. Monterey cypress trees along Main Street, along north border
 - b. Specimen Monterey cypress trees at corners of entry mall
 - c. Rows of Chinese elm trees at BEQ quadrangle
 - d. Pairs of Brush Cherry trees at building entries at BEQ quadrangle
 - e. Two groups of Monterey pine trees at west end of BEQ quadrangle
 - f. Paired Yew trees at east end of BEQ quadrangle
 - g. Black pine trees flanking path approaching east end of Building 2 and one on south side of path approaching east end of Building 4
 - h. Expanse of low ground cover with trees and few or no shrubs at entry mall and expanse of lawn / turf at the BEQ quadrangle
 - i. Three multi-trunk myoporum and mayten trees west of Building 3
 - j. Pair of Rusty leaf fig trees north of BOQ (Building 17)
 - k. Deep panels of low ground cover between sidewalks and building foundations and foundation planting beds.
2. Protect and maintain, as possible, vegetation that is considered appropriate to the historic designed landscape, taking into consideration the variety, size and character of species, and the proportion of evergreen, coniferous and deciduous species.

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3. When replacing missing trees, replace with the same mix of species or with alternative species that have a similar visual impact. See general guidelines in previous subsection for additional information.
4. When planting in planters at building entries, replant with species originally used. If the original species cannot be determined from historic documents, select a species known to have been planted during the period of significance, and which is also suitable for the exposure and planter size. It may also be necessary to plant an alternative species that has a similar visual quality to the historic plant species.
5. When trimming, consider raising the canopy of the (non-character-defining) Monterey cypress in the center of the south lawn panel in the entry mall to improve visual access along the axes that cross the center of the entry mall. Consult with a certified arborist to discuss how best to execute this change.

Circulation

1. Maintain the general size, form, and layout of the original parking / waiting area north of the Main Gate, including its curved edges and sidewalks.
2. Retain and preserve the material, widths and finish of the character-defining sidewalks and paths, including prominent and orthogonally aligned paths across the entry mall, BEQ quadrangle, matching wide paths approaching each wing of Buildings 2 and 4, and other orthogonally aligned paths elsewhere in the area west of Pan Am Way.
3. Retain and preserve the wide plaza and shallow steps that connect the entry mall and BEQ quadrangle.
4. Retain and preserve the material, design, layout and detailing of the curved drive at Building 17.
5. Retain and preserve the central path and circle of planting on north side of Building 17.

Water Features

There are water features in the Administrative Core Area that are character-defining features of the historic designed landscape, which is a contributing element of the NAS Alameda Historic District.

Structures, Furnishings and Objects

1. Retain and preserve the concrete planters flanking the plaza connecting BEQ quadrangle and entry mall.
2. Retain the trapezoidal-shaped free-standing concrete ornamental pots found at various locations, including the south side of Building 1.
3. Retain and repair original light poles north of Main Gate. Replace light pole in-kind if they are sufficiently deteriorated.
4. Retain and preserve building features that integrate with elements of the historic designed landscape.

6.3.2 Shops Area

Spatial Organization

1. Retain and preserve character-defining features of spatial organization, including:
 - a. Orthogonal layout of roads, buildings and paths
 - b. North-south axial alignment that continues from the Main Gate, through entry mall and Building 1 to Building 39 and Seaplane Lagoon.
 - c. Deep buildings setbacks, including those with lawn and foundation shrubs.
 - d. Integration of architecture and landscape, including paths to major building entries (also see Structures, Furnishings, and Objects).
2. The design guidelines for new construction proposed in Section 6.2. General Management and Design Guidelines should address ways to ensure that new building siting, massing, parking areas, and landscape areas are designed in a manner that is compatible with the character-defining features of the historic designed landscape. The design guidelines should address ways to maintain, to the extent feasible, the character-defining large, open, areas between buildings.

Views / Vistas

1. Retain and preserve character-defining views, including:
 - a. South along Lexington Street and Saratoga Street from entry mall to Seaplane Lagoon.
 - b. Along West Tower Avenue.

Topography

The flat topography within the NAS Alameda historic district is a character-defining feature of the historic designed landscape. Minimize impact to the flat topography within the historic district. When improving drainage systems and/or implementing improvements to address flood risk and sea level rise, maintain, to the extent feasible, the appearance of the flat topography. Attempt to minimize the visual appearance of any modifications to the topography.

Vegetation

Protect and maintain character-defining deep panels of low ground cover between sidewalks and building foundations, along with appropriate foundation planting beds / plantings.

Circulation

The design guidelines for new construction proposed in Section 6.2. General Management and Design Guidelines should address ways to ensure that new building siting, massing, parking areas, and landscape areas are designed in a manner that is compatible with character-defining circulation features of the large, open areas between buildings.

Water Features

There are no water features in the Shops Area that are character-defining features of the historic designed landscape, which is a contributing element of the NAS Alameda Historic District.

Structures, Furnishings and Objects

Retain and preserve building features that integrate with elements of the historic designed landscape, such as the planters flanking building entries.

6.3.3 Residential / MWR Area

Spatial Organization

1. Retain and preserve the layout, alignment, materials, and design details of the roadways and layout. Alignment is offset from the orthogonal layout that is west of

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- Pan Am Way. Preserve “egg-shaped” layout of Officers’ Housing area with curved roads. Preserve “Big Whites” orientation facing northeast.
2. Retain and preserve the park and open space that separates the Officers Housing from the CPO Housing.
 3. Retain and preserve the axial alignment of CPO Housing area.
 4. Retain and preserve consistent setback of houses, both Officers Houses and CPO Houses on Pensacola Road and Corpus Christi Road.
 5. Retain and preserve the sense of openness between both Officers’ Houses and CPO Houses. Minimize the use of fences or hedges that would subdivide spaces between buildings.
 6. Maintain integration of architecture and landscape, including organization of houses to open space and the differences in character of the spaces as they express hierarchy and different land use than is present west of Pan Am Way.

Views / Vistas

Preserve the limited internal views of and within the residential area.

Topography

The flat topography within the NAS Alameda historic district is a character-defining feature of the historic designed landscape. Minimize impact to the flat topography within the historic district. When improving drainage systems and/or implementing improvements to address flood risk and sea level rise, maintain, to the extent feasible, the appearance of the flat topography. Attempt to minimize the visual appearance of any modifications to the topography.

Vegetation

1. Retain, preserve, protect and maintain character-defining vegetation, including:
 - a. Deep panels of low ground cover between sidewalks and building foundations, with minimal use of hedges, vines and other ground cover.
 - b. Planted parking strips between sidewalk and street.
 - c. Park plantings of low ground cover and trees in park area between Officers Housing and CPO Housing.
 - d. Mixed grove of trees around Quarters A and lawn adjacent Quarters A driveway

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- e. Yew tree on north side of Quarters A.
- f. Australian tea trees at parking lots on east and west sides of CPO housing and around Building 95.
2. Retain and maintain existing planted parking strips. Avoid introducing planting strips where they did not exist during the period of significance.
3. As trees need replacement, consider reducing the number of different species being planted. This would serve as part of the effort to restore qualities of the historic designed landscape that existed during the period of significance.
4. Preserve and retain foundation planting beds at Officers' Houses.

Circulation

1. Retain and preserve the layout, alignment, materials, and design details of the roads in the residential areas to the extent feasible.
2. Modifications to circulation (such as bicycle lanes, improved pedestrian facilities, and transit facilities) should be designed to be compatible with the original design of the streets.
3. Retain and preserve the location and design of sidewalks, parking strips between the curb and sidewalks, and secondary paths.

Water Features

There are no water features in the Residential / MWR Area that are character-defining features of the historic designed landscape, which is a contributing element of the NAS Alameda Historic District.

Structures, Furnishings and Objects

1. Retain curbed planting beds at front yards of Officers Houses ("Big Whites"); curbs slope up from the street towards house and contain foundation plants.
2. Retain the shallow / narrow foundation planting beds between the front yard and building facades at CPO houses. Retain definition of these beds with a cut edge of the lawn. Avoid the addition of concrete mow-bands, wood headers or other non-historic edging.

6.3.4 Operations Area

Spatial Organization

1. Retain the orthogonal pattern established by the roads and building mass and volume.
2. Retain and preserve the north-south bi-laterally symmetrical alignment (that extends from the Main Gate to Building 1) through Building 39 and the Seaplane Lagoon.
3. Preserve and maintain the deep setback of low ground cover around Buildings 77, 20, 21, and 22.
4. The design guidelines for new construction proposed in Section 6.2. General Management and Design Guidelines should address ways to ensure that new building siting, massing, parking areas, and landscape areas are designed in a manner that is compatible with the character-defining features of the historic designed landscape. The design guidelines should address ways to maintain, to the extent feasible, the open qualities of the character-defining spatial organization and views in the Operations Area.

Views / Vistas

1. Retain and preserve views:
 - a. Along Monarch Street and the west side of the Landplane Hangars
 - b. Along Tower Avenue and along the south side of the Seaplane Hangars
 - c. Southward to the Seaplane Lagoon and piers.
 - d. Westerly across Airfield

Topography

The flat topography within the NAS Alameda historic district is a character-defining feature of the historic designed landscape. Minimize impact to the flat topography within the historic district. When improving drainage systems and/or implementing improvements to address flood risk and sea level rise, maintain, to the extent feasible, the appearance of the flat topography. Attempt to minimize the visual appearance of any modifications to the topography.

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Vegetation

1. Protect and maintain the low ground cover on the south side and southeast corner of Building 77 and surrounding the Control Tower.
2. Avoid adding foundation planting beds or trees at Building 77 within the open space area created by the setback.
3. Protect and maintain the low ground cover east of landplane hangars Buildings 20, 21, and 22.

Circulation

The design guidelines for new construction proposed in Section 6.2. General Management and Design Guidelines should address ways to ensure that new building siting, massing, parking areas, and landscape areas are designed in a manner that is compatible with the character-defining circulation features of the large, open areas within the Operations Area.

Water Features

1. Retain and preserve the Seaplane Lagoon, including its bulkhead and ramps on the north edge, the rip-rap sides, and jetties on the south side.
2. New features constructed in the Seaplane Lagoon, such as pedestrian, visitor and boating facilities, docks, and/or piers should be designed to be compatible with character-defining features of the of the Seaplane Lagoon.

Structures, Furnishings and Objects

There are no structures, furnishings, and objects in the Operations Area that are character-defining features of the historic designed landscape, which is a contributing element of the NAS Alameda Historic District.

6.4 Special Considerations for Historic Designed Landscape

Accessibility

When following Uniform Federal Accessibility Standard (UFAS), Americans with Disabilities Act Accessibility Guidelines (ADAAG), and other applicable local guidelines to address issues of accessibility, work with local accessibility and preservation specialists to determine the most appropriate solutions which will have the least impact

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on character-defining features. The mutual goal should be providing access to the highest degree practicable, while preserving character-defining landscape features, materials and finishes. Minimize disturbance to historic designed landscape when installing access facilities and systems.

Flood Risk

When addressing flood risk and flood protection as required by federal and state law and other applicable local and state guidelines, determine the most appropriate solutions that will have the least impact on character-defining features of the historic landscape. The mutual goal should be to protect the district facilities, structures, users, and occupants from flood hazards to the highest degree practicable while minimizing disturbance to historic character defining landscape features.

Directional Signage and User Facilities

When designing directional signage and user facilities such as bus shelters, bicycle racks, and informational kiosks, choose design solutions that recognize, support, complement and celebrate the historic district. Design solutions should be compatible with the period of significance and the character-defining features of the district while also providing for the convenience of district users and supporting the economic opportunities to reuse and revitalize the district.

Environmental and Energy

Various general measures related to environmental and energy treatments could support the preservation of the character of the historic designed landscape. The following are suggested:

1. Minimize areas of ground disturbance, grading, soil compaction and alterations to the drainage patterns.
2. When selecting energy efficient lighting fixtures, choose fixtures that are compatible in design to the original fixtures. Consider the color and quality of energy efficient lighting such that it is appropriate to the character of the historic district.
3. Take into consideration life-cycle costing of materials to assess their long-term wearing capacity and maintenance costs. Consider materials that are non-toxic, durable, long-lived and low-maintenance.

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4. Avoid altering the habitats of rare, threatened or endangered species or species of special concern. Evaluate the potential impact to wildlife habitat prior to undertaking any construction or vegetation removal.
5. As part of BMPs, consider removal of invasive species identified during vegetation monitoring activities using ecologically sound removal techniques.
6. As part of BMPs, considered integration of pest management, as well as soil and erosion control measures in maintenance and management practices.
7. Consider appropriate sustainable design measures, including:
 - a. Water conserving measures such as the use of drought tolerant lawn species, drought tolerant shrubs, high efficiency irrigation systems, and the use of mulches and good maintenance. This strategy is similar to the original choice of plant materials chosen for the planting design in 1941.
 - b. Strategies for storm water management.
 - c. Use of materials with recycled content.
 - d. Techniques for minimizing the use of herbicides and pesticides.
8. As part of water conservation efforts in the management of vegetation, the planting design of the entry mall could be restored to the design depicted in historic photographs and drawings.

7. CONCLUSION

This report presents analysis that draws conclusions regarding NRHP / CRHR eligibility of three categories of landscape resources on NAS Alameda:

1. Elements of landscape within the NAS Alameda Historic District extant during the period of significance (1938-1945) and had been identified in previous reports, but not yet been fully evaluated;
2. Elements of landscape within the NAS Alameda Historic District extant during the period of significance (1938-1945) that had not been identified in previous reports; and;
3. Elements of landscape outside the NAS Alameda Historic district, including features conceived and / or implemented during the Cold War (1946-1989).

The NAS Alameda Historic District was determined eligible for listing in the NRHP as a result of the 1992 report, “Historic Architectural Resources Inventory for Naval Air Station, Alameda,” prepared by architectural historian Sally Woodbridge. The report identified some elements of the landscape, such as the entry mall, BEQ quadrangle, and street pattern, as part of the historic district, but Woodbridge did not formally evaluate the landscape features and no landscape features were listed as contributed elements of the district. In 1997, the “Guide to Preserving the Character of the Naval Air Station Alameda Historic District” assessed vistas or viewsheds, open spaces, streetscapes, and some landscape elements that were considered to be a part of the historic district. These included the entry mall axis, BEQ quadrangle axis, curvilinear residential streets, and park-like area separating Officers’ Housing from the CPO Housing. Neither study conducted a comprehensive inventory and evaluation of all elements of the cultural landscape.

This CLR concludes there is a historic designed landscape that is a contributor to the NAS Alameda Historic District. Consultation correspondence for this CLR is provided in **Appendix E**. As discussed in Section 4, the historic designed landscape (a category of cultural landscape) is significant under NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3 and it retains sufficient historic integrity to convey its significance to the NAS Alameda Historic District’s period of significance, 1938-1945. The historic designed landscape includes character-defining features that are related to spatial organization; views and vistas; topography; vegetation; circulation; water features; and structures / furnishings / objects. These character-defining features include landscape features identified in previous reports and features not identified in previous reports.

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Landscape features outside the boundaries of the revised NAS Alameda Historic District do not appear to meet the criteria for listing in the NRHP or CRHR as part of a cultural landscape. This includes resources that: 1) are not historically significant within the context related to the historic district's period of significance (1938-1945); 2) do not retain sufficient historic integrity to convey their potential significance to the historic district's period of significance (1938-1945); 3) are not historically significant within the context of the Cold War period (1946-1989), including some resources that do not retain integrity that period. Overall, no landscape features studied for this report meet the criteria for individual listing in the NRHP or CRHR.

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Trees-Administrative Core
(continued):

Latin Name	Common Name	Quantity/dbh	Condition	Location
Cupressus macrocarpa	Monterey Cypress	108"	G	Entry mall at W. Capt Dodge
Cupressus macrocarpa	Monterey Cypress	(3) 60", 48", 53"	G	Entry mall
Cupressus macrocarpa	Monterey Cypress	54"	G	Bldg 137
Cupressus macrocarpa	Monterey Cypress	60"	G	S Bldg 60
Cupressus macrocarpa	Monterey Cypress	(7) 78",54",72",48",54",24"36"	G	Basketball/Picnic area E of N gate
Cupressus i. Stricta	Italian Cypress			N Bldg 60
Dodoneae v. atropurpurea	Hopbush		G	N Bldg 585
Eucalyptus polyanthemos	Silver Dollar Gum	(4) 14" - 24"	G	In lawn N of Bldg 60 parking
Eucalyptus polyanthemos	Silver Dollar Gum	(2) 8" & 10"	G	N Bldg 60
Eucalyptus sideroxylon	Ironbark	16"	G	N Bldg 585
Eucalyptus sideroxylon	Ironbark	14"	G	E Bldg 7
Ficus rubiginosa	Rustyleaf Fig	(2) 72"	G	N Bldg 17, main entry
Fraxinus oxycarpa	Ash		F	W. Midway, S Bldg 7
Geijera parviflora	Australian Willow			
Griselinia lucida		7", 8"	G	N Bldg 94
Jacaranda			G	E Bldg 585
Juniperus x. torulosa	Hollywood Juniper - Multi	6",10",10",15", 9"	G	N Bldg 60
Lagerstroemia indica	Crape Myrtle			
Leptospermum laevigatum	Tea Tree	(3) multi-trunk	G	Bldg 2-4, between wings 7 & 8
Leptospermum laevigatum	Tea Tree	(2) 24", 35"	G	Bldg 177
Leptospermum laevigatum	Tea Tree	(8) 12" - 40"	G	around round structure W of Bldg 176
Leptospermum laevigatum	Tea Tree	18", 21" multi	G	Lexington and W. Redline (mirrors one at Redline and Saratoga)
Leptospermum laevigatum	Tea Tree	24"	G	Redline and Saratoga (mirrors one at Lexington and W. Redline)
Leptospermum laevigatum	Tea Tree	(4) 30" - 48"	F	S Bldg 60
Ligustrum japonicum	Waxleaf Privet			
Ligustrum lucidum	Glossy Privet - multi-trunk	4",7",10",10"	G	N Bldg 1
Ligustrum lucidum	Glossy Privet	25"	G	N Bldg 17, E wing
Liquidambar syraciflua	Sweetgum	8"	G	Todd & W. Midway
Magnolia grandiflora	Magnolia			
Maytenus boaria	Mayten Tree	multi	F	W Bldg 3
Maytenus boaria	Mayten Tree	6"	G	NW corner Bldg 2-4 Quad
Maytenus boaria	Mayten Tree	(2) 12"	G	S bldg 60
Morus alba	Mulberry	(21) 8" - 16"	G	N Bldg 17
Morus alba	Mulberry	(14)	G	N of Bldg 17
Myoporum laetum	Myoporum	(2) multi	G	W Bldg 3
Myrtus communis	Myrtle	20' height, multi	F	N Bldg 94
Myrtus communis	Myrtle	multi	G	S bldg 60

Landscaping Species Exhibit

AREA 1

Administrative Core, Shops
Area, and Residential / MWR
Area

Trees-Administrative Core
(continued):

Latin Name	Common Name	Quantity/dbh	Condition	Location
Phoenix canariensis	Date Palm		F	Bldg 176
Phoenix canariensis	Date Palm	(2) 20", 28"	G	Basketball/Picnic area E of N gate
Photinia serrulata	Chinese Photinia		F-P	E Bldg 17
Pinus pinea	Italian Stone Pine	21"	G	NE Bldg 17
Pinus pinea	Italian Stone Pine	42"	G	S Bldg 60
Pinus radiata	Monterey Pine	13" - 41"	F - G	Parallel to Pan Am N of W. Essex
Pinus radiata	Monterey Pine	(4) 20" -36"	F	E of Bldg 60
Pinus radiata	Monterey Pine	60"	F	E Bldg 16
Pinus radiata	Monterey Pine	(7) 32" - 48"	F-P	1 group of 3 & 1 group of 4 in Bldg 2-4 Quad; some with blight
Pinus radiata	Monterey Pine		F	Bldg 2 E of wing 1
Pinus radiata	Monterey Pine	36"	G	Entry mall
Pinus radiata	Monterey Pine	42"	F	Entry mall, Capt Dodge, E corner
Pinus radiata	Monterey Pine	53"	G	E side middle panel entry mall
Pinus radiata	Monterey Pine	(6) 48", 8", 8",36", 36", 36"	G	E of N entry gate
Pinus radiata	Monterey Pine	(6) 42",42",32",24", 36", 30"	F-G	Basketball/Picnic area E of N gate
Pittosporum crassifolium	NCN		G	SE Bldg 2
Pittosporum tenuifolium	NCN		G	E Bldg 60
Pittosporum undulatum	Victorian Box		F	(2) S Bldg 94
Platanus acerifolia	Sycamore	13"	G	Pan Am & W. Essex
Platanus acerifolia	Sycamore	9", 12"	G	S Bldg 585
Platanus acerifolia	Sycamore	(3) 12"-18"	G	W. Essex nr bldg 16
Populus n. italica	Poplar	(12) 9"-13"	G	Lexington at Bldg 2-4
Populus n. italica	Poplar	(15) small	G	N Bldg 75
Populus n. italica	Poplar	(3) 18"-30"	F	NS row NS, W of bldg 75
Populus n. italica	Poplar	(23) 3" - 6"	G	At N entry triangular lawn panel, 11 on E; 12 on W
Populus n. italica	Poplar #1580-1583	(4) 24" - 72"	G	E of N entry gate
Populus n. italica	Poplar #1591,1592	24"	G	E of N entry gate
Populus n. italica	Poplar	(11) 8" - 12"	G	E of N entry gate, parallel to W. Redline inside CL fence
Populus n. italica	Poplar	(3) 24" - 42"	G	Basketball/Picnic area E of N gate
Populus sp.	Poplar	(4) 24" -42"	F	E of N entry gate, along W. Redline, both sides
Prunus sp.	Plum			
Prunus. C. atropurpurea	Purple Leaf Plum	(4) 8"	F	Bldg 562
Pyrus calleryana	Evergreen Pear			
Quercus sp	Oak species	small	G	New, small Oaks at Bldg
Salix sp.	Willow			
Schinus terebinthefolia	Brazilian Pepper	(3) 15", 36", 36"	G	Entry mall
Sequoia sempervirens	Coast Redwood	small	G	S bldg 60 entry

Landscaping Species Exhibit

AREA 1

Administrative Core, Shops
Area, and Residential / MWR
Area

Trees-Administrative Core
(continued):

<i>Latin Name</i>	<i>Common Name</i>	<i>Quantity/dbh</i>	<i>Condition</i>	<i>Location</i>
Syzygium paniculatum	Brush Cherry	24"	G	Bldg 17 main entry
Syzygium paniculatum	Brush Cherry	13"	F	E of the West wing of Bldg 17
Thuja sp	NCN		G	W Bldg 94
Tristania laurina	NCN		G	Bldg 1
Umbellularia californica	Bay	multi	G	S bldg 60 at entry
Ulmus parvifolia	Evergreen Elm	14"	G	Parking Is in parking lot on Tod nr Bldg 94
Ulmus parvifolia	Evergreen Elm	13"	G	W Bldg 17; 4 trees in square pattern
Ulmus parvifolia	Evergreen Elm	13", 13"	G	E of Bldg 17, E wing
Ulmus parvifolia	Evergreen Elm	(24) 12" - 16"	G	Each side of quad Bldg 2-4
Ulmus parvifolia	Evergreen Elm	(8) 5-8"	G	W end of Bldg 2-4 Quad
Ulmus parvifolia	Evergreen Elm		G	Bldg 2 E of wing 1
Ulmus parvifolia	Evergreen Elm	18"	G	Bldg 2, W of wing 10
Ulmus parvifolia	Evergreen Elm	(7).	F	Lexington at entry mall
Ulmus parvifolia	Evergreen Elm	(6)	F	Saratoga at entry mall
Ulmus sp.	Elm	19" - 27"	F-G	Bldg 2 at wings 4,5,7,8,9,10
Ulmus sp.	Elm	14"	G	N Bldg 137
Ulmus sp.	Elm	(3) 30"-35"	G	Basketball/Picnic area E of N gate
Ulmus hybrid	Elm variety; deciduous	(3) 6"	G	NW & SW Bldg 2-4 Quad

Trees-Shops Area

<i>Latin Name</i>	<i>Common Name</i>	<i>Quantity/dbh</i>	<i>Condition</i>	<i>Location</i>
Abies sp	Fir	10"	P	NE Bldg 6
Acacia melanoxylon	Black Acacia	(4) 24" - 27"	G	W Bldg 8
Acacia melanoxylon	Black Acacia	20" multi	G	SW Bldg 32
Acacia longifolia	Sydney Acacia	shrub form	G	E of bldg 546
Avocado	Avocado	(2) small	G	S Bldg 10
Acer palmatum	Japanese Maple	(2) small	G	W of Bldg 35
Catalpa speciosa	Western Catalpa	(2) 16", 14"	G	Bldg 73A
Catalpa speciosa	Western Catalpa	(3) 18" - 21"	G	NE Bldg 6 (2 trees + a stump)
Catalpa speciosa	Western Catalpa	(3)12" - 27"	G	NW Bldg 6
Cedrus deodara	Deodar Cedar	24"	G	SW Bldg 114
Cedrus deodara	Deodar Cedar	(2) small	G	W Bldg 607
Cercis occidentalis	Redbud	Small	G	E Bldg 73B
Chamaecyparis obtusa	Hinoki Cypress	4"	G	N Bldg 114
Ficus m. nitida	Ficus	10"	F	W Bldg 35, sheared
Fruit Trees	Various varieties	7	G	E Bldg 607
Laurus nobilis	Sweet Bay	3-4" multi	G	N Bldg 62

Landscaping Species Exhibit

AREA 1

Administrative Core, Shops
Area, and Residential / MWR
Area

Trees- Shops Area
(Continued):

Leptospermum laevigatum	Tea Tree	multi 9", 11", 20"	G	W Bldg 8 at entry
Ligustrum lucidum	Glossy Privet	(9) 9" - 14"	G	NW Bldg 114
Pinus pinea	Italian Stone Pine	multi 11", 12", 16"	G	W Bldg 35, sheared
Pinus radiata	Monterey Pine	60"	G	NW Bldg 114
Pinus radiata	Monterey Pine	36"	G	E Bldg 546
Pittosporum eugeniodes	NCN	(2) 10", 11"	G	N Bldg 62
Platanus acerifolia	Sycamore	(4) 8 - 12" + 4 small	G	Bldg 607 and Bldg 73B
Platanus racemosa	Sycamore	(3) 9" - 12"	G	SW & E of Bldg 607
Sequoia sempervirens	Coast Redwood	(3) 10" - 12"	G	N Bldg 62, young trees
Syzygium paniculatum	Brush Cherry	(2) 9", 20"	G	N & S Bldg 114
Ulmus hybrid	Elm variety; deciduous	Multi 16", 22"	G	NW Bldg 5
Unknown species		26"	G	NW Bldg 8
Unknown species		7"	G	W Bldg 607

Trees – Residential / MWR
Area

Latin Name	Common Name	Quantity	Condition	Location
Acacia d. dealbata	Green Wattle	1	G	N of Seattle
Acacia melanoxylon	Black Acacia	27	F-G	Norfolk, N of Barbers Point, W of 613, N of Corpus Christi, N of 178, E of Moonlight, S of 152, E of 78, N of Pearl Harbor, N of Seattle, N of Newport
Acer saccharum	Sugar Maple	4	G	E of Orion, N of San Pedro
Agonis flexuosa	Peppermint Tree	3	G	W of Orion, N of W. Tower, N of Pearl Harbor
Avacado	Avocado	1	G	N of Seattle
Betula verrucosa	White Birch	4	G	W of Orion
Callistemon citrinus	Lemon Bottlebrush	7	G	N of 531, E of Rainbow, S of W. Essex, N and S of Barbers Point
Cedrus a. Glauca	Atlas Cedar	13	G	S of Corpus Christi, S of San Pedro, S of Pearl Harbor, N of Barbers Point, N of W. Essex, N of Seaplane, N of Newport
Ceratonia siliqua	Carob	8	F-G	W of Pan Am Way, N of Newport
Cinnemomum camphora	Camphor	4	G	E of 531, Pearl Harbor
Crataegus phaenopyrum	Washington Thorn	47	P-G	(33) on Corpus Christi, S of Pensacola, W of Barbers Point
Cordyline australis	Dracaena	4	G	S of Pensacola, W of Barbers Point
Cupressus Hinoki	Hinoki Cypress	1	G	N of Newport
Cupressus sp (glauca)	Cypress	1	G	W of Pan Am Way
Cupressus macrocarpa	Monterey Cypress	36	G	N and S of Corpus Christi, N and S of Pensacola, E of Rainbow, S of Pearl Harbor, N and S of Barbers Point,
Eriobotrya japonica	Loquat	1	G	W of Orion
Eucalyptus ficifolia	Red Flowering Gum	7	G	N of West Midway, E of Rainbow, S of Sunrise, Stardust at Serenade
Eucalyptus globulus	Blue Gum	2	G	E of Orion, N of Pensacola
Eucalyptus polyanthemos	Silver Dollar Gum	21	G	E of 531, on Lemoore, S of Stardust, E and W of Orion, N of Pearl Harbor
Eucalyptus sp	Unknown Eucalyptus	1	G	N of Barbers Point Rd

Landscaping Species Exhibit

AREA 1

Administrative Core, Shops
Area, and Residential / MWR
Area

Trees- Residential Area
(continued):

Latin Name	Common Name	Quantity	Condition	Location
Fraxinus oxycarpa	Ash	5	G	N of Barbers Point Rd
Fruit Trees	Various varieties	8	G	E of Pan Am Way, N of Corpus Christi
Griselinia lucida	NCN	3	G	S of Stardust, N of West Essex, N of Newport
Juniperus x. torulosa	Hollywood Juniper	6	G	N of 522, N of West Essex, N of Newport
Laurus nobilis	Sweet Bay	2	G	S of 550, N of 390
Leptospermum laevigatum	Tea Tree	23	F-G	E and W of 178, S of Pearl Harbor, N of Newport
Ligustrum lucidum	Glossy Privet	5	G	E of Orion, S of 550, N of West Tower
Liquidambar syraciflua	Sweetgum	11	G	(8) W of West Midway 531 -532, N of San Pedro, N of West Essex
Magnolia grandiflora	Magnolia	5	G	Lemoore, N of West Essex, N or Newport
Malus sp	Crabapple Tree	11	G	N of Barbers Point, N of Seattle, N of Newport
Morus alba	Mulberry	70	G	N and S of Barbers Point, S of Pearl Harbor, N of Pensacola, N of 390, N of West Essex, N of Seattle, W of Orion, Stardust
Myoporum laetum	Myoporum	36	G	N of West Tower, E of Serenade, N of West Essex, Barbers Point
Olea europaea	Olive	3	G	N of Barbers Point, N of Pensacola, S of 550
Phoenix canariensis	Date Palm	2	G	N of San Diego, N of Seattle
Pinus canariensis	Canary Pine	2	G	N of Barbers Point Rd
Pinus halapensis	Aleppo Pine	1	G	Barbers Point Rd
Pinus pinea	Italian Stone Pine	52	G	S of Stardust, West Essex, N and S of West Midway, E and W of Orion, N of Pearl Harbor, S of Pensacola, N of Corpus Cristie, N of West Tower
Pinus radiata	Monterey Pine	47	F-G (2 dead)	N, S and W of West Midway, N of 531 and 178, W of Orion, West Midway at 532, N of West Tower, N and S of West Essex, S of Startdust, S and N of Barbers Point, N of Pensacola, N of Seattle
Pittosporum crassifolium	NCN	4	P	S of Stardust, N of Pearl Harbor
Pittosporum eugeniodes	NCN	23	G	N and S of Corpus Christi, Lemoore, N of West Tower, S of West Essex
Pittosporum tenuifolium	NCN	1	G	S of Corpus Christi
Pittosporum tobira	Tobira	3	G	N of Seattle, N of Newport
Pittosporum undulatum	Victorian Box	42	F-G	N and S of Pearl Harbor, N and S of West Essex, N of San Diego, N and S of Barbers Point, N of Orion, N of 390,
PL ?	?	10	G	N of Newport, S of Seattle
Platanus acerifolia	Sycamore	58	G	S of San Pedro, Norfolk east of 152, W of 522, W of 613, N of Barbers Point, S of West Midway, E of Rainbow, E and W of Orion, E of Pan Am Way, N and S of West Essex, N of West Tower, N and S of Pearl Harbor
Podocarpus gracilior	Fern Pine	1	G	S of Sunrise
Populus n. italica	Poplar	12	G	W of Orion, N and S of Pearl Harbor, N of Barbers Point, N of Pensacola, N of Newport
Populus sp.	Poplar	1	G	S of West Midway
Prunus carolineana	Carolina Laurel Cherry	1	G	S of Corpus Christi
Prunus sp.	Plum	2	G	N of 390
Prunus. C. atropurpurea	Purple Leaf Plum	7	F-G	N of 531, W of Orion, N of Seattle
Pyracantha coccinea	Firethorn	1	G	N of West Tower
Pyrus calleryana	Evergreen Pear	2	G	E of 613
Quercus agrifolia	Live Oak	1	G	N of 531
Robinia pseudoacacia	Locust	18	G	(12) N of San Diego, N of Seattle

Landscaping Species Exhibit

AREA 1

Administrative Core, Shops
Area, and Residential / MWR
Area

Salix babylonica	Weeping Willow	3
Salix sp.	Willow	1
Schinus molle	California Pepper	2
Sequoia sempervirens	Coast Redwood	5
Syzygium paniculatum	Brush Cherry	13
Taxus baccata	Yew	7
Ulmus parvifolia	Evergreen Elm	11
Unknown species		13
Washingtonia robusta	Fan Palm	2
TOTAL:		719

G	S of Barbers Point
G	S of Corpus Christi
G	E of Orion
G	N of West Essex, Norfolk north of Barbers Point, N of West Tower, N of Barbers Point
G	N of 152, S of Corpus Christi, S of Stardust, N and S of West Essex, N of Pearl Harbor, N of Barbers Point
G	N of 390, S of San Pedro, N and S of Pearl Harbor, N of Seattle, N of Newport
G	N of 531, N of Corpus Christi, S of Pensacola, Lemoore, N of San Pedro, S of Barbers Point
G	N of 390, Barbers Point at Pearl Harbor, N of West Essex, N or Newport, N of Seattle
G	E of Orion at Pearl Harbor

Landscaping Species Exhibit

AREA 1

Administrative Core, Shops
Area, and Residential / MWR
Area

VEGETATION

AREA 2

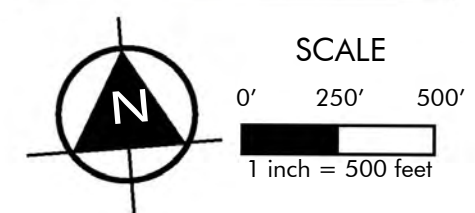
Seaplane Lagoon, Hangars, and Southeast Area

LEGEND

- Lawn or planting area
- Tree (for species see Exhibit)
- Character-Defining Tree



KEY MAP



Trees

Latin Name	Common Name	Quantity	Condition	Location
Acacia baileyana	Bailey Acacia	1	G	East entry
Acacia longifolia	Sydney Acacia	1	G	Bldg 29
Acacia melanoxylon	Black Acacia	1	G	Bldg 29
Acacia melanoxylon	Black Acacia	18	G	S of Bldg 397; E of Bldg 360; S of 584; E of Bldg 608; Park in SE corner of base; east entry
Acer palmatum	Japanese Maple	9	F	Ferry Point at the Hornet
Alnus rhombifolia	Alder	8	G	Park in SE corner of base
Arbutus unedo	Strawberry Tree	25 in pots	G	W. Atlantic N of oval lawn
Arecastrum romanzoffianum	Queen palm	1	G	Bldg 19
Cercis occidentalis	Redbud	8	G	Park in SE corner of base
Cinnemomum camphora	Camphor	7	G	W. Atlantic at parking lot E of Bldg 162
Citrus species	Citrus	1	G	In corporation yard at Bldg 414
Cordyline australis	Dracaena	1	G	Bldg 98
Cupressus i. Stricta	Italian Cypress	25	G	Bldg 167; SE corner bldg 170; south side of W. Atlantic near the east entry
Cupressus macrocarpa	Monterey Cypress	1	G	Bldg 19
Cupressus macrocarpa	Monterey Cypress	24	G	Oval lawn at east entry (8'6" dbh) Oriskany entry; near 342A; S side of W. Atlantic near the east entry; park at SE corner of base
Cupressus s. Italica	Italian Cypress	6	G	Bldg 77
Eucalyptus ficifolia	Red Flowering Gum	2	G	East entry
Eucalyptus sideroxylon	Ironbark	7	G	S of Bldg 397; E of Bldg 360; S of 584; E of Bldg 608; Park in SE corner of base
Eucalyptus viminalis	Manna Gum	1	G	N of Bldg 608
Ficus sp	Fig	1	G	W of Credit Union
Ligustrum lucidum	Glossy Privet	1	F	Park in SE corner of base
Myoporum laetum	NCN	5	G	Bldg 29
Myoporum laetum	Myoporum	3	G	Park in SE corner of base
Myrica californica	Myrtle	2	G	East entry
Olea europaea	Olive	2	G	N of bldg 530
Olea europaea	Olive	2	G	Bldg 19
Palm species	Palm	2	G	Entry to self storage N of bldg 608B
Photinia fraseri	NCN	2	G	East of Bldg 517
Phoenix canariensis	Date Palm	1	G	Park in SE corner of base
Pinus canariensis	Canary Pine	3	G	W. Pacific entry
Pinus halapensis	Aleppo Pine	23	G	N of 342B; park in SE corner of base
Pinus pinea	Italian Stone Pine	14	G	Near 342A; park in SE corner of base
Pinus radiata	Monterey Pine	32	F	E of bldg 342; Oriskany entry; W. Pacific entry; N of bldg 542; E of tennis courts S of bldg 542; Parking lot in SE corner of base
Pinus thunbergiana	Black Pine	2	G	Bldg 167
Populus n. italica	Poplar	34	G	W of 342A; W of 342B; Park in SE corner of base; N of bldg 162
Prunus. C. atropurpurea	Purple Leaf Plum	1	G	W. Pacific entry
Quercus sp	Oak species	7	G	W. Pacific entry; park in SE corner of base

Landscaping
Species Exhibit

AREA 2

Seaplane Lagoon, Hangars
and Southeast Area

Trees (continued):

Latin Name	Common Name	Quantity	Condition	Location
Rhamnus alaternus	Italian Buckthorn	2	G	East entry
Salix sp.	Willow	2	G	Bldg 372; near 342A;
Schinus molle	California Pepper	10	F-G	W. Hornet
Schinus terebinthefolia	Brazilian Pepper	17	F-G	W. Hornet
Sequoia sempervirens	Coast Redwood	24 (young)	G	E of Bldg 360 at soccer field
Washintonia robusta	Fan palm	4	G	Bldg 19 and 21
Washingtonia sp	Fan Palms	3	G	Bldg 167
Zelkova serrata	Sawleaf Zelkova	2	G	N of Bldg 162

Landscaping Species Exhibit

AREA 2




Seaplane Lagoon, Hangers
and Southeast Area

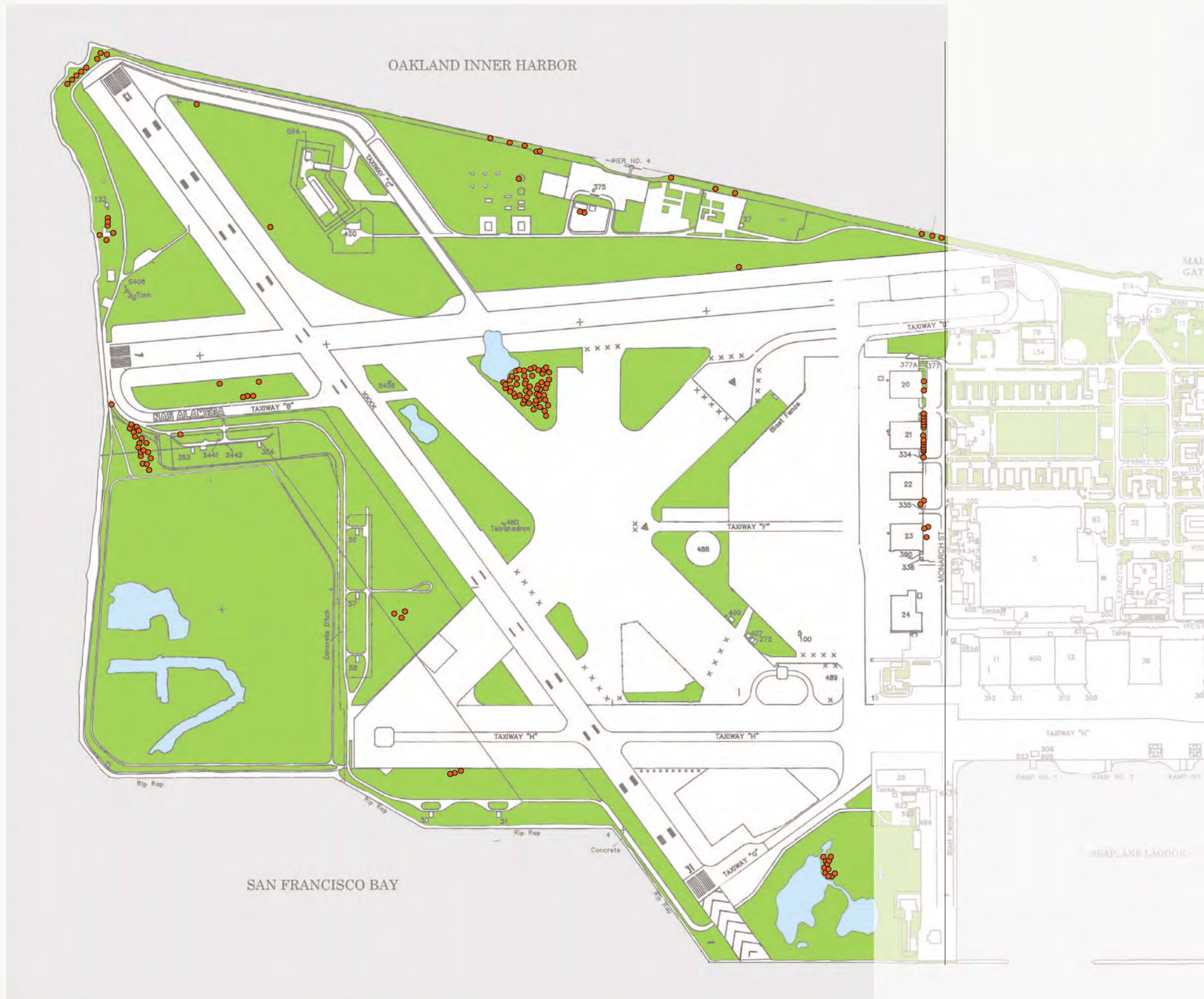
VEGETATION

AREA 3

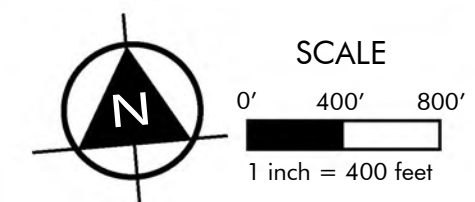
Airfield and
Landplane Hangars

VEGETATION LEGEND

-  Lawn or planting area
-  Tree (for species see Exhibit)
-  Character-Defining Tree



KEY MAP



NAVAL AIR STATION ALAMEDA, CA

Trees

Latin Name	Common Name	Quantity	Condition	Location
Acacia d. dealbata	Green Wattle	6	G	NE corner of airfield, west of 353
Acacia longifolia	Sydney Acacia	5	G	West of 353
Acacia melanoxylon	Black Acacia	20	G	(3) north of 353 & 354, (1) 403, (4) north side at rip rap, (8) north end of runway 31, (1) north of runway 7, and (2) in the NE corner of airfield, on top of 443
Agonis flexuosa	Peppermint Tree	1	G	Bldg 20
Apple Tree	Apple	2	G	Bldg 21
Casurina sp	She-Oak	1	G	Building 403
Citrus sp	Citrus varieties	12	F-G	Bldgs 21 & 23
Cupressus macrocarpa	Monterey Cypress	14	G	Bldg 403, north side at rip rap, west of 353, (11) in marsh area in SE corner of airfield
Fig Tree	Edible Fig	1	F	West end of taxiway C
Myoporum laetum	Myoporum	2	F	South of 528
Pinus halapensis	Aleppo Pine	1	G	Bldg 22
Pinus pinea	Italian Stone Pine	1	G	Bldg 21
Pinus radiata	Monterey Pine	2	G	Bldg 21
Pinus radiata	Monterey Pine	1	G	North of 111
Pittosporum undulatum	Victorian Box	1	G	Bldg 21
Prunus. C. atropurpurea	Purple Leaf Plum	1	G	Bldg 20
Salix sp.	Willow	6 masses	G	Near 497, marsh area in SE corner, north of 50-51, north of 354, east of 57, south of runway 7, ponds in the SW corner.
Quercus sp	Oak species	1	G	Bldg 23
Washintonia robusta	Fan palm	4	G	Bldg 21
Unknown species	Unknown	1	G	Building 403

Landscaping
Species Exhibit

AREA 3

Airfield and
Airfield Hangars

NAS Alameda
Extant Tree and Shrub Species

TREES			SHRUBS				
Acacia d. dealbata		Malus sp	Abelia grandiflora		Erigeron karvinskianus	Loropetalum chinensis	Salvia elegans
Abies sp		Morus alba	Acacia longifolia		Eriobotrya japonica	Lycianthes rantonnei	Salvia leucantha
Acacia baileyana		Myoporum laetum	Acanthus mollis		Escallonia fradesii	Matthiola sp	Salvia sp
Acacia longifolia		Myrica californica	Aeonium sp		Escallonia Terry	Mimulus aurantiacus	Santolina chamaecyparissus
Acacia melanoxylon		Olea europaea	Agapanthus africanus		Escholtzia californica	Myoporum laetum	Scotch broom
Acer palmatum		Palm species	Agave sp		Euonymus japonica	Myrica californica	Sempervivum tectorum
Acer saccharum		Phoenix canariensis	Arbutus unedo		Euryops pectinata	Myrtus communis	Senecio cineraria
Agonis flexuosa		Photinia fraseri	Arctostaphylos sp		Fatsia japonica	Nandina domestica	Solanum jasminoides
Alnus rhombifolia		Pinus canariensis	Armeria merittima		Felicia amelloides	Nephrolepis exaltata	Spirea sp
Apple Tree		Pinus halapensis	Artemesia sp		Festuca o. glauca	Nerium oleander	Strelitzia reginae
Arbutus unedo		Pinus pinea	Asperagus densiflorus `Myers'		Frageria chinensis	Nicotiana alata	Syzygium paniculatum
Arecastrum romanzoffianum		Pinus radiata	Aucuba J. varigata		Fruiting berry vines	Osteospermum fruticosum	Tagates lemmonii
Avacado		Pinus thunbergiana	Aucuba japonica		Fuchcia hybrids	Pansys	Tecomeria capense
Betula verrucosa		Pittosporum crassifolium	Azalea hybrid		Gaura	Pelargonium hybrid	Thuja occidentalis
Callistemon citrinus		Pittosporum eugeniodes	Baccharis pilularis		Gazania hybrid	Pennisetum setaceum	Tibochina urvilleane
Casurina sp		Pittosporum tenuifolium	Baccharis pilularis prostrata		Geranium hybrid	Penstemon hybrids	Trachelosperman jasminoides
Catalpa speciosa		Pittosporum tobira	Bambusa sp		Gladiola bulbs	Phaedranthus	Tulbaghia violacea
Cedrus a. Glauca		Pittosporum undulatum	Begonia hybrid		Grape vine	Philodendron	Viburnus suspensum
Cedrus deodara		Platanus acerifolia	Bergenia crassifolium		Grewia caffre	Phormium tenax	Vinca minor
Ceratonia siliqua		Platanus racemosa	Brugmansia suaveolens		Griselinea lucida	Photinia fraseri	Westringia rosmariniformis
Cercis occidentalis		Podocarpus gracilior	Buxus japonica		Hakea sauveolens	Phyllostachys sp	Wisteria chinensis
Chamaecyparis obtusa		Populus n. italica	Cactus sp		Hebe buxifolia	Pinus mugo	Zantedeschia aethiopica
Cinnemomum camphora		Populus sp.	Callistemon citrinus		Hedera h. `Hahns'	Pittosporum crassifolium	Zauchneria californica
Citrus sp		Prunus carolineana	Camellia japonica		Hedera helix `Hans Varigated'	Pittosporum tenuifolium	
Cordylone australis		Prunus sp.	Canna		Hedycium	Pittosporum tobira	
Crataegus phaenopyrum		Prunus. C. atropurpurea	Carex sp		Hemerocallis hybridus	Pittosporum undulatum	
Cupressus Hinoki		Pyracantha coccinea	Carpobrotus edulis		Heteromeles arbutifolia	Pittosporum x. wheeleri	
Cupressus i. Stricta		Pyrus calleryana	Ceanothus `Julia Phelps'		Hybisucus	Pittosporum eugeniodes	
Cupressus macrocarpa		Quercus agrifolia	Ceanothus g. horizontalis		Hydrangea	Pittosporum t. varigata	
Cupressus s. Italica		Quercus sp	Centranthus rubra		Iceland Poppy	Plumbago auriculata	
Cupressus sp (glauca)		Rhamnus alaternus	Chaenomeles		Ilex x. Burford	Polygonum capitatum	
Eriobotrya japonica		Robinia pseudoacacia	Cheiranthus cheiri		Impatiens wallerana	Polysticum setiferum	
Eucalyptus ficifolia		Salix babylonica	Cistus x purpureus		Ipomoea tricolor	Pontederia cordata	
Eucalyptus globulus		Salix sp.	Coleonema pulchrum		Iris douglasiana	Poppies	
Eucalyptus polyanthemus		Schinus molle	Coprosma repens		Iris sp	Primrose	
Eucalyptus sideroxylon		Schinus terebinthefolia	Coreopsis grandiflora		Jasminum polyanthemum	Prunus laurocerasus	
Eucalyptus sp		Sequoia sempervirens	Cortedaria seloana		Juniper sp	Prunus lusitanica	
Eucalyptus viminalis		Syzygium paniculatum	Cotoneaster lacteus		Juniperus c. Pfitzerana	Prunus lyonii	
Ficus m. nitida		Taxus baccata	Cotoneaster lowfast		Juniperus c. Torulosa	Prunus virginiana	
Ficus sp		Ulmus hybrid	Cotoneaster pannosus		Juniperus tamariscifolia	Punica granatum	
Fig Tree		Ulmus parvifolia	Cotoneaster x. `Lowfast'		Lampranthus sp.	Pyracantha coccinea	
Fraxinus oxycarpa		Unknown species	Crassula argentea		Lantana camera	Rhapiolepis indica	
Fruit Trees		Washingtonia robusta	Croscasmia		Lantana montevidensis	Rhododendron hybrid	
Griselinia lucida		Washingtonia sp	Cruciferae sp		Lavandula `Munsted'	Rhus integrifolia	
Juniperus x. torulosa		Zelkova serrata	Cycas revoluta		Lavandula sp	Ribes sanguineum	
Laurus nobilis			Cyclamen sp		Leonotis leonurus	Rosa sp	
Leptospermum laevigatum			Dietes iridoides		Leptospermum `Ruby Glow"	Rosemarinus prostrutus	
Ligustrum lucidum			Dodonea viscosa		Leptospermum laevigatum	Rosemarinus sp	
Liquidambar syraciflua			Echeveria imbricata		Ligustrum japonica	Salix sp	
Magnolia grandiflora			Echium fastuosum		Lonicera	Salvia clevelandii	

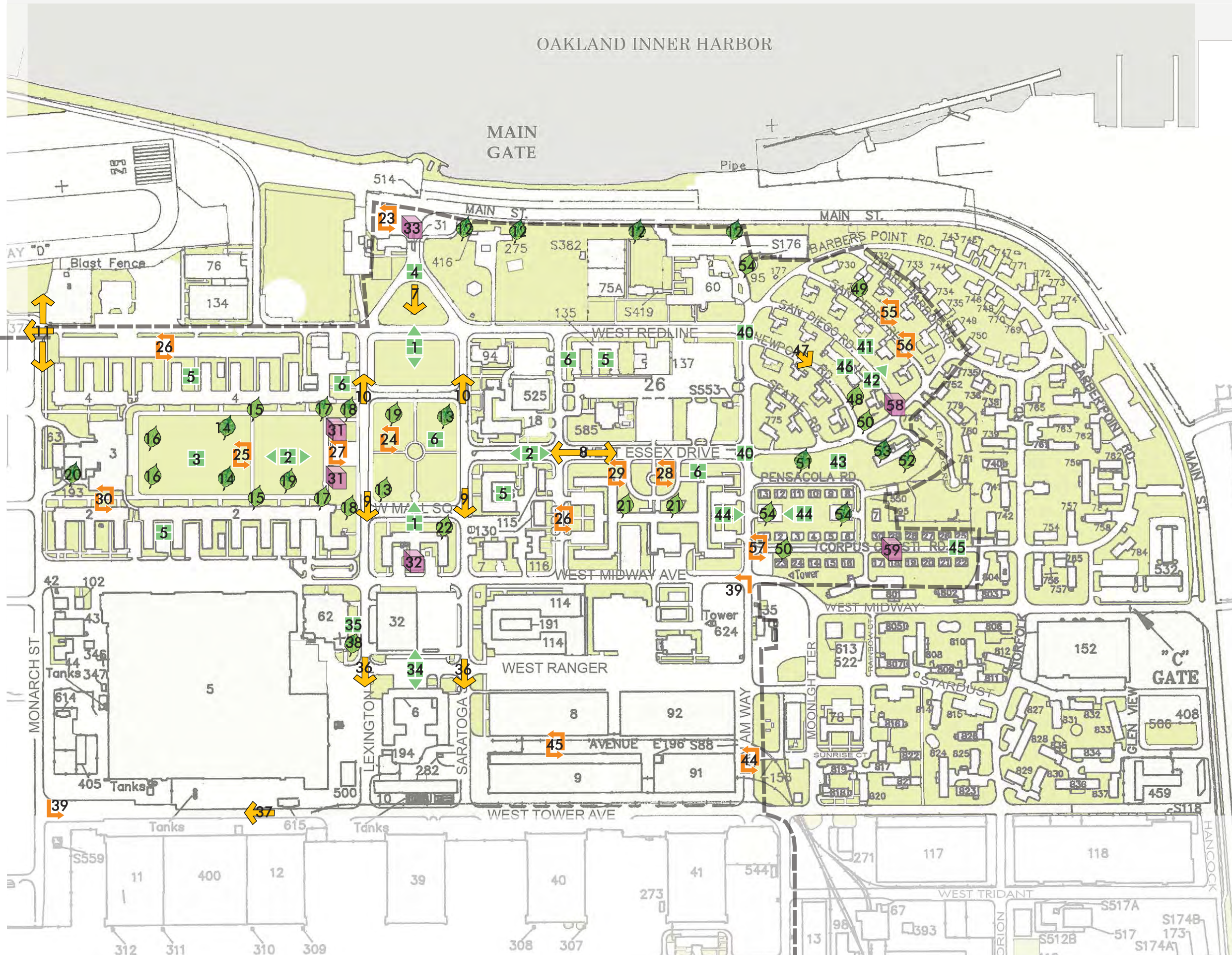
CHARACTER-DEFINING FEATURES

AREA 1

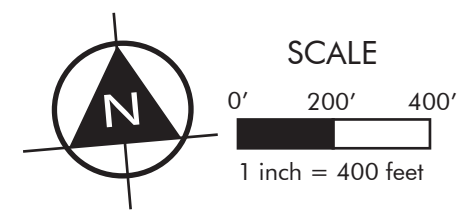
Administrative Core, Shops, and Residential/MWR

LEGEND

-  Spatial Organization
-  Views and Vistas
-  Vegetation
-  Circulation
-  Structures, Furnishings & Objects
-  Water Features
-  Historic District Boundary



KEY MAP



CHARACTER-DEFINING FEATURES

AREA 1

Administrative Core, Shops, and Residential/MWR

NOTE

Some character-defining features are not individually mapped, but are illustrated with representative icons. Additionally, some character-defining features of the historic designed landscape are not illustrated on the diagrams because of their omnipresent qualities or because they are part of the integration of landscape and architecture present on NAS Alameda. For a full understanding of the character-defining features of the historic designed landscape, readers should consult the relevant sections of the CLR: Section 4.2 and the table in Section 5.

Character-Defining Features by Area

No.	AREA 1 - Administrative Core and Residential / MWR
	<i>Administrative Core</i>
<u>Spatial Organization</u>	
1	Bi-laterally symmetrical entry mall with north-south axis between Buildings 1 and 31
2	East-west axis at the center line of West Essex Drive and the BEQ quadrangle
3	Bi-laterally symmetrical BEQ quadrangle
4	Bi-laterally symmetrical entry drive at north end of entry mall
5	Landscaped courtyards enclosed by buildings on three sides (3 representative examples indicated)
6	Deep setback of buildings planted with lawn and shallow foundation shrub beds (2 representative examples indicated)
Non-Mapped	Orthogonal layout of roads, buildings and paths
Non-Mapped	Integration of architecture and landscape
<u>Views and Vistas</u>	
7	Views south at the entry mall
8	Views along east-west axis of BEQ quadrangle and West Essex Drive
9	Views south along Lexington Street and Saratoga Street from entry mall to Seaplane Lagoon
10	Views of Oakland north along Lexington Street and Saratoga Street
11	Panoramic views from corner of Red Line Avenue and Monarch Street
<u>Topography</u>	
Non-Mapped	Flat, with gentle slope at steps connecting entry mall and BEQ quadrangle
<u>Vegetation</u>	
12	Monterey cypress east of Main Gate entry and along north border
13	Specimen Monterey cypress at corners of entry mall
14	Rows of Chinese elms at BEQ quadrangle
15	Pairs of brush cherries at building entries at Building 2 & 4 entries of BEQ quadrangle (2 representative examples indicated)
16	Two groups of Monterey pines at west end of BEQ quadrangle
17	Paired Yews at the east ends of Buildings 2 and 4
18	Black pines flanking path approaching east end of Building 2 and one on south side of path approaching east end of Building 4
19	Expanse of low ground cover with trees and few or no shrubs at entry mall and BEQ quadrangle
20	Three multi-trunk trees - myoporum and mayten - west of Building 3
21	Pair of rusty leaf fig trees north of BOQ (Building 17)
22	Lawn and foundation shrubs in deep setback of buildings
<u>Circulation</u>	
23	Main Gate parking and waiting area
24	Prominent paths across the entry mall
25	Paths in the BEQ quadrangle
26	Orthogonal path alignment west of Pam Am Way
27	Symmetrical, wide plaza, and shallow steps that connect the entry mall and the BEQ quadrangle
28	Central path with circle of planting at Building 17
29	Symmetrical, curved driveway at Building 17
30	Matched wide paths approaching each wing of Buildings 2 and 4
<u>Water Features</u>	
	None
<u>Structures, Furnishings & Objects</u>	
31	Planters flanking plaza connecting entry mall and BEQ quadrangle
32	Paired, free - standing pots (1 representative example indicated)
33	Light poles in parking area outside Main Gate
Non-Mapped	Integration of architecture and landscape
	<i>Shops Area</i>
<u>Spatial Organization</u>	
34	Continuing north-south axis through Building 1 and Building 39 and Seaplane Lagoon
35	Deep setback of buildings with lawn and foundation shrubs (2 representative examples indicated)
Non-Mapped	Orthogonal layout of roads, buildings and paths
Non-Mapped	Integration of architecture and landscape
<u>Views and Vistas</u>	
36	Views south along Lexington Street and Saratoga Street from entry mall to Seaplane Lagoon
37	View along West Tower Avenue

<u>Topography</u>	
Non-Mapped	Flat
<u>Vegetation</u>	
38	Lawn and foundation shrubs in deep setback of buildings at Buildings 6, 8, 62, and 114 and at Monarch and Midway Avenues (Buildings 42, 43, 44, 102) (1 representative example indicated)
<u>Circulation</u>	
39	Vast paved areas without curbs and few obstructions (symbols indicate extent of area)
<u>Water Features</u>	
	None
<u>Structures, Furnishings & Objects</u>	
Non-Mapped	Integration of architecture and landscape

Residential / MWR Area

<u>Spatial Organization</u>	
40	Offset alignment (fom orthogonal layout) on West Redline Ave. and West Essex Drive at Pam Am Way
41	Egg-shaped layout of the Officers' Housing with curved roads (Symbol indicates general location)
42	Orientation of "Big Whites" facing northeast (1 representative example indicated)
43	Park and the open space south of West Essex Drive separates the Officers' Housing from the Chief Petty Officers (C.P.O.) Housing
44	Axial alignment of C.P.O. Housing, parking and open space surrounding Building 178 aligns with Building 17
45	Consistent setback of homes on Pensacola Road and Corpus Cristi Road (Symbol indicates general location)
46	Setback without property line fences and minimal use of hedges in the officers' housing area
Non-Mapped	Integration of architecture and landscape
<u>Views and Vistas</u>	
47	Limited internal views (1 representative example indicated)
<u>Topography</u>	
Non-Mapped	Flat
<u>Vegetation</u>	
48	Lawns planted throughout and minimal use of hedges, vines or ground cover (Symbol indicates general location)
49	Officers' houses surrounded by generous areas of lawn
50	Planted parking strip between the curb and sidewalk at frontyards in Officers' and C.P.O. housing
51	Park improvements limited to lawn and trees
52	Mixed grove of trees around Quarters A
53	Yew tree on north side of Quarters A
54	Australian tea trees at parking lots on east and west sides of C.P.O. housing and around Building 95
<u>Circulation</u>	
55	Parking in attached single car garages and driveways for "Big Whites"
56	Narrow road widths in Officers' and C.P.O. housing
50	Planted parking strip between the curb and sidewalk at frontyards of Officers' and C.P.O. housing
57	Secondary paths are narrower in the C.P.O. housing than in Officers' Housing area

<u>Water Features</u>	
	None

<u>Structures, Furnishings & Objects</u>	
58	Curbed planting bed at front yards of Officers' Housing; curb slopes up towards the house.
59	Shallow foundation planting beds in C.P.O. housing

CHARACTER-DEFINING FEATURES

AREA 2

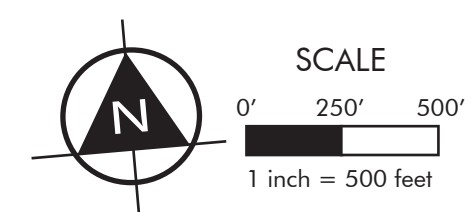
Seaplane Lagoon, Hangars, and Southeast Area

LEGEND

-  Spatial Organization
-  Views and Vistas
-  Vegetation
-  Circulation
-  Structures, Furnishings & Objects
-  Water Features
-  Historic District Boundary



KEY MAP







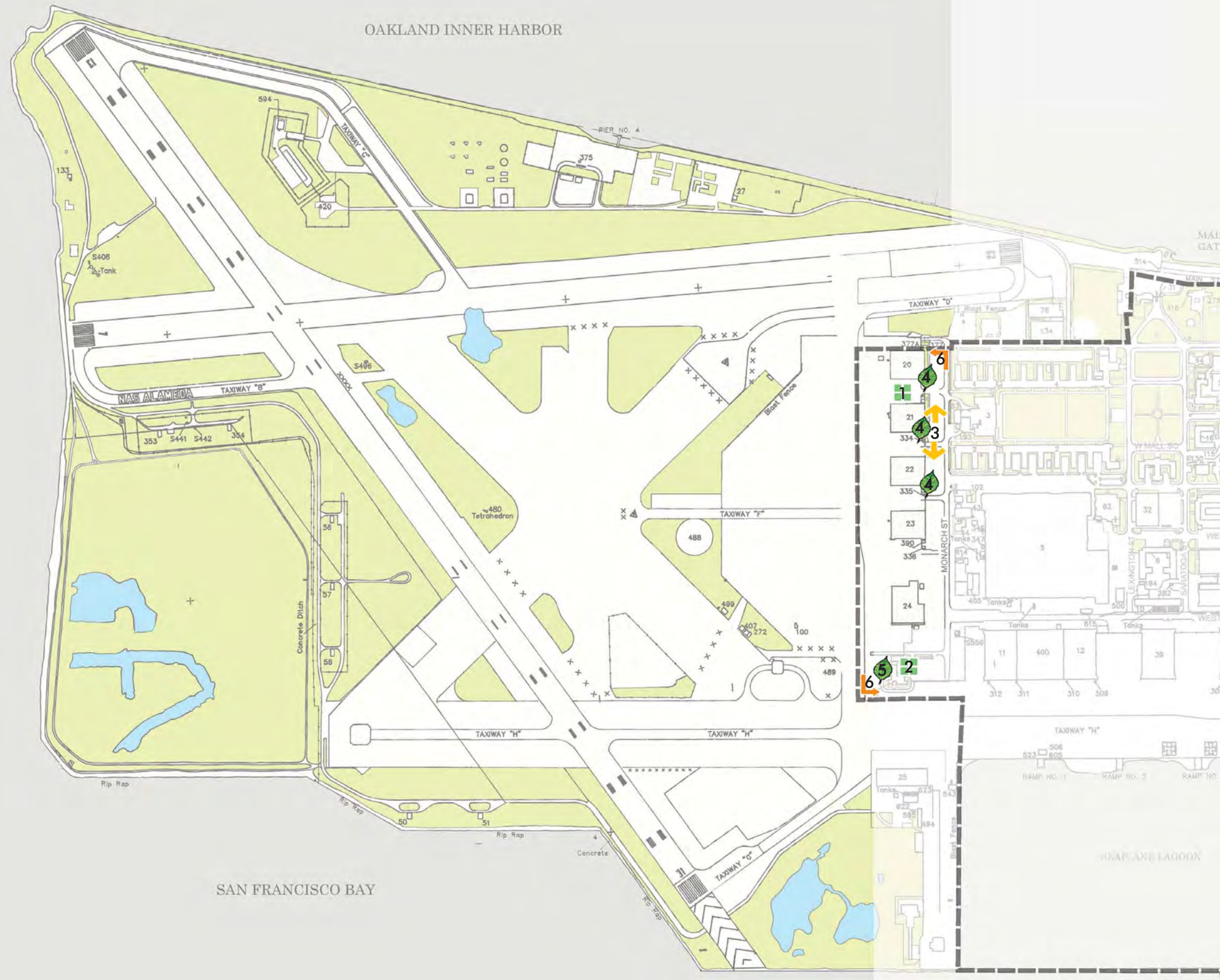
CHARACTER-DEFINING FEATURES

AREA 3

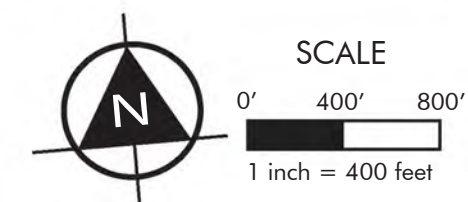
Airfield and Landplane Hangars

LEGEND

-  Spatial Organization
-  Views and Vistas
-  Vegetation
-  Circulation
-  Structures, Furnishings & Objects
-  Water Features
-  Historic District Boundary



KEY MAP



NAVAL AIR STATION ALAMEDA, CA

Character-Defining Features by Area

No.	AREA 2 - Hangars, Seaplane Lagoon, and Southeast Area of Station
	Operations Area
<u>Spatial Organization</u>	
1	Generally spaces between buildings are paved without sidewalks, curbs or pedestrian paths.
2	Building 39 is on the north to south axis from the Administrative Core
3	Seaplane Lagoon is bi-laterally symmetrical, and on the north to south axis of the Administrative Core
4	Deep setback of buildings planted with lawn at Building 77
Non-Mapped	Orthogonal layout of roads, buildings and paths
Non-Mapped	Integration of architecture and landscape
<u>Views and Vistas</u>	
5	Views along Tower Avenue
6	Views along the rows of hangars
7	Panoramic views south across seaplane lagoon and west across Airfield from the hangars
<u>Topography</u>	
Non-Mapped	Flat
<u>Vegetation</u>	
8	Lawn surrounding Building 77
<u>Circulation</u>	
9	Vast paved areas without curbs and few obstructions. Spaces dominated by vehicular circulation; few pedestrian sidewalks or paths
<u>Water Features</u>	
10	Seaplane Lagoon
<u>Structures, Furnishings & Objects</u>	
	None

No.	AREA 3 - Airfield
	Operations Area
<u>Spatial Organization</u>	
1	Generally spaces between buildings are paved without sidewalks, curbs or pedestrian paths
2	Deep setback of building planted with lawn at Building 19
<u>Views</u>	
3	Views along the rows of hangars
Non-Mapped	Integration of architecture and landscape
Non-Mapped	Orthogonal layout of roads, buildings and paths
<u>Topography</u>	
Non-Mapped	Flat
<u>Vegetation</u>	
4	Lawns on east side of Buildings 20, 21, and 22
5	Deep setback planted with lawn and foundation shrubs at Building 19
<u>Circulation</u>	
6	Vast paved areas without curbs and few obstructions. Spaces dominated by vehicular circulation; few pedestrian sidewalks or paths.
<u>Water Features</u>	
	None
<u>Structures, Furnishings & Objects</u>	
	None

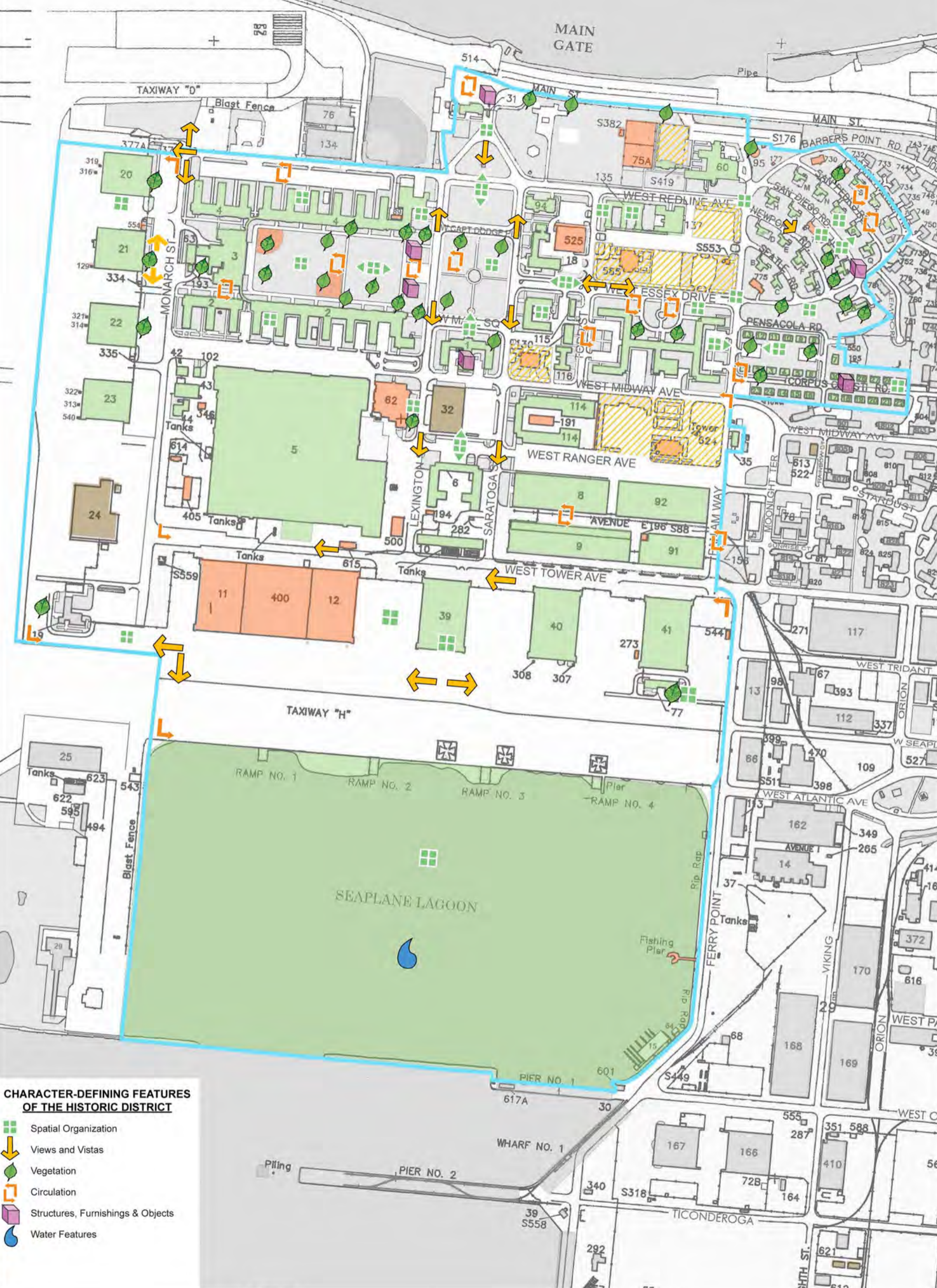
CHARACTER-DEFINING FEATURES

AREA 2 & 3 Seaplane Lagoon, Hangars, and Southeast Area Air Field

NOTE

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MAIN GATE



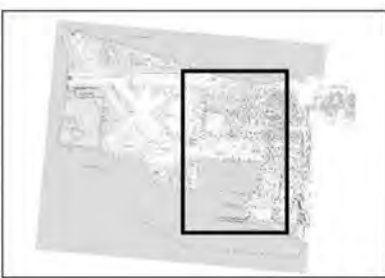
CHARACTER-DEFINING FEATURES OF THE HISTORIC DISTRICT

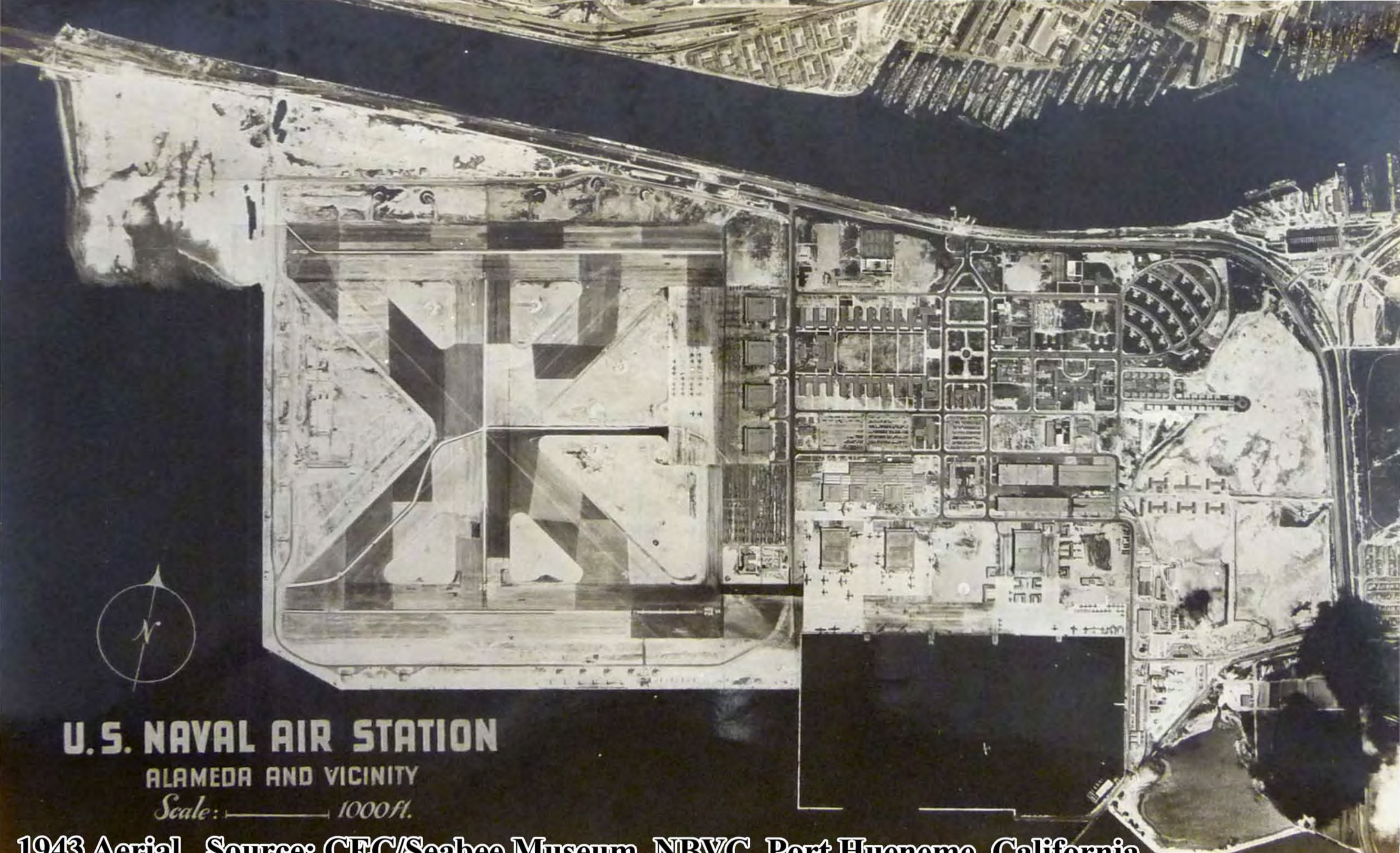
- Spatial Organization
- Views and Vistas
- Vegetation
- Circulation
- Structures, Furnishings & Objects
- Water Features

LEGEND

- NAS Alameda Historic District Boundary
- NAS Alameda National Register Eligibility
- Contributing to Historic District
- Not Contributing to Historic District
- Non-Contributing Space
- Not Eligible
- Built After 1989 - not evaluated

0 0.05 0.1 0.15
Miles



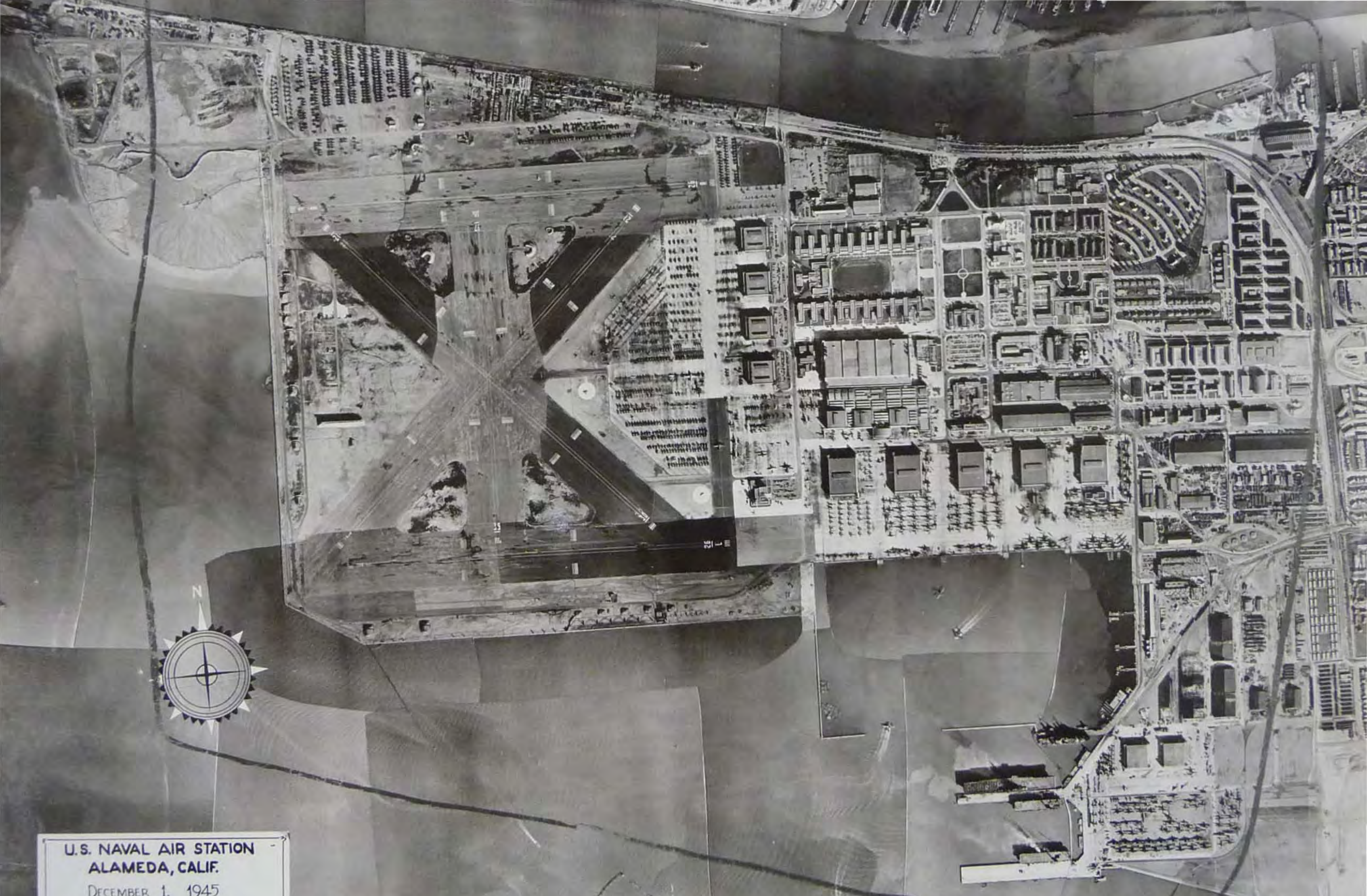


U.S. NAVAL AIR STATION

ALAMEDA AND VICINITY

Scale: ——— 1000 ft.

1943 Aerial Source: CEC/Seabee Museum, NBVC, Port Hueneme, California



U.S. NAVAL AIR STATION
ALAMEDA, CALIF.
DECEMBER 1, 1945
SCALE - 1 INCH = 5000 FEET
PHOTOGRAPHIC LABORATORY U.S. NAVAL AIR STATION ALAMEDA, CALIF.

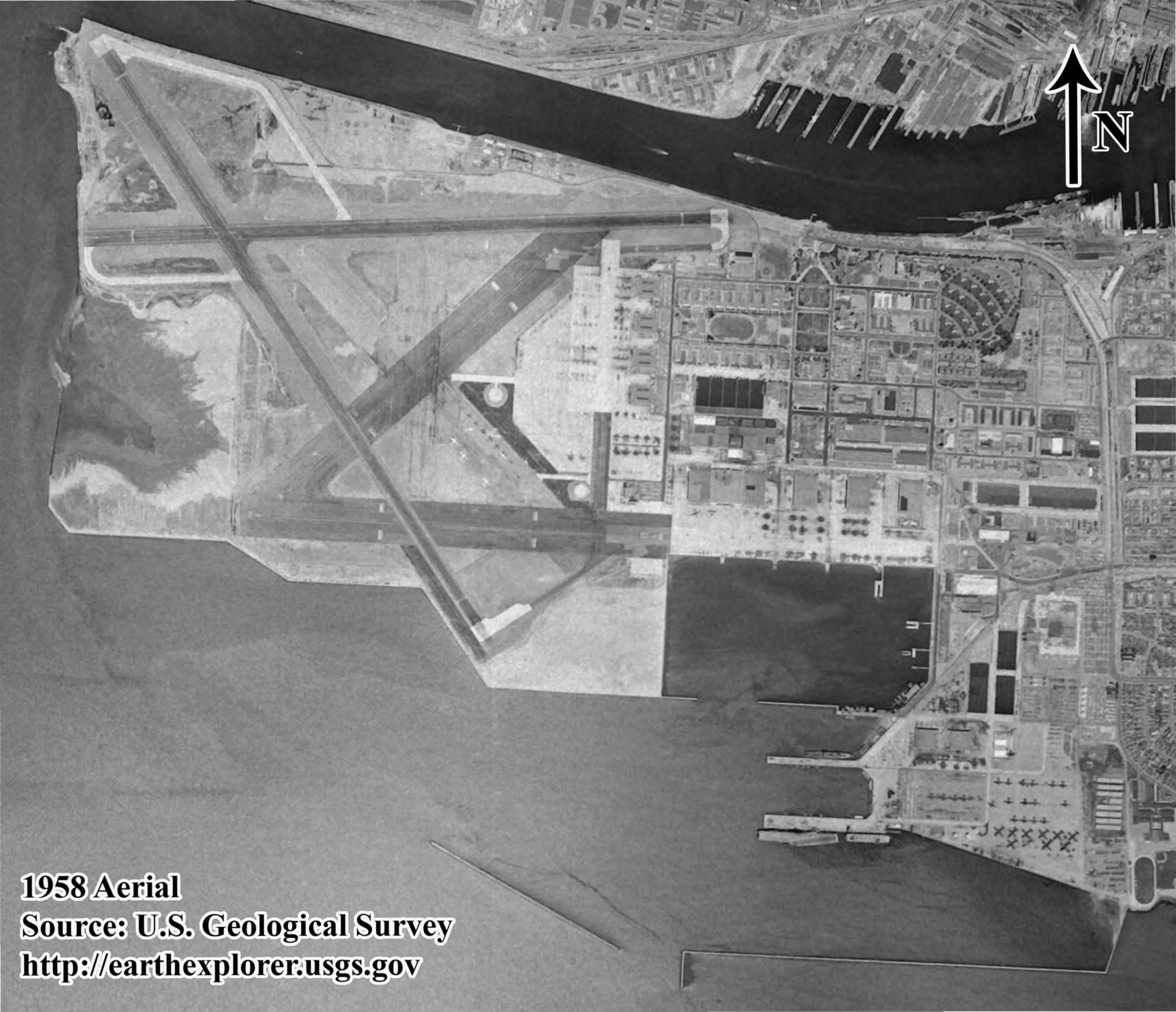
1945 Aerial Source: CEC/Seabee Museum, NBVC, Port Hueneme, California



1946 Aerial
Source: Naval Facilities
Engineering Command Southwest



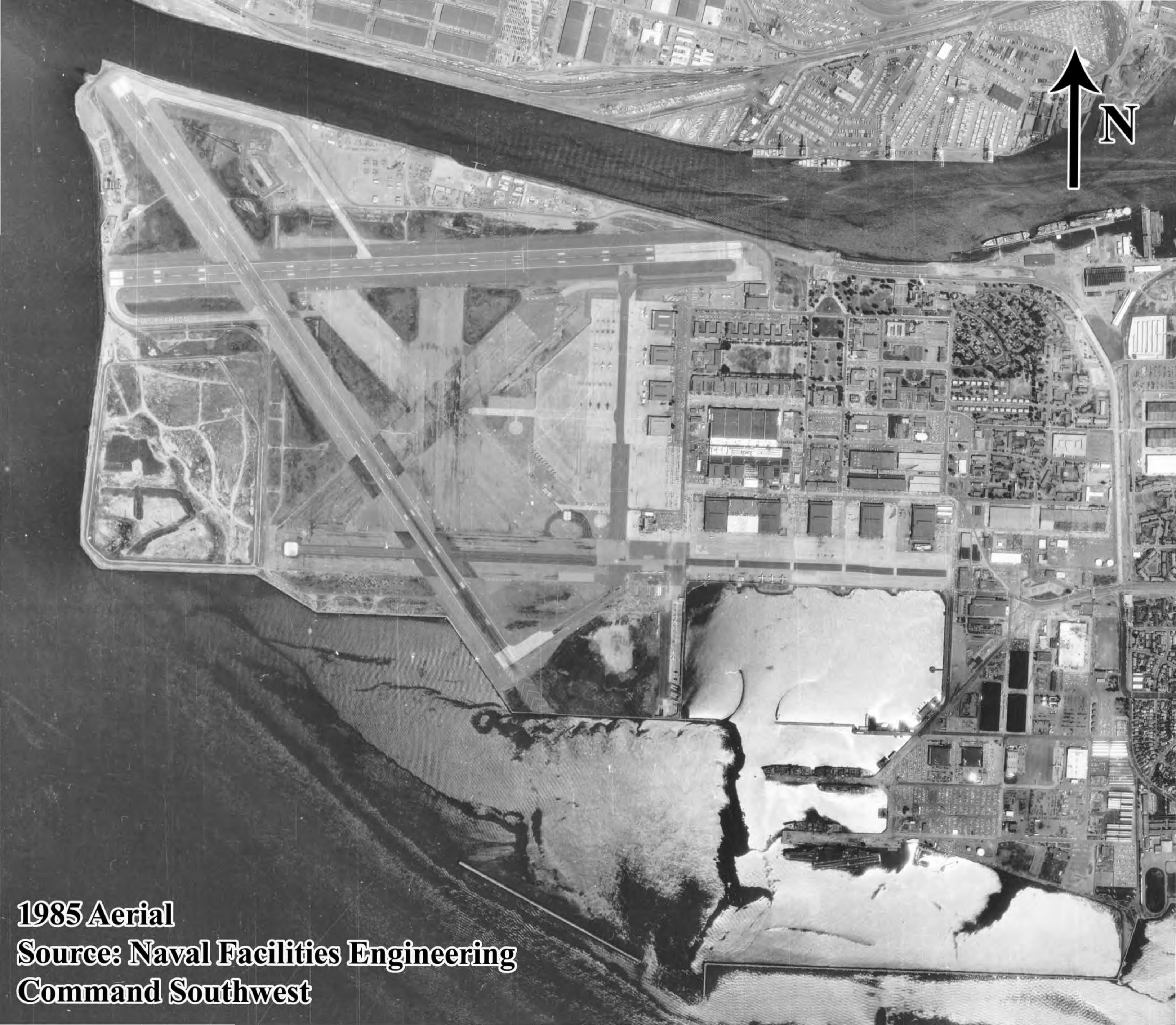
1951 Aerial
Source: CEC/Seabee Museum, NBVC,
Port Hueneme, California.



1958 Aerial
Source: U.S. Geological Survey
<http://earthexplorer.usgs.gov>



1968 Aerial
Source: Naval Facilities Engineering
Command Southwest



1985 Aerial
Source: Naval Facilities Engineering
Command Southwest



1993 Aerial
Source: Naval Facilities Engineering
Command Southwest

APPENDIX B – DPR 523 FORMS

Review Code

Reviewer

Date

Page 1 of 132

*Resource Name or # (Assigned by recorder) NAS Alameda Historic District –
Historic Designed Landscape

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Oakland West Date: 1993 T

; R ; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec ; M.D.B.M.

c. Address:

City: Alameda

Zip: 94501

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

On former Naval Air Station (NAS) Alameda. Please see sketch map for boundaries of the historic district and associated historic designed landscape.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form records the historic designed landscape that is a contributing element of the NAS Alameda Historic District depicted on the attached sketch map. The existing conditions of the historic designed landscape (a category of cultural landscape) within the historic district are described in terms of functional land use areas, spatial organization, views and vistas, topography, vegetation, circulation, water features, and structures, furnishings and objects. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP 34 (Military Property)/ HP 29 (Landscape Architecture)

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #)

Photograph 1: Entry mall facing south, September 25, 2009.

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

1938-1945, Naval Records

*P7. Owner and Address:

Navy BRAC PMO

1455 Frazee Road, Suite 900

San Diego, CA 92108

*P8. Recorded by: (Name, affiliation, and address)

PGAdesign, Inc. and JRP

Historical Consulting, LLC

(See Continuation Sheet.)

*P9. Date Recorded: September 2009 – December 2009

P10. Survey Type: (Describe)
Intensive

P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Cultural Landscape Report, NAS Alameda," prepared for NAVFAC Southwest, 2012.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 132

*NRHP Status Code 3D

*Resource Name or # (Assigned by recorder) NAS Alameda Historic District – Historic Designed Landscape

B1. Historic Name: NAS Alameda

B2. Common Name: NAS Alameda/ Alameda Point

B3. Original Use: Naval Air Station

B4. Present Use: Mixed – Commercial, Industrial, and Residential

*B5. Architectural Style: Moderne buildings and Beaux Art landscape layout

*B6. Construction History: (Construction date, alterations, and date of alterations) 1938-1940 original fill and road construction; 1939-1992 building construction; 1941-1945 Initial planting; 1945-1948 Second planting plan; 1954-1956 Third planting plan; 1967-1969 “beautification program;” 1978-1979- fourth planting plan; 1987 final planting plan.

*B7. Moved? No Yes Unknown Date:

Original Location:

*B8. Related Features: NAS Alameda Historic District

B9a. Architect: US Navy Bureau of Yards and Docks

b. Builder: Johnson, Drake and Piper

* B10. Significance: Theme: Naval Air Station Development

Area: San Francisco Bay Area

Period of Significance: 1938-1945 Property Type: Landscape/ Historic District Applicable Criteria: A & C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historic designed landscape on NAS Alameda is a contributing element to the NAS Alameda Historic District. Like the buildings and structures that are contributing elements of the historic district, the historic designed landscape is significant at the state level under NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3 and is significant for its association with naval air station development in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and the station’s role in supporting the Navy’s operations in the Pacific theater during World War II. The character-defining features of the historic designed landscape are situated within the boundaries of the historic district, and they retain sufficient historic integrity to convey significance within the historic district’s period of significance, 1938-1945.

The cultural landscape on NAS Alameda does not appear to be significant under Criterion B / Criterion 2 because it does not have important direct association with one or more historically significant persons from that period and it has not yielded, nor is it likely to yield, information important to history in a manner that would make it significant under Criterion D / Criterion 4. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References: US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Alameda City Hall West); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Allbrandt, “History of the Naval Air Station ... Alameda, California,” AMDO Association (1996); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); *The Carrier*, 1941-1960; *Alameda Times-Star*, 1952-1988; *Oakland Tribune*, 1941-1967; see also footnotes, B10.

B13. Remarks:

*B14. Evaluator: C. McMorris / H. Norby

*Date of Evaluation: September 2010

(Sketch Map with north arrow required.)

(See Continuation Sheet.)

P8. Recorded by (cont.): Field recordation primarily preformed by PGAdesign, Inc., 444 17th Street, Oakland, California 94612, under the direction of Chris Pattillo. JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618, recorded portions with field crews led by Christopher McMorris.

***P3a. Description (cont.):**

Description of Historic District Boundary

The boundary of the NAS Alameda Historic District is as follows. The northern boundary of the historic district extends east from the parking area adjacent to the Main Gate along the northern edge of the station on Main Street and then south to the north edge of the landscape area around Building 95. The boundary line extends east to the northwest side of where San Pedro Road meets Barbers Point Road. The line extends northeast along the northern side of Barbers Point Road, heads southeast along the east side of Pearl Harbor Road, and then southwest on the east side of Essex Drive. The boundary encompasses a portion of the lawn on the east side of Quarters A's driveway and follows the fenced yard of Quarters A southeast, nearly to Lemoore Road, then southwest nearly to Pensacola Road. The line then encompasses the yard of Chief Petty Officer housing unit 7 and continues east along the northern edge of the yards of Chief Petty Officer housing units 25-29. The boundary then turns south, crossing Corpus Christi Road, and then west along the back yards of Chief Petty Officer housing units 14-24. Upon reaching Pan Am Way, the line extends south along the east side of Pan Am Way, deviating south of Midway Avenue to include Building 35. The boundary then continues along the east side of Pan Am Way following the southern edge of the curve as Pan Am Way transitions to Ferry Point Road. The line continues south along the west side of Ferry Point Road moving further west at a point south of Atlantic Avenue to exclude the parking adjoining the road. At the northern edge of Pier 1, the boundary turns west excluding the pier, but includes the jetties forming the southern edge of the Seaplane Lagoon. The line extends up the west side of the Seaplane Lagoon, jogs to the west on the north edge of Taxiway "H" and continues west from Monarch Street toward the Airfield to encompass Building 19. The boundary extends north along the east side of Taxiway "E" to the northern edge of Building 20 and heads east along the northern edge of Red Line Avenue and heads north, encompassing the landscaped area adjacent to Lexington Avenue and along the west edge of Building 30 including the associated parking lot north of the Main Gate.

The following provides a description of the landscape within the NAS Alameda Historic District. This description is divided into functional areas of the former station based on historic land uses. These areas are the Administrative Core, Shops Area, Residential / Morale, Welfare, and Recreation (MWR) Area, and Operations Area. Within each area elements of the landscape are described under the following categories: Spatial Organization; Views and Vista; Topography; Vegetation; Circulation; Water Features; and Structures, Furnishings and Objects.

ADMINISTRATIVE CORE

Most of the Administrative Core is located within the historic district. The only portion of the Administrative Core not within the boundary of the historic district is the former enlisted personnel recreational area located north of West Redline Avenue, west of Lexington Street.

Spatial Organization

The Administrative Core within the historic district is a generally rectangular space laid out on an east - west grid. The area is 3,000 feet in the east - west direction, and 1,580 feet at its greatest north-south depth. The core area is bound by Main Street (beyond which to the north is the Oakland Inner Harbor), the north gate parking area, West Midway Drive and the Shops Area to the south, Monarch Street and the landplane hangars to the west, and Pan Am Way and the Residential / MWR Area to the east.

The axis that organizes the layout of the main portion of the station crosses perpendicularly in a ceremonial open space in the center of the Administrative Core. This space is formed by a bi-laterally symmetrical entrance mall that stretches from the sentry house (Building 31) at the north gate to the Administration Building (Building 1) and then further south into other functional areas. This entry mall is formed by three panels of lawn, sidewalks, and formal plantings (**Photograph 2** and **Photograph 3**). A circular path around a single cypress tree in the largest, southernmost panel of lawn is planted at the intersection of the organizing axes and is a secondary focal point. Building 1, in line with the north-south axis, is the primary focal point in the Administrative Core. Driving lanes, with wide sidewalks on both sides, run north-south along both sides of the mall.

The east-west axis runs through the centerline of a large quadrangle (BEQ quadrangle) defined by a U-shaped complex formed by Buildings 2, 3 and 4 (**Photograph 4**). The axis runs east down the center of West Essex Drive, the only divided road within the Administrative Core. It is divided by a median that was planted until 1955-56 when it was paved and converted to diagonal parking spaces. Double-headed cobra-style lights situated off-center of the axial line dividing West Essex Drive line the median. This street divides the east half of the Administrative Core into equal quadrants. Each end of this axis has a strong focal point. To the east, the front façade of Building 3, framed by Buildings 2 and 4, parallel rows of Chinese elm trees (caliper ranges from 3' 9" to 4' 4"), and two groups of Monterey pine trees is the primary east to west focal point.

The Monterey pines in the northwest corner of the BEQ quadrangle have calipers of 9' 0", 8', 6", and 12' 9" and those in the southwest corner measure 9' 8", 12; 9". One of the cypress trees in the southwest corner was removed in 2010 and the stump has a caliper of 11' 6". The focal point on the east end of the axis is the park at the end of West Essex Drive that separates the Officers' and CPO Housing (**Photograph 5**).

Buildings, roads, sidewalks and paths within the historic district are laid out in a formal orthogonal pattern throughout the Administrative Core (**Illustration 1**). Generally, this formal pattern is reinforced by vegetation. Rows of trees line streets and most buildings have foundation shrubs planted in straight beds that parallel building facades. Non-orthogonal, curved roads occur in only two locations – at the north entrance of Building 17 and west side of Building 3 (**Photograph 6**). There is also a curved path at the west end of the BEQ quadrangle that follows the curve in the arcade walkways connecting Buildings 2 and 4 to Building 3.

Land use within the Administrative Core includes offices for the City of Alameda in Building 1; parking on streets and surface lots throughout the area (some striped, some with curbs or wheel stops, and mostly diagonal); pedestrian and vehicle circulation; loading docks; ornamental plantings; utility and trash areas at various locations throughout the area, recreational zones including horseshoe pits, tennis courts, barbeque grills, soccer fields, basketball courts, and baseball fields; storage areas including storage of new, potted trees and storage of hazardous waste east of Building 60. Historically, this area included the station's original Main Gate, administrative headquarters, medical facilities, post office, bachelor residential facilities, and recreational facilities.



Photograph 2: Administrative Core, 2005 aerial photograph. Roads, in line with the primary axes that cross at the center of the entry mall serve as strong spatial organizers.¹



Photograph 3: Entry mall, camera facing south, triangular lawn panel in foreground.

¹ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.
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Photograph 4: BEQ quadrangle formed by Buildings 2, 3, and 4 is the focal point of the east to west axis. Rows of Chinese elms line the quadrangle, and two groups of Monterey pines mark the west corners. Also note wide plaza in foreground, flanked by planters, connecting entry mall to BEQ quadrangle.



Photograph 5: Park in right background is the visual termination of the west to east axis, and also serves to separate the Officers' Housing from the CPO Housing.

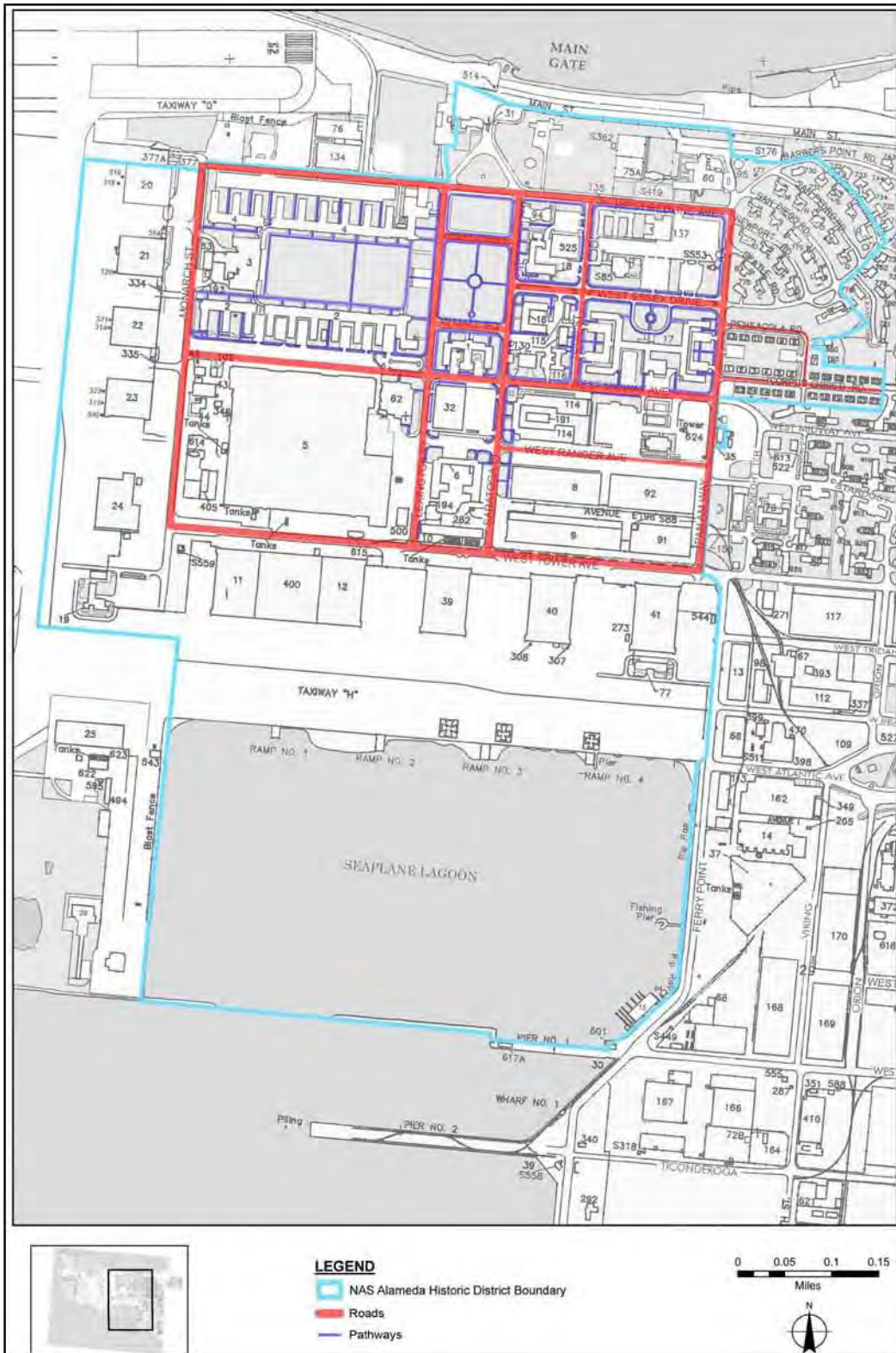


Illustration 1: Orthogonal layout of roads and pathways in the Administrative Core and Shops areas.



Photograph 6: Curved drive on north side Building 17. Yellow arrows indicate entry and exit points.

Throughout the Administrative Core, buildings are setback with broad expanses of lawn between the sidewalk and building façades. In most locations, spaces between buildings, and within the courtyards formed by buildings, are also planted with lawn and / or shrubs (**Photograph 7**). In some places, these areas have been paved for parking. Spaces between buildings are not divided by fencing or hedgerows, except for some instances of temporary security fencing. With the exception of the parking area west of Pan Am Way and south of West Redline Avenue, the balance of the density between buildings and open space is relatively uniform. There are many landscaped courtyards, enclosed by buildings on three sides. These spaces vary in size from long, narrow spaces between the wings of Building 135 to large, rectangular spaces at the east, west and north sides of Building 17.

The area north of West Redline Avenue is less well defined than the areas south of this street. The north edge of the Administrative Core is porous and stacks of containers in the Port of Oakland and docked ships are visible to the north. The area east of the Main Gate entry is informal and includes an unordered collection of picnic areas and other remnants of recreation features. The layout of the tennis courts and handball court are on the grid. A flattened U-shaped parking area provides the setting for the approach from Main Street to the north entrance (**Photograph 8**). The scattered line of trees along the northern border of the base breaks for the entire span of the parking lot. The focal point of the entry plaza is the relatively small sentry house, Building 31, which was the entry portal to the facility.



Photograph 7: Typical courtyard found in Administrative Core, Building 135; facing north.



Photograph 8: Parking lot and waiting area at Main Gate; Buildings 30 and 31 at right.

Views and Vistas

The views and vistas from within the Administrative Core encompass elements of the built environment of NAS Alameda and elements exterior to the station. The longest interior views are the north-south and east-west axial views across the entrance mall. Looking north from Building 1, the viewshed takes in the entry mall, the monuments within, and a limited view of the Port of Oakland across the channel with its associated containers and cranes. From this vantage point the cypress tree in the center of the entrance mall is a primary focal point and interrupts the long view north (**Photograph 9**). Looking south along this axis, from the main entrance, the viewshed also takes in the central cypress tree, pedestal and associated planting, and Building 1. From the cypress tree there are long east-west axial views down West Essex Drive and west across the BEQ quadrangle (**Photograph 10**). The cypress tree, however, obstructs longer views between the quadrangle and West Essex Drive (**Photograph 11**). There are also east-west axial views along West Redline Avenue, allowing views of the Officers' Housing to the east, and a glimpse of San Francisco to the west.

Exterior views of the San Francisco Bay Area from within the Administrative Core are primarily of the Port of Oakland and East Bay hills, with some areas also allowing wider views that include more of the surrounding area. The Port of Oakland and its associated cranes and containers are visible all along the northern edge of the Administrative Core, and from within the station, looking north along Lexington and Saratoga streets. Extended southern views down the main north-south streets, Monarch Street, Lexington Street, Saratoga Street, and Pan Am Way, allow views of the Seaplane Lagoon, piers, and the bay beyond (**Photograph 12**). The panoramic view from West Redline Avenue and Monarch Street also includes San Francisco, Yerba Buena Island, the Oakland-San Francisco Bay Bridge, and Mount Tamalpais (**Photograph 13**). The view looking east and west along West Midway Drive is terminated by buildings, however a small glimpse of San Francisco is available at the west end of West Midway Drive, between hangar Buildings 22 and 23.



Photograph 9: View looking north from Building 1; monuments in foreground, Monterey cypress tree at center, and crane in background at right.



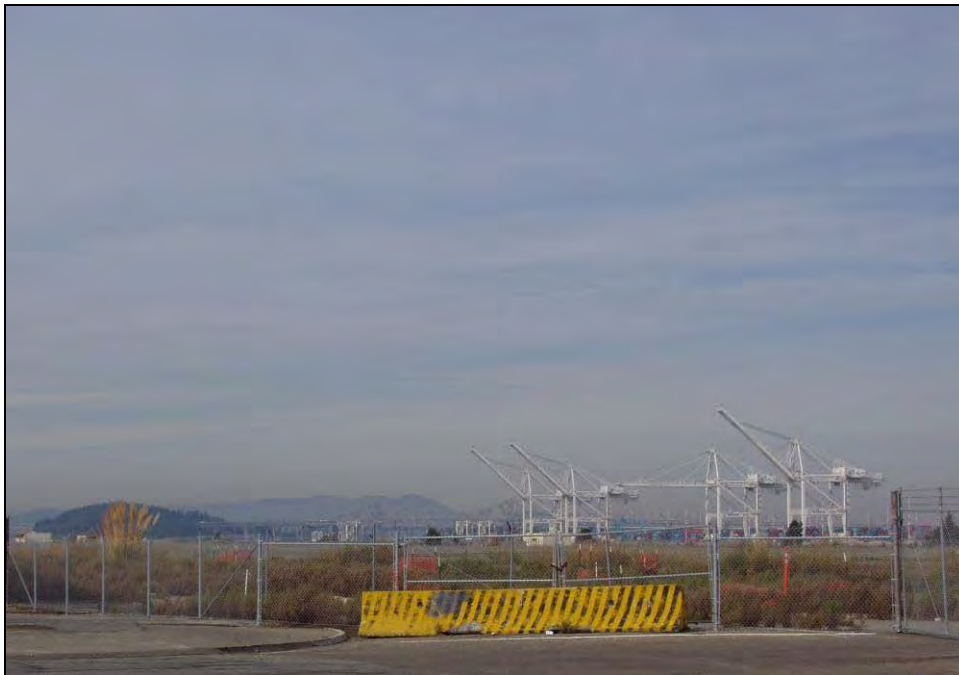
Photograph 10: Long axial view facing east from Monterey cypress in entrance mall.



Photograph 11: Long axial view east from Lexington Street obstructed by Cypress tree in the center of the entrance mall.



Photograph 12: Long view south along Lexington Street.



Photograph 13: View looking northwest from intersection of Monarch Street and West Redline Avenue includes Yerba Buena Island, Mount Tamalpais, and the San Francisco – Oakland Bay Bridge

Topography

The Administrative Core is essentially flat. At the east end of the BEQ quadrangle there is a gentle slope adjacent to the wide steps and concrete planters that connects this space to the entry mall.

Vegetation

Planting in the Administrative Core is dense compared to other areas of the station. Nearly all areas without buildings or pavings are planted with turf and trees, and most buildings have foundation shrubs (**Photograph 14**). Plant types include sixty species of trees and sixty-six species of shrubs and perennials. Tree types include eight coniferous species, sixteen deciduous trees, thirty-three broadleaf evergreens and two species of palms.² Only three species are noted for being flowering trees. Three fruit bearing species are found in this area, including citrus. Generally, there are far greater numbers of evergreen and coniferous trees and shrubs than deciduous species. Tree species that are used frequently include: black acacia, brush cherry, deodar cedar, evergreen elm, Lombardy poplar, Monterey cypress, Monterey pine, and Australian tea tree. No particular species of shrub is used in great number.

The lawns planted throughout the area provide a neat, formal appearance (**Photograph 15** and **Photograph 16**). Buildings throughout the Administrative Core have a wide setback from road and are typically planted with grass.



Photograph 14: Typical arrangement of foundation shrubs in the Administrative Core; Building 1.

²Deciduous trees lose their leaves in winter.
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Photograph 15: Lawns are planted generously throughout the Administrative Core; facing northeast from the BEQ quadrangle.



Photograph 16: Typical example of deep panel of lawn found in the Administrative Core, south side of Building 60; facing east.

Trees are planted in rows and as isolated specimens. In either configuration they are frequently used as focal points. Large, specimen atlas cedars are located at three of the four corners of the block surrounding Building 1. A Monterey cypress with a 21' 8" caliper is located at the northeast corner of the large entry mall (**Photograph 17**). Throughout the Administrative Core, paired plantings of trees or shrubs are frequently used – some in planters – to flank building entries

(Photograph 18 and Photograph 19). Species used in this way include: brush cherry, Chinese photinia, euonymous, fern pine, flax, mayten, *Pittosporum crassifolium* (Pittosporum), rusty leaf figs, saucer magnolia, star jasmine, Victorian box, and yews. Paired plantings are also used in places to flank pathways. Black pines (*pinus nigra*) with calipers of 5' 3" and 5' 4" flank the entry to the east end of Building 2, and a single black pine with a caliper of 3' 11" aligned with this pair is located on the south side of the path approaching Building 4 **(Photograph 20)**.

Shrubs are planted at most, but not all building foundations. The width of shrub beds varies throughout, from four to fifteen inches wide. In the courtyards on the north and south sides of Buildings 2 and 4, shrubs align with some of the building columns. Shrubs are occasionally used to mark paths to building doors.

Throughout the station plantings tend to include a variety of species, but there are some streets lined with a single species of trees. This occurs more in the Administrative Core than other areas of the station. Single-species tree-rows in the Administrative Core include: evergreen elm and brush cherry in the quadrangle, black acacia on West Redline Avenue to the east and west of the entry mall, black acacia on Saratoga and Lexington streets, elms and western catalpa on West Midway Avenue, mulberry on West Essex Drive north of Building 17, sycamore on West Redline Avenue west of Building 60, carob on Pan Am Way, and two rows of poplar at the main entrance. In the BEQ quadrangle, the straight line of trunks and the lacy canopy of the evergreen elm trees, next to the perimeter path, create a shaded route unlike any other place on the base **(Photograph 21)**.

Many trees in the Administrative Core are mature and several decades old. Some of the younger trees, planted during the replanting project in the 1970s are noticeably smaller. There are many exceptionally large specimen trees throughout the area including: atlas and deodar cedars, carobs, Monterey pine, stone pine and several Monterey cypresses.



Photograph 17: Monterey cypress at northeast corner of large entry mall.



Photograph 18: Example of trees flanking building entries in the Administrative Core; yews at Wing 1, Building 2.



Photograph 19: Pairs of brush cherries at BEQ Building 4 entries. Brush cherries are also planted at the entries to BEQ Building 2.



Photograph 20: Black pines flanking path approaching east end of BEQ Building 2.



Photograph 21: Row of elm trees creates a shaded path along the perimeter of BEQ quadrangle; facing southeast toward north side of Building 2.

Three Monterey cypress and one Monterey pine remain from the tree line along the north border of the station and east of the Main Gate (**Photograph 22** and **Photograph 23**). The Monterey cypress trees have calipers of 18' 9", 13' 1", and 17' 5" and the Monterey Pine has a caliper of 9' 10". Two large rusty leaf figs on the north side of the BOQ (**Photograph 24**) have calipers measuring 18' 9" and 19' 2" and their canopies span 75'. Together the two trees create a strong visual impact in the space created by the wings of the building.

There is a twenty-foot high, multi-trunk myrtle, a slow-growing species typically maintained as a sheared shrub, north of the Chapel, Building 94. Other tree plantings include a group of seventeen closely spaced Italian cypress on the east side of Building 60, a group of three multi-trunk maytens near Building 16. Another threesome west of Building 3 is made up of two *Myoporum laetum* (Myoporum), one with a single trunk and one with a double trunk, and one double-trunked mayten (**Photograph 25**). Each tree in these groups is a mature specimen; the double-trunked mayten has calipers of 3' 10" and 2' 2", the double-trunked myoporum has calipers of 3' 6" and 2' 7", and the single-trunked myoporum has a caliper of 4' 9".

There are very few formal hedges used anywhere on the station. In the Administrative Core, the only substantial hedges are the oleander near the northeast corner of Building 2, the privet around the circular entry drive on the north side of the BOQ, and the boxwood on the south side of Building 60. There is also a hedge of *Westringia rosmariniformis* (Westringia) southeast of Building 7 that is noticeable because it is unlike any other vegetation elements in the Administrative Core. This species is not used elsewhere on the base and hedges are not used in the same way at other locations on the base. Informal hedges occur at the perimeter of the entrance mall lawns, mostly in the south lawn panel. Typically, these are of mixed species and are pruned in an undulating form with the greatest height in the middle of each mass. Almost no vines or ground cover plants are used in this area. Young vines planted near Buildings 525 and 585 both appear to be recent additions.

The formal L-shaped garden associated with the Officers' Club on the west side of Building 60 includes a rose garden on a north-south axis, and lawns surrounded by shrub beds with large, specimen trees northwest of Building 60, and in the space west of the building. A utilitarian shed-roof structure (Building 419), hidden from view of the garden, houses an outdoor kitchen with a large roasting pit. This small space reads as a private, intimate space used for social gatherings, however the viewshed north visually exposes the space to the Port of Oakland (**Photograph 26**).

There is a large and sculptural multi-trunk Hollywood juniper north of Building 60 that has 5 trunks measuring 6", 9", 10", 10", and 15". There is a formal, orthogonal entry on the south side of Building 60 and deep panels of lawn, and trees and foundation shrubs at either side.

Generally, the condition of most plants in the Administrative Core is good. Lawns are well-maintained in most areas. In some places lawns are heavily weed infested, but kept tidy by mowing. Essentially all shrubs are pruned to five feet or lower. Some trees within rows have died, leaving gaps. Some trees show decline from age – particularly the black acacia which is known to be relatively short-lived, and the elms on West Midway Drive Avenue, south of Building 2.



Photograph 22: Monterey cypress trees east of Main Gate, along north border of station.



Photograph 23: Monterey cypress trees east of the north entrance.



Photograph 24: One of the two Rusty leaf figs on the north side of the BOQ.



Photograph 25: Two *Myoporum laetum* (Myoporum) and one mayten west of Building 3 BEQ.



Photograph 26: Formal garden on west side of Officers' Club; Port of Oakland visible at left.

Circulation

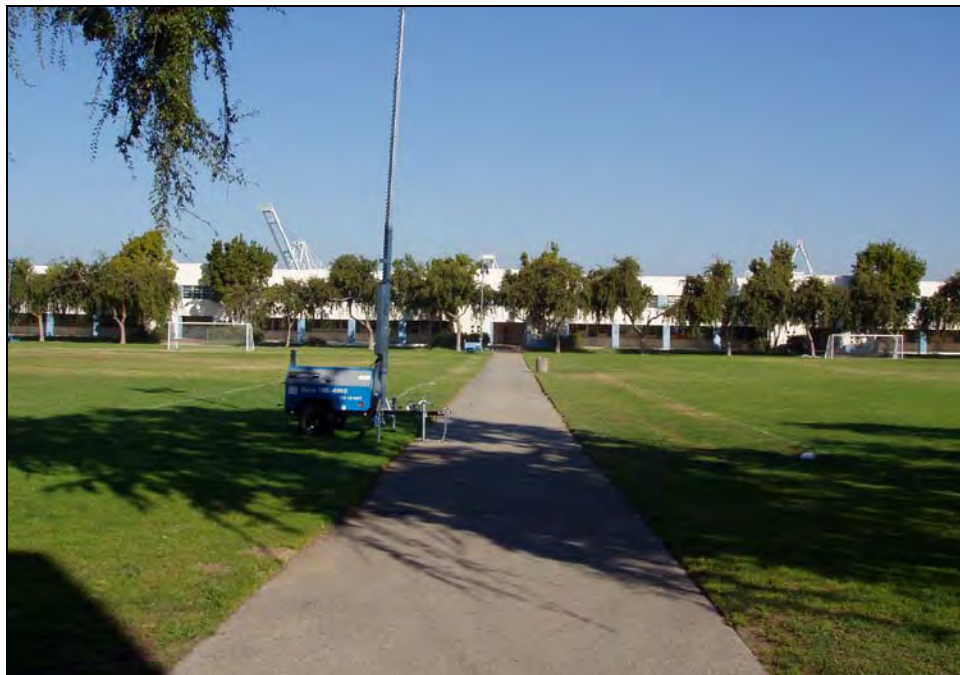
Circulation features in the Administrative Core accommodate pedestrians and vehicles. Streets traverse the area in an orthogonal pattern, aligned with the organizing axes (see **Illustration 1**). All streets in this area are two-way, some with parking on one or both sides of the street. West Essex Drive, along the main east-west axis, has diagonal parking down the middle of the road, bound at cross streets by asphalt-filled end caps (**Photograph 27**). Driveways throughout the area feed into parking lots and recreation areas. They are generally narrow and straight, however, curved, symmetrical entry-drives flank the west side of Building 3 / Building 63, and the north side of the BOQ.

The Administrative Core has a high concentration of the station's sidewalks and paths. Typical sidewalks in the area are concrete and have 6" concrete curbs. This area has the widest sidewalks on the station with 12' sidewalks along Saratoga Street, West Midway Drive, West Essex Drive, Lexington Street, Pan Am Way, and West Red Line. Portions of these wide sidewalks historically had planting strips that were paved over during World War II. At the north entrance the sidewalk is 20' wide before narrowing to 12'. There are sidewalks around the middle and south panel of the entrance mall, but none around the triangle. Prominent paths cross perpendicularly through the entry mall, curving around a circular planted area at the intersection of the paths. Two paths cross the BEQ quadrangle (**Photograph 28**) and a path runs parallel to the buildings that form the quadrangle. Matched wide paths approach each wing of Buildings 2 and 4 from within the BEQ quadrangle (**Photograph 29**). Throughout the area, asphalt has been used to patch concrete sidewalks.

Typical paths in the Administrative Core are straight, perpendicular to the sidewalk and lead directly to building entries. Paths leading to building entries vary in width; primary paths are between eight and forty feet and secondary paths are three to six feet wide. As paths approach building entries, some widen and some paths slope up to meet the bottom of entry stairs. Paths deviate from their straight route to curve around the cypress tree in the entrance mall, and north of Building 17 (**Photograph 30**).



Photograph 27: Diagonal parking in the middle of West Essex Drive; new cobra lights offset north of the main east-west axis.



Photograph 28: One of the paths crossing the BEQ quadrangle.



Photograph 29: Path adjacent to south side Building 4, within the BEQ quadrangle; matched wide paths, perpendicular to this path, approach entries to each wing of the building.



Photograph 30: Curved path on the north side of BOQ Building 17.

Although most paths in the Administrative Core are straight, with their widths calibrated according to the primacy of the building's entrance, there are a fair number of atypical paths present in the area. Some include materials other than concrete or asphalt, others deviate from the orthogonal pattern or appear to be paths added to an area. Paths around Building 60 have long bands of brick and exposed aggregate with redwood joints. There is a 33' wide concrete path with blue outdoor carpet and canopy structure leading to the former entry to the enlisted personnel club at the east end of Building 4. On the north side of Building 525 there is a 4' concrete path that has a 20" brick infill and empty tree wells. Another newer path, composed of staggered concrete panels, is on the south side of Building 7. Access to Buildings 2 and 4 from Lexington Street is provided by 15' wide paths that curve at the juncture with Building 3, mirroring the curved arcade that connects the buildings. Another curved path leads into a parking lot at Pan Am Way and West Redline Avenue. A narrow path, only 30" wide, runs east of the tennis courts near Building 75. There are also several atypical paths around BOQ Building 17.

On the west side of the BOQ a cross-shaped set of 6' wide paths mark the center of the space (**Photograph 31**). There is an axial 8' concrete walk aligned with the main door of Building 17, and a circular walk, 6' wide in the center of the crescent on the north side. A 9" diameter concrete footing with a nearby junction box sits in the center of the circle of lawn on the north side of the building.



Photograph 31: Paths cross in a small recreational area west of BOQ Building 17.

Circulation in and out of buildings is also facilitated by ramps within the Administrative Core. Two types of ramps are present, concrete ramps designed as permanent structures, and portable metal ramps. Concrete ramps lead to building entries on the south side of Building 1, the west, south, and east sides of Building 525, and in the alcove east of Building 18. They are also on the east side of Building 60, north side of Building 4 at wing 1, and west and east sides of Building 134. Portable ramps are present at the east side of Building 17, and west side of Building 2, wing 8. Another variation is a ramped path leading from Lexington Street to the east side of Building 4 and a ramped path leading from the quadrangle into the north entrance of Building 2, Wing 1. Large curb ramps give access to the entrance mall at the southwest and northwest corner of the south panel.

Water Features

There are no bodies of water within the Administrative Core.

Structures, Furnishings and Objects

The Administrative Core is dominated by the presence of buildings stylized architecturally in the Moderne style, however other structures and site furniture also characterize the area. The main entrance features a sentry house with the name of the facility on the north side, three concrete barriers, two steel barriers on wheels, painted blue ornamental iron gates with Moderne design, two wood benches integrated with Building 30 (a third bench has been removed), and sleeves for 6”-7” diameter bollards (bollards are lying on the ground nearby) (**Photograph 32**). The parking area just north of the gate is divided into two areas. The area east of Building 31 has two light poles (non-standard cast iron) and diagonal parking. West of Building 31 there is 2” x 12” wood barrier, one light (non-standard), several I-beam bollards and 6’ chain link fencing with slats.

Free-standing pots, and planters integrated with the building, particularly at building entries, are used throughout the Administrative Core. The trapezoidal-shaped free-standing pots, like the ones flanking the rear doors of Building 1, are found at various locations throughout the Administrative Core (**Photograph 33**). Raised, blue-painted concrete planters, rectangular or curved, and integrated with building architecture are common throughout the area, however other planter styles are also present. Concrete tiered planters are found at the south side of Building 94, and rounded, concrete planters are installed along Todd Street at Building 525. There are new, raised, colored concrete planters in the east alcove of Building 1 at seating height.



Photograph 32: Light pole in parking lot at Main Gate, sentry house (Building 31) and gate house (Building 30) in background.



Photograph 33: Example of trapezoidal-shaped free-standing concrete pots found in the Administrative Core; south side of Building 1.

Cream colored, raised planters with brick detail sit at the entry of Building 60. Planters along the foundation of Building 60 are 6' wide, 42" high and curved at the curved portion of the building façade. Brick planters west of Building 585 are 23' long at both sides of the building entry. Large, curved concrete planters east of wings 1 and 21 of BEQ Buildings 2 and 4 flank the sides of the large concrete Pegasus sculptures. Small utility structures and buildings are prevalent throughout the station, including within the Administrative Core. Chain link and metal prefabricated utility enclosures can be found at various locations throughout. Utility cabinets, air conditioning units, and irrigation equipment is also ubiquitous in the area. There are three unused utility poles north of the parking lot on the north side of Building 60.

Signage in the Administrative Core includes both aluminum and wood signs, some intact, some in a state of disrepair. There are low, aluminum exit signs near Building 7 and the posts and frame for a metal sign north of Building 17. A wooden sign marked "Albert H. DeWitt O'Club, Alameda Recreation & Parks Dept." and a two-sided, turquoise and cream painted metal sign that reads "O'Club", 6' high with 3' square posts mark Building 60. A painted blue metal sign, and a 1 - 4" square painted wood post that may have previously supported a sign are near the gate at the tennis courts.

Site furniture throughout the Administrative Core is primarily associated with utilitarian infrastructure such as trash receptacles, bicycle racks, seating, fencing, and lighting, or recreation areas. Various styles of trash containers are present at locations throughout the station. New bike racks have been installed at the main entry to Building 1. Wood benches are located on the south side of Building 94, at the southwest corner of Building 18, and by the west entrance of Building 16. Lighting fixtures throughout this area are generally single aluminum, cobra head lights as found on Lexington Street, Saratoga Street, Pan Am Way, and Todd Street. Double-headed lights are found on West Essex Drive and in the parking lot north of Building 60. Typical fences in the area include both temporarily, and permanently installed 6' or 8' chain link, some with slats, barbed wire, or pedestrian and vehicular gates. Atypical fences made of different materials, or at different heights are also present. Wood fences are present on the north and east sides of Building 60 (picket fence), and the north side of Building 17 (remnants). A vine covered fence along the west side of Building 60 forms the western boundary of the Officers' Club garden, and there is a 30" ornamental iron fence adjacent to the east entry of Building 4. Chain link fences of atypical heights are found near the tennis courts where they are 3', 10', or 20'.

Recreation equipment is installed in clustered areas in the Administrative Core. A cluster of recreational buildings and structures just east of the main entrance includes a concrete block restroom building with a blue gabled roof, a hexagonal, 50' across covered pavilion structure, and a basketball court, 60' x 90' of green and red composition concrete with striping (**Photograph 34**). This area is set up as a picnic area and includes twelve 6' tables with benches, one 3'-square table with four seats on a concrete pad, three metal barbecues post-mounted in concrete pads, three 6' benches at the picnic area and two at the poles for a badminton/volleyball net, a pole-mounted trash receptacle, and remnant of two horseshoe pits. Another rusted framework east of the main entrance may be remnants of a shade pavilion. Another small picnic area in the east alcove of Building 1 has picnic tables and a fountain. The BEQ quadrangle has twelve soccer goals, portable lights, watering equipment and two sets of bleachers. A barbecue, metal chin-up bar, and the remains of a horseshoe pit are outside Building 4, wing 19. The tennis courts near Building 75 are outfitted with a non-functioning, old Haws drinking fountain, a concrete trash container, a gate to the courts, and metal clock signs used to show game start times (**Photograph 35**).

A high concrete walled squash or handball court is located on the south side of Building 382. There is also a recreation area in a courtyard in the parking lot on the west side of Building 17. The courtyard is planted with lawn and bisected with bollard-lined concrete paths. A table and a low bench facing a stone fire pit sit in the southeast corner of the courtyard.

A high concentration of the station's monuments are located in the formal entry mall. Two of them reside in the triangular-shaped lawn panel at the north end of the entry mall. This area, lined with Poplar trees leading diagonally away from the entry gate, serves as a secondary focal point when looking north from Building 1. Building 521, a concrete pedestal similar to the one at the East Gate that still has an aircraft mounted atop, is located in the center of this panel. At the north point of the triangle sits a sign map constructed with two posts, a metal sign, and shed roof. At the south end of the entrance mall, a flagpole (Building 384) is installed on a circular concrete pedestal on a circular concrete pad, in line with the station's north-south axis. The concrete pedestal is painted blue and the flagpole is white with a cross beam. Two, identically shaped concrete monument sculptures with plaques affixed are the Historic Railroad Marker (Building 201187) and the Pan Am China Clipper Monuments, which flank the east and west sides of the circular concrete pad of Building 384. A smaller, lower granite monument with a plaque affixed sits in the lawn just northeast of the concrete pad marking the location of a Base Closure Time Capsule. Two large steel anchors flank either side of the main entry of Building 1. Monuments are located in two other areas of the Administrative Core are a 40' flagpole south of wing 10 of Building 2 and two granite features east and north of the BOQ. There is also a feature in the alcove formed by wings 8 and 9 of Building 2 that appears to be ordnance shell with its tip buried in the ground.

North of Building 60 a 1970s-style concrete paving, divided into a grid by 2" x 4" wood headers forms a patio. An outdoor sitting area and concrete ramp is integrated into the building architecture on the southwest corner of Building 18. A concrete plaza on the east end of the BEQ quadrangle is 95' x 75' and connects to three steps with 5' treads. Planters flank either side of the steps; one is empty and the other has a small Olive tree. The main entrance at Building 18 has a 50' x 25' sidewalk terrace, with a landing, and concrete walls and planter at the terrace edge.



Photograph 34: Recreational area east of the main entrance; hexagonal shade structure at left, restroom building left of path, basketball court behind trees at right; facing north.



Photograph 35: Site furnishings at tennis court near Building 75.

SHOPS AREA

The portion of the Shops Area within the historic district is the rectangular area south of Administrative Core and is defined by Monarch Street to the west, West Tower Avenue to the south, Pan Am Way to the east and West Midway Avenue to the north. The remaining portions of the Shops Area located in the southeast corner of the station and west of the seaplane hangars / Seaplane Lagoon are situated outside the boundary of the historic district.

Spatial Organization

Buildings, roads and paths in the Shops Area are laid out in the station's characteristic orthogonal pattern, in relation to the organizing axes. The primary north-south streets in the Administrative Core continue through this area and end at West Tower Avenue. The main north-south axis continues south through Building 1 and into the Shops Area through Building 39 and some of the formal arrangement of buildings found in the Administrative Core extends into this area. The buildings that face Saratoga Street and Lexington Street are set back and have deep panels of lawn, similar to those that face the entrance mall (**Photograph 36**).



Photograph 36: 2005 aerial photograph showing the portion of the Shops Area within the boundaries of the historic district.³

The scale of the buildings in this area varies dramatically from small shed structures to Building 5, which is a massive structure measuring 920' x 780' feet. Buildings 8, 9, 91 and 92 are each 170' wide. Their façades are aligned, and together they form a large rectangular complex that occupies one half of a block. Aligned building façades throughout the area provide spatial definition. The density of development in this area is consistently high.

Some spaces within the Shops Area do not have strong spatially organizing features. Most notably is the area north of Building 5 where there is a space 145' across, paved with asphalt and differentiated only with faint lines to indicate the intended driving lane. There are no curbs, sidewalks or rows of trees organizing this vast space. The space south of Building 5 is similar. This area is 235' between the south façade of Building 5 and the north façade of the hangar buildings south of West Tower Avenue.

³ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.

The area west of Building 5 also lacks clear spatial organization. This area is broken up by an assortment of eight small buildings and chain link fencing. The west sides of Buildings 42, 43 and 44 are aligned, however, other nearby buildings and the fencing, detract from that spatial definition.

Many areas within the Shops Area are entirely paved with a combination of asphalt and concrete. Space between Building 5 and Building 2 is a wide swath of asphalt and concrete paving with no curbs (**Photograph 37**).



Photograph 37: Space between north side of Building 5 and Building 2.

Land uses in the Shops Area includes parking, storage of equipment, trailers, and truck trailers, pedestrian and vehicle circulation, day care recreation, recreation, loading docks, trash and recycling areas, and bus stop waiting areas.

Views and Vistas

The views and vistas from within the Shops Area encompass elements of the built environment of NAS Alameda and elements exterior to the station. Extended views along the primary north-south streets running through the area, Monarch Street, Lexington Street, Saratoga Street, and Pan Am Way, allow views of the Oakland Harbor to the north, and the Seaplane Lagoon to the south. The seaplane hangars, Seaplane Lagoon, and bay beyond are in view all along the southern edge of the area. Building 5 obstructs most of the western views from within the Shops Area, however there are views of the City of San Francisco from the west side of the building. Eastern views along West Midway Avenue take in the residential area East Bay hills and along West Tower Avenue.

Topography

The Shops Area is essentially flat.

Vegetation

Planting in the Shops Area is much less dense than in the Administrative Core. Only the areas adjoining the primary north-south axis have a deep setback planted with lawn, foundation shrubbery, and some trees. A much higher percentage of the area is paved or covered by buildings because of the utilitarian function of this area (**Photograph 38**).

Plant types in the Shops Area include twenty-four species of trees, and forty species of shrubs and perennials. Tree types include five coniferous species, nine deciduous trees, and nine broadleaf evergreens. Only one species is noted for its flower display. There are an assortment of fruit bearing trees at Building 607, and two avocado trees growing south of Building 10. There are greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Only western catalpa, sycamore and black acacia are used in more than one location. No particular species of shrub is used in great number.

There are few rows of single-species in the Shops Area. Tree rows include a double row of young sycamore between Buildings 73A-B and 607, and a row of privet west of Building 114. There is a group of three western catalpa at the northwest corner of Building 6 and a similar grouping at the northeast corner.



Photograph 38: Most of the Shops Area is paved; view showing Building 92 at the intersection of Pan Am Way and West Ranger Avenue.

Some trees present in the Shops Area, around the buildings adjacent to the north-south axis, are mature and several decades old and there are several relatively young trees planted around Buildings 73A-B and 607. Large specimens include four black acacia west of Building 8 with trunk diameters of 24” to 27”, the western catalpas north of Building 6, and a large deodar cedar at Building 114. There is Monterey pine at Building 546 with a 36” caliper, and another with a 60” caliper at Building 114. There is one, lone tree on the north side of the block between Lexington Street and Monarch Streets – a large elm, the same species that is planted in a row on the north side of West Midway Drive Avenue.

Lawn is planted in deep setbacks at Buildings 6, 8, 62, and 114, similar to the way lawn is used in much of the Administrative Core, and each of these buildings also has foundation shrubbery (**Photograph 39**, **Photograph 40**, **Photograph 41**, and **Photograph 42**). Elsewhere there are some areas where weedy grasses are being mown. Planting

strips between the curb and sidewalk on West Midway Avenue have been filled in with asphalt paving. Elsewhere there are no sidewalks and no evidence of planting strips having existed.



Photograph 39: Vegetation at northwest corner of Building 6, looking south along Lexington Street at intersection with West Ranger Avenue.



Photograph 40: Vegetation on west side of Building 8, along Lexington Street.



Photograph 41: Vegetation on the north side of Building 62 along West Midway Avenue.

There are many fewer shrubs in this area than in the Administrative Core or the Residential / MWR Area, and they tend to be planted in narrower shrub beds. One exception is a large variety of shrubs that have recently been planted around Buildings 73A-B and 607. Many of these shrubs are found only at this location. Building 607 also has raised planter boxes for growing vegetables.

Paired plantings are present at building entries in a few locations echoing the common treatment used in the Administrative Core. Virburnum are planted at either side of the east entry to Building 62, and there is a pair of tawhiwhi at the west entry of Building 114. On the west side of Building 6, two, 4' square wooden planters mark the building entrance, and on the north side two small, round concrete planters mark an entry.

There are no hedges in this area, few ground cover plantings, and only one vine – a wisteria on the north side of Building 62.

Generally, the condition of most plants in the Shops Area is good. Lawns and grasses are kept tidy by mowing and most shrubs are pruned.



Photograph 42: Vegetation on west side of Building 114, facing south down Lexington Street.

Circulation

Circulation features in the Shops Area primarily accommodate vehicles and secondarily accommodate pedestrians. The north-south roads in the Administrative Core continue into the Shops Area. East-west roads in this area are straight, and perpendicular to the north-south roads, conforming to the orthogonal layout of the Administrative Core. All are two-lane, one in each direction.

Most of the area around buildings in the Shops Area is vast paved spaces, without curbs or other obstructions (see **Photograph 38**). Where they occur sidewalks are generally 12' wide, however, many places do not have sidewalks, curbs or gutters, and there are several exceptions to the 12' width. Sidewalks are present on West Midway Avenue, on Sunrise south of Building 86, on both sides of Saratoga Street, on Lexington Street at Buildings 7, 32, 62, and on Ranger Avenue at Lexington Street. A 6' sidewalk on West Midway Avenue is adjacent to an asphalt parking strip and a low curb. One 8' sidewalk occurs at West Ranger Avenue and Saratoga Street. There is a curb but no sidewalk on Pan Am Way east of Buildings 91 and 92. The sidewalk on West Midway Avenue is 6' plus a 6' asphalt planting strip west of Building 73. West of Buildings 43 and 44 the sidewalks are 6' wide.

Paths leading to building entries in the Shops Area are not set at a uniform width. Three paths 4', 5', and 12' wide lead to Building 114 entries, two paths 12' and 3 1/2' wide approach Building 8, a 10-20' wide wedge-shaped path leads to an entry at Building 607, and two paths 2' and 4' wide, lead to Building 102.

Curbing throughout the Shops Area is also not uniform, with different heights and styles of curbs present, and some locations without any curbs. Several places in the Shops Area have low curbs measuring 2 - 4", and other places have rolled curbs. Rolled curbs occur on West Tower Avenue, and the east side of Pan Am Way. A 9" high x 4" wide curb occurs north of Building 114. A curb with wheel stops divides the parking lot east of Building 32. There are no curbs

north of Building 32 and cars park over the sidewalk. Concrete curbs and wheel stops also occur south of Building 119. There are a few old handicap ramps in this area at various locations including south of Building 62. In the parking area east of Building 607, 8" curbs running north-south and east-west in the parking area leave a 24" and 30" asphalt "walkway" on the street side of these curbs.

Loading and access ramps are present in scattered locations through the Shops Area. Some but not all building corners have access ramps. There are slight ramps up to doors on the south side of Building 114. Concrete access ramps are located at the south side of Building 62 and the south side of Building 42. The Building 42 ramp also has steel railing. New access ramps have been installed on all corners at Pan Am Way and West Midway Avenue along with clearly marked crosswalks.

Discontinuous railroad tracks occur south of Buildings 9 and 10, east of Building 91, and running north-south from Sunrise to West Midway Avenue.

Water Features

There are no bodies of water within the Shops Area.

Structures, Furnishings and Objects

Buildings within the Shops Area do not display the stylized architectural detail to the degree found in the Administrative Core, nor do they exhibit the standardization and uniformity present in the Residential / MWR Area (**Photograph 43** and **Photograph 44**). These buildings are more utilitarian in design and appearance and the structures present in the area are generally associated with the Shops Area. Structures include bollards, a bus stop, signs, lights, fencing, utility enclosures, storage, recreation equipment, containers, irrigation equipment, and several other utilitarian features.

Utilitarian structures are present throughout the Shops Area. Many sets of steel bollards surround various utilities throughout the Shops Area. Some bollards are round, some are I-beams, and many, but not all, are painted yellow. A 5' x 8' raised vault with bollards is located north of Building 614. Other utilitarian features include Building 624, a shed with a tall communications tower, metal rail and 2 hook-shaped vents at the northeast corner of Building 10, shipping containers north and south of Building 92, and various irrigation equipment where there is planting. Play equipment is installed outside the daycare located in Building 73A and portable basketball standards west of the day care. Two large tanks sit north of Building 500. Also north of Building 500 are two concrete walls that measure 5' wide, 24" high, and 85' long, and another wall measuring 45' long, 3' wide, and 24" high. These structures are spaced 12' apart.

Other furnishings, not directly associated with the area's functioning are a rusted, large, sculptural object west of Building 607, two exposed aggregate pots and a concrete birdbath north of Building 6, two 4' x 4' wood planter boxes west of Building 6, and benches, bike racks, a veggie box, a trash container, and a kiosk-type sign at Building 607. Three 6' wood planter boxes and three pots adorn the exterior of Building 92. A shade structure is present on the south side of Building 405.

The northeast corner of West Midway Avenue and Saratoga Street serves as a small transportation interchange with a bench, and a bike rack at the bus stop.



Photograph 43: Modest examples of Moderne architectural styling are found within the Shops Area; Building 8, facing southeast.



Photograph 44: Other buildings in the Shops Area are constructed in a simple, functional style; Building 114, facing northwest.

Signage in the Shops Area generally indicates the names of existing tenant activities. The Alameda Point Collaborative displays a wood sign, the Alameda Fire Department has a wood sign with an ornamental boulder, and the Alameda Civic Light Opera is designated with a sign on the west side of Building 35. A variety of street and traffic signs are present throughout the area. All lighting in the area is cobra head lights which occur on West Essex Drive, Lexington Street, Saratoga Street, Pan Am Way, Ranger Avenue, West Tower Avenue, and West Midway Avenue east of Building 607.

Fencing in the area is either permanent or portable, 6' or 8', chain link fencing, with and without fabric, located throughout. South of Building 5, a 6' portable fence blocks West Tower Avenue. Variations in fence type are present between Buildings 8 and 92 and between Buildings 8 and 9, where 12' fences with barbed wire are installed. Buildings 73A and B have 6' wood fences with acrylic panels that allow for visibility. There are several chain link utility enclosures of various sizes, with and without slats, with and without barbed wire throughout the area.

The only monument within the Shops Area is a 35' aluminum flag pole, without a flag, north of Building 6.

Hardscaped architectural details are scarce in the Shops Area, but they do occur in some locations. Buildings 62 and 35 have concrete architectural elements at their entries and Building 62 has a formal entry on the south side.

RESIDENTIAL / MWR AREA

The Residential / MWR Area within the historic district is located in the northeast corner of the station and includes the Officers' family housing and CPO family housing areas built during the original construction of the station. The newer family housing and MWR area along the east side of the base and at the south end of the base are not within the boundaries of the historic district.

Spatial Organization

The Residential / MWR Area of the historic district is bound by Barbers Point Road to the northwest, Pearl Harbor Road to the northeast, a jagged line to the east that roughly follows West Essex Drive and Pensacola Road, and Corpus Christi Road to the south. It is sub-divided into three types of housing: Officers' Housing, CPO Housing, and family housing (outside the historic district), each type with its own spatially organizing features. Each grade of housing is separated from the other with park-like open spaces. These occur between West Essex Drive and Pensacola Road and between the south side of the houses that face Corpus Christi Road and West Midway Avenue. A large open space, now a community garden, is where the three types of housing meet (**Photograph 45**).

The density of development in the residential area is generally uniform, but there are subtle differences. The CPO Housing has a greater density of development than the Officers' Housing. The Officers' Housing area has the highest ratio of open space per occupant in the residential area. These are the only homes in the Residential / MWR Area placed in the middle of large expanses of lawn. The lack of property line fences allows this area to read as one, large park-like open space.



Photograph 45: 2005 aerial photograph showing the northeast portion of Residential / MWR Area within the boundary of the historic district.⁴

The alignment of roads between the Officers' Housing and the rest of the station are slightly misaligned at the intersections of Pan Am Way with West Redline Avenue and West Essex Drive (**Photograph 46**). This slight offset sets the Officers' Housing area visually and spatially apart from the rest of the station. Also, West Midway Avenue curves sharply south east of Pan Am Way as it enters the residential part of the station.

The layout of streets and sidewalks in the Officers' and CPO Housing areas are strong organizing features. The street layout is notably different in each housing type. Streets in the Officers' Housing are evenly spaced and gently curving within an egg-shaped area, while streets in the CPO housing are straight, orthogonal and run primarily east - west (**Photograph 47** and **Photograph 48**). The Officers' houses are oriented with their front façades facing northeast, away from the station. Houses in both areas are spaced evenly from one another and set back uniformly from the street (**Photograph 48** and **Photograph 49**).

⁴ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.
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Photograph 46: Offset alignment of roads at junction of West Redline Avenue and Pan Am Way; facing east.



Photograph 47: Officers' Housing showing curvilinear layout of roads and planted parking strip.



Photograph 48: CPO Housing showing straight alignment of roads, density of development, and uniformity of siting from street and from one another; also note planted parking strip.



Photograph 49: Officers' houses ("Big Whites") are sited uniformly from the street and from one another.

Trees contribute to the spatial organization of the Residential / MWR Area, but the degree to which they do this varies significantly. Rows of single species trees on Pensacola Road and Corpus Christi Road reinforce the strong orthogonal layout of the street, sidewalks and buildings. A row of mulberry trees defines the north side of the park along West Essex Drive, but similar mulberries on Barbers Point Road are too few in number to make a strong edge. Elsewhere trees are planted in mixed groups, diminishing their organizing quality. The random layout and mixed species of trees in the Officers' Housing conveys a "park-like" quality.

Neither fences nor hedges are used anywhere to separate the three types of housing from one another. Each type of housing is distinguished without relying on such divisions.

Land uses within the Residential / MWR Area of NAS Alameda include vehicular and pedestrian circulation, private backyards, ornamental planting, a park and tot lots, dumpster storage, trash and recycling bins, open space, clothes drying, storage / corporation yard for community gardens, and recreation.

Views and Vistas

Views in the Officers' Housing are limited to internal views of neighbors because of the curving streets, except at the park where there are views to the west down West Essex Drive. On the northwest edge of the Officers' Housing, from Barbers Point Road, there are views of the Port of Oakland and the associated cranes and containers. There are views into the community gardens, and the park between the Officers' Housing and CPO Housing from various locations. Along Corpus Christi Road, on the southern edge of the CPO Housing there is a view of San Francisco through the space south of the CPO Housing.

Topography

The Residential / MWR Area is essentially flat.

Vegetation

Planting in the Residential / MWR Area is the densest of the entire station. There are more trees (729 recorded), and a greater variety than any other area. There are also many more shrubs and perennials in the residential areas.

Plant types include sixty-four species of trees and ninety-one species of shrubs and perennials. Tree types include eleven coniferous species, twenty deciduous trees, thirty-one broadleaf evergreens and two species of palms. More species are noted for being flowering trees than in other areas, and there are more fruit bearing trees here, primarily in the community gardens. As in the other areas of the station, there are far greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter.

More than other areas, tree species in the Residential / MWR areas are used in multiple places. Tree species frequently used include: black acacia, atlas cedar, Washington thorn, Monterey cypress, silver dollar eucalyptus, Australian tea tree, crabapple, myoporum, Italian stone pine, *Pittosporum eugenoides* (no common name), Victorian box, sycamore, Lombardy poplar, locust, coast redwood, brush cherry, and elm.

Rows of single-species trees are not characteristic in the Officers' Housing or CPO Housing areas, however, some exceptions do occur. There are rows of Washington thorn in the front yards of the CPO Housing, and a row of eight mulberries on the north side of the park. Rows of locust have been recently planted on Seattle and San Diego Roads. There are four sycamore planted in a row on the south side of Pearl Harbor Road, plus two additional sycamore on the north side. Australian tea trees are planted at either side of the parking lots east and west of Building 178 in the CPO

Housing area and around Building 95, near the Officers' Club (**Photograph 50** and **Photograph 51**). A prominent row of sweet gums marks the north side of the entry at West Midway Avenue.

There are many large specimen trees throughout the area, particularly the several specimens of Italian stone pine in many different locations, including eleven in the space between the CPO Housing and the family housing to the south. Similarly, there remains a large grove of trees south of the Commanding Officer's house that provides a curtain of vegetation between than house and the family housing area (**Photograph 52**). There are large atlas cedars planted in front of ten "Big Whites" including the five homes that face San Pedro Road. Other trees include a mixed group of five large trees in the park, a date palm on the north side of Unit M of the Officers' Housing, and a grove of Monterey cypress and one yew with a 3' 9" caliper at the front of the Commanding Officer's house (**Photograph 53**).

The age of trees in the Residential / MWR Area is mixed. Some new trees have been planted either to replace removed trees or as additions or improvements to the landscape.

Lawn is prevalent throughout both the Officers' and the CPO Housing areas. Lawns, generally deeply setback, are green and well maintained in these areas. The extent of lawn and lack of dividing fences or hedge rows creates a "park like" character in the Officers' Housing area. Generous areas of lawn surround these homes on all sides, similar to the buildings in the Administrative Core (**Photograph 54**). Lawn is planted and maintained in the planter strips between curb and sidewalks. The front yards of the CPO homes are planted with lawn and foundation shrubs except for three lots where current residents have replaced the lawn with drought tolerant gardens. The lawn has also been removed east of Pan Am Way between Corpus Christi Road and West Midway Avenue for a community garden when these buildings were being used by military families.

A large variety of shrubs are planted around the Officers' Housing, many of which appear to be relatively young. As in other areas of the station, there are few hedges. There is a two-species hedge in front of the Commanding Officer's house, and a recently planted row of photinia shrubs in the planting strip of West Midway Avenue that will form a hedge as it matures.

Each Officer and CPO house has a wooden planter box for private use. The Big Whites have planters on the front porches and the CPO Housing units have planters in the rear yards.

There are three community gardens associated with the CPO Housing area that are now part of the Alameda Point Community Collaborative. The smallest is on Pan Am Way between West Midway Avenue and Corpus Christi Road and includes twenty fruit trees and an assortment of shrubs and perennials. There is a fenced area surrounding Building 178 that is mostly vegetables. This area has a "corporation yard" to the west with supplies and equipment for the garden. The third and largest community garden is east of Building 550, just outside the boundary of the historic district.

In addition to the park that separates the Officers' and CPO Housing, there is another small park-like space north of Barbers Point Road between Buildings 176 and 493. This area is planted in lawn and has a half court for basketball. There is also a large open space north of the community garden near Building 550.

Generally, the condition of plantings in the Officers' and CPO Housing residential areas is good. Lawns are kept irrigated and are well-maintained except as noted. There is a dead pine in the park, and another dead pine and a stump south of Sunrise Court.



Photograph 50: Australian tea trees bordering parking lot west of Building 178, in the CPO Housing area.



Photograph 51: Australian tea trees around Building 95.



Photograph 52: 2005 aerial photograph showing grove of trees around Commanding Officer's house.⁵



Photograph 53: Yew tree at right, Quarters A, Commanding Officer's house.

⁵ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.



Photograph 54: Typical example of broad expanses of lawn, and dense planting around Officers' Housing.

Circulation

Circulation elements in the Residential / MWR Area are designed to accommodate vehicle and pedestrian traffic. Roads in the Officers' Housing are two-way throughout, and not wide enough to park along the side without obstructing a lane. The CPO Housing also has two-lane roads, however they are not as narrow as the curved roads in the Officers' Housing. Curbs in both areas are mostly rolled with an integral gutter.

Asphalt driveways slope up to meet the floor of attached garages in the Officers' Housing. Parking in the Officer's Housing northeast of Pearl Harbor Road is in attached carports and off street spaces without carports. Rolled curbs in much of the Officers' Housing transitions to 6" curbs at the entrance to parking bays. An asphalt parking bay and an area top-dressed with gravel is located near the community garden on Barbers Point Road.

Sidewalks in the Officers' Housing and CPO Housing are typically 4 1/2' concrete sidewalks that parallel 6" curbs and planting strips along roads. At corners sidewalks widen to 8' or 12'. Sidewalks occur at front sides of homes, not in backyards where lawn comes up to the curb. There are no sidewalks on the south end of Barbers Point Road, around the bean shaped planting island south of Unit L, and in the park.

Paths in the Officers' Housing consist of 4 1/2' paths to front doors, 30" concrete paths to secondary entries, and 4' concrete paths from driveways to front patios. Homes northeast of Pearl Harbor Road, outside the boundary of the historic district, do not have paths to the front doors from sidewalks; instead paths come off of the driveways. Paths leading to the front doors of the CPO Housing are 4 1/2' wide, similar to the paths in the Officers' Housing. Secondary paths are either 34" or 24" wide and lead to smaller, concrete front porches (no tile). The CPO Housing area also has a couple of concrete ramps and one wooden ramp.

Water Features

There are no bodies of water within the Residential / MWR Area.

Structures, Furnishings and Objects

Buildings in the Officers' Housing and CPO Housing areas are characterized by their uniformity in design and layout. Structures in the same area include fencing, lighting, utilitarian site furnishings, signs, storage sheds, patios, and a basketball court.

In the Officers' Housing, 6' chain link fences with white slats enclose private backyards. Deviations include a new 6' wood fence at Unit L, and 6' wood fence with lattice at unit G. Generally, fencing encloses an area immediately adjacent to each unit and leaves open space between. The fencing between Units A and B, and between units A and C, does not leave open space between these properties. The CPO Housing does not have fencing (**Photograph 55**).

Lighting in the area is typically cobra head fixtures on aluminum poles. On Barbers Point Road a few lights are painted marine blue.

Patios are characteristic features of the exteriors of both the Officers' houses and the CPO's houses. The Officers' patios are blue, tiled patios at the front doors, with wood planter boxes 10' long x 30" wide, painted white. Patios northeast of Pearl Harbor Road, outside the historic district, are smaller and not tiled. CPO units have 12' x 16' concrete patios in the backyards, with wood planter boxes. Officers' houses also feature 8"- 11" wide concrete curbs, sloping up to the house, defining planting areas at the front yards (**Photograph 56**). Front porches and elevated driveways are accessible by concrete steps.

Site furnishing in the Officers' and CPO Housing is generally an eclectic mix of AC units, electrical enclosures, patio furniture, clotheslines, pots, trash and recycling containers, kids play equipment, tire swings, an American flag, mailboxes, door mats, and steel and plastic storage sheds. The wood planter boxes in CPO rear yards are 12' long x 2' wide. There are the remains of an ornamental iron structure southeast of Unit N. Clothes lines occur in the rear yards of the CPO Housing, some in use, but most just white, metal posts without lines. Other structures in the area include a sign marking the Alameda Point Collaborative Community Garden, some wood storage sheds approx 8' x 10' in Officers' Housing, and a utilitarian feature on a red pole in the open space north of the community garden on Barbers' Point.

A half basketball court is located on Barbers Point Road east of Building 176, and an unknown utilitarian concrete structure north of Barbers Point Road at Pearl Harbor Road.



Photograph 55: Backyards of the CPO Housing are not separated by fencing; clothesline poles are common site furnishings throughout; view of San Francisco in background.



Photograph 56: Big Whites Officers' houses have curved planting bed in the front yards, against building foundations.

OPERATIONS AREA

In the 1997 “Guide to Preserving the Character of the Naval Air Station Alameda Historic District,” the landplane and seaplane hangars were collectively referred to as the Hangars Area. This cultural landscape report includes the hangars in a larger functional area, the Operations Area, that includes the structures with which they are closely associated, the Control Tower, Airfield, and Seaplane Lagoon and two other related functional areas, the waterfront, south of the Seaplane Lagoon, and the magazines areas adjacent to the Airfield.

The portion of the Operations Area within the historic district is made up of two rectangular spaces that encompass the landplane hangars and Control Tower (Building 19) as well as the seaplane hangars and Seaplane Lagoon. The landplane hangars are Buildings 20 to 23, with Building 20 being the furthest north. These four buildings are situated in a north-south arrangement with Building 24 and Building 19 located at the southernmost end. The seaplane hangars are situated in an east-west arrangement perpendicular to the landplane hangars. They include Buildings 11, 12, 400, 39, 40, and 41. To the south of the seaplane hangars is a parking apron / taxiway and the Seaplane Lagoon. The waterfront portion of the Operations Area is not within the boundary of the historic district.

Spatial Organization

Building 19 (Control Tower), Building 24, and the landplane hangars are located west of Monarch Street and south of Taxiway D. The Airfield, outside the boundary of the historic district, is to the west. The six buildings are south of West Tower Avenue, north of Taxiway H, and west of Ferry Point Road. Taxiway H and the Seaplane Lagoon are included in this area. Taxiway H is south of the seaplane hangars and is 3,000' x 420'. The Seaplane Lagoon is located south of the taxiway and measures 3,000' x 1,585' (**Photograph 57**).

Building 39 and the Seaplane Lagoon are located on the main north-south axis bisecting the Administrative Core. The north edge of the Seaplane Lagoon is bilaterally symmetrical with two ramps to the east and two to the west. The rip rap stone walls of the Seaplane Lagoon form of an imperfect rectangle; the southeast corner of the lagoon is cut diagonally rather than perpendicularly like the other three corners.

The spatial organization of the Operations Area within the historic district is characterized by vast expanses of pavement without sidewalks, curbs, or pedestrian paths and large buildings sited with aligned façades (**Photograph 58**).

Each hangar is a large, rectangular building, except that Buildings 11, 12, and 400 are abutted and form one large building complex. Historically there was a large expanse between the south side of Building 23 and the Control Tower, which was later infilled with the construction of Building 24 in 1990. The east and west facades of the Control Tower, Building 24, and the landplane hangars are aligned and parallel to Monarch Street.

The space between the building façade and curb on Monarch Street is 140'. To the west of these hangars the space is defined by the building facades and a chain link fence that runs north-south 170' west of the buildings. The distance between Buildings 20 to 23 is 175'. Buildings 11 to 41 are setback 80 feet from West Tower Avenue. Distances between these buildings average 330'.

The cube-like architecture of the hangar buildings and their massive size creates very strong spatial definition. Similarly, the straight lines of Seaplane apron (later Taxiway H) and the straight lines of the Seaplane Lagoon walls also give strong spatial definition to this area of the station (**Photograph 59**).



Photograph 57: 2005 aerial photograph, portions of the Operations Area within the boundaries of the historic district.⁶



Photograph 58: Operations Area. Note aligned façades of seaplane hangars, Buildings 39, 40, 11, 12, 400, and large expanse of pavement; Building 77 at far right.

⁶ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.
DPR 523B (1/95)



Photograph 59: Seaplane hangars aligned with straight line of Seaplane Lagoon, facing northwest.

The density of development in this area is low. Large areas, including seaplane apron / Taxiway H, the Seaplane Lagoon and the spaces surrounding the hangars, have no buildings or other structures.

Buildings, roads and paths are laid out in the characteristic orthogonal pattern. There are no sidewalks and few paths in this area. Generally, there are so few paths and so little planting in this area that they do not contribute to the spatial organization. An exception occurs at the Control Tower and Building 77 where there are wide paths at the entries with deep lawn setbacks.

The primary roads in this area that contribute to the spatial organization are Monarch Street, West Tower Avenue and Ferry Point Road.

Land in the Operations Area is currently used for historic displays, loading docks, treating contaminated soil, vehicular circulation, storage for truck trailers, containers, equipment, drain tiles, vehicles, boats, dumpsters, gas tanks, pallets, and exercise equipment, ship docking, and recreational boating and fishing.

Views and Vistas

There are wide views of the area surrounding NAS Alameda from the Operations Area within the historic district because of the unobstructed spaces between hangar buildings, and the flat nature of the adjacent airfield and Seaplane Lagoon. Long internal view west along Tower Avenue terminate at Building 24 (**Photograph 58**). The seaplane hangar area affords views of the Seaplane Lagoon, piers, and ships to the south, and San Francisco and South San Francisco to the west (**Photograph 60** and **Photograph 61**). Looking north from the area east of Building 41 the trees in the Residential / MWR Area are visible, and east from the end of the taxiway, near southeast of Building 77 there is a view of the East Bay hills. From the landplane area, there is an open view of the airfield, and wide views of San Francisco. From the north end of the landplane hangar area, the East Bay hills, the Port of Oakland, and its associated cranes and ships are in view.



Photograph 60: View west along West Tower Avenue, seaplane hangar Building 41 at left.



Photograph 61: View facing northeast from east side of Seaplane Lagoon; Seaplane ramps in foreground, San Francisco – Oakland Bay Bridge and City of San Francisco in background.

Topography

The Operations Area is essentially flat with minimal pitch.

Vegetation

Planting in the Operations Area is very limited by necessity. The primary purpose of these areas was to service aircraft and aircraft operations; vegetation would conflict with this purpose and was minimized. Planting in the Operations Area is largely limited to building entries and narrow foundation planting beds.

Plant types in the Operations Area include eighteen species of trees, and twenty-eight species of shrubs and perennials. Tree types include six coniferous species, two deciduous trees, eight broadleaf evergreens and two palms. There are two types of fruiting trees; apple and a variety of citrus. Only the purple leaf plum is noted for its flower display. There are many more evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Most tree species are found only at one location within the area. Trees used repeatedly include: the citrus and the fan palm. No particular species of shrub is used in great number.

Planting at landplane hangar Buildings 20 to 23 is limited to a sixteen to twenty foot wide foundation planter bed on the east side (**Photograph 62**). These beds include lawn, some shrubs, two large pines at the southeast corner of Building 22, a row of citrus trees east of Building 21 and a few other trees. There is a planted area on the west side of Building 21, approximately 15' x 40'. This planting area includes picnic tables and wine barrels – amenities for current tenants. Plants include an eclectic mixture of shrubs, grasses, palms and perennials. Similar plantings exist at the southeast corners of seaplane hangar Buildings 39 and 40, including a carpet of artificial turf at Building 40.

The two buildings in this area with traditional-style station planting are the Control Tower (Building 19) and Building 77. Both building have deep panels of lawn that wrap around the corners of the building (**Photograph 62** and **Photograph 63**). The only plants in the lagoon and Pier 1 areas are next to Building 601. The willow at this location, situated at the edge of the riprap edge of the lagoon is within the boundary of the historic district and the redwood at the southwest corner Building 601 is outside the boundary of the historic district.



Photograph 62: Lawn panels along east side of landplane hangars.
Building 21 in foreground and Building 22 in background.



Photograph 63: Wide lawn panels with foundation shrubs around Building 19 (Control Tower).

The condition of plants in the Operations Area varies. Much of the vegetation appears to be very young, added within the past five to ten years, and as such has not matured. Building 19's species selection and style of plant layout reflect a more recent design character that likely dates to after the historic period of significance – the entry is flanked by three parallel rows of shrubs, unlike planting elsewhere on the station. Lawns are well maintained and shrubs are pruned throughout the Operations Area.

Circulation

Circulation elements and patterns in the Operations Area within the historic district accommodate vehicle traffic and aircraft. The role of pedestrian traffic in this area was clearly secondary as evidenced by the lack of sidewalks and paths.

Primary vehicular circulation for the Control Tower, Building 24, and landplane hangar Buildings 20 – 23 are Monarch Street, and West Tower Avenue for seaplane hangar Buildings 11 – 41. West Tower Avenue is two lanes east and one lane west. Other roads in the area are one lane each direction. Driving lanes tee off Monarch Street between each of the landplane hangars and these roads end at the east façade of each building. Pedestrian circulation is not well defined in both areas, however there is an asphalt curb in many areas around the seaplane hangars that defines a “sidewalk area.” The former seaplane apron / Taxiway H runs east-west and would have served as a circulation component similar to the taxiways and airfield west of the landplane hangars. The Seaplane Lagoon and four ramps were historically important components of the circulation.

Ramps in the landplane hangar area provide for pedestrian circulation into the buildings. There are metal, portable access ramps southeast of Building 23, a 6' wide ramp at the east entry to Building 21, a 4' wide concrete ramp at the east side Building 21, and an 8' wide access ramp on the west side of Building 22 near the southern corner. A concrete ramp with metal railings is located at the west side of Building 19.

Existing paths in the landplane area follow an orthogonal path east of the planting bed on the east side of the hangars. The path is 5' wide, the full length of the block, and parallel to the buildings. Paths, 3' to 8' wide, leading to doorways tee

off from this path. No curb or wheel stops are present between this path and the parking area. A 15' wide asphalt path leads to the east entry of the Control Tower. East of Building 77 is an 8' concrete path and a 6' path lead to the building entries.

Generally, there are very few curbs in this area and the existing curbing is not standardized but varies by location. Examples include the curb at the Building 22 planting bed, some curbing at entry drives between hangars, 9" curbs running north-south, parallel to Monarch Street at hangar Buildings 20 – 23, each painted a different color. The curb on Monarch Street is set back 25' with diagonal parking on the street side. At Buildings 20 and 21 there is a double curb at Monarch Street and the second curb is defined by a piece of steel rail. There is 9" high curbing at the east side of the Seaplane Lagoon all the way to Building 64. Concrete curb runs east-west east of Building 40.

Water Features

The Seaplane Lagoon, sited on the north-south axis of the station, is the sole body of water within the Operations Area within the historic district.

Structures, Furnishing and Objects

The hangars in the Operations Area are large, prominent buildings whose size and alignment strongly characterize these areas of the station. The Seaplane Lagoon, centered on the station's north-south axis is another distinguishing feature. Many of the structures present in the area are utilitarian features designed to support the movement of aircraft.

Numerous utilitarian structures are present in the Operations Area within the historic district, many of which are surrounded by bollards. Aircraft tie downs are ubiquitous throughout both hangar areas. Aircraft tie downs consist of indentations in the concrete with metal bars or brackets set across them allowing a rope or other restraint to be passed underneath the metal without the metal protruding from the ground level. At Buildings 11 – 14 tie downs embedded into the concrete paving are spaced on a 10' x 12' 6" grid with some minor variations. Utility enclosures, fire equipment, and monitoring wells in the pavement are also ubiquitous in the area. Many utilitarian features in this portion of the historic district appear to be remnants.

Site furnishings in the Operations Area within the historic district are typically functional pieces to support personnel working in the area, however a few ornamental elements are also present. The area at the southeast corner of seaplane hangar Building 39 includes five picnic tables six rectangular concrete planters, two round concrete planters, and two trash receptacles. Two round pots and two ash urns sit south of the building. A table and chairs are also present south of Building 77, along with a bicycle rack, and a trash receptacle. In the north-south oriented area from Building 23 to the Control Tower are similar site furnishings, including recycle and trash bins, a picnic table, chairs, a wood bench, two terracotta planters, an ash urn, a communal mailbox, and news-racks. A bus stop on Ferry Point Road also includes a bench, sign, and bollards.

Fencing, lighting, and signage are prevalent features throughout much of the Operations Area, including those portions within the historic district. There are many fences throughout the Operations Area, some permanent but most are temporary/portable 6' or 8' chain link fencing, with and without barbed wire. Fencing is used to control access and to sub-divide large areas for storage and other private activities. Typical cobra head lights are present throughout the area except northeast of Building 40 where there is one unique light. Traffic signs are the most common in the area, but there is also a triangular sign at Building 77 for the museum, and a new Creative Technology sign on Building 22. A round concrete and brick base with a rectangular wood sign is located at the west side of the Control Tower.

Although the location and orthogonal shape of the Seaplane Lagoon are its most prominent features, the presence of utilitarian structures and features helps define the purpose and function of the lagoon. The bulkhead on the north side of

the Seaplane Lagoon is concrete with diagonal supports extending into the bay and four evenly spaced ramps approaching the water. An 8' chain link fence runs east-west along the top of the bulkhead for about 80'. There are 10' long wood curbs, spaced about 50' apart at the edge of the bulkhead. One buoy is floating in the northwest quadrant of the lagoon.

The remnants of a pier and docks are present along the east side of the Seaplane Lagoon. A hexagonal pier, south of center along the east side, was built in the 1970s, however is in disrepair and has been blocked off and marked with a no-trespassing sign warning of potential environmental hazards. There are two dock remains north of the hexagonal pier. Both are concrete structures, one 10' x 13', T-shaped with four ship tie downs, and the second 6' x 7' with two tie downs. There are five additional similar concrete structures at the lagoon south of the hexagonal pier.

A wooden boat dock with gang planks to access boats extends north from Pier 1 on the diagonal southeastern corner of the Seaplane Lagoon. This area also has timber dolphins set in the water to prevent boats from hitting Building 64. Rip rap continues to this point and beyond. Metal and wood bridges provide access to Buildings 15 and 64.

Most of the monuments in the Operations Area are associated with Building 77. Three flagpoles are present around the building, one with a crossbar and no flag, and two on the south side of the building, with flags attached. An anchor and four stone monuments with plaques are also installed at Building 77. There are also historic vehicles on display at this building, but these are not considered monuments in the same sense as the monuments on the north side of Building 1 or the displayed aircraft (on loan to the station) by the East Gate. The three gun saluting battery adjacent to Building 19 installed in the 1950s is identified as Building 380.

There are very few vertical hardscape elements in the Operations Area of the historic district. The Seaplane Lagoon revetment is a coarse stone rip-rap with timbers. There are three small concrete objects or footings at the northeast corner of the lagoon.

Hardscape in the Operations Area includes numerous curbs and beams throughout. There are several 14" x 14" x 15' concrete features, some larger, and some Y-shaped, at various locations. They are used as curbs or barriers or simply stockpiled in places. South of Buildings 12, 39, and 400 there are a series of new large, curbed, rectangular objects in the taxiway area being used to clean soil. There is a row of modular concrete pads about 30" x 36" with steel pieces at Building 15 to Building 601.

B10. Significance (cont.):

Historic Context

The Navy established NAS Alameda as a component of its national plan to strategically develop naval aviation and to position air stations across the country in the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and crucial role in the Pacific theater. The station grew rapidly to enable it to serve and support important wartime activities. NAS Alameda was one of three major air stations on the West Coast to support operations of aircraft carrier groups, patrol squadrons, and utility squadrons, and it conducted critical functions for aircraft assembly and repair. Under the theme of Pre-War Preparedness in the Statewide Study, NAS Alameda is listed among the permanent bases built during the period leading up to World War II. The Statewide Study notes that military facilities like NAS Alameda share characteristics, such as most were constructed in a short period of time and many were built following a "total base design" with adaptations required during rapid war time

construction. The Statewide Study also observed that many late 1930s military facilities were built, like NAS Alameda, following construction and architectural trends of the period, many of which included reinforced concrete buildings.⁷ Following naval aviation's successes in World War II, the Navy established the aircraft carrier as a central basis for naval operations, with operations and support activities for aircraft and carriers becoming standard Navy functions during the latter half of the twentieth century. NAS Alameda supported carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, and continued to carry out its main function of aircraft overhaul and repair. As noted in the Statewide Study, much of the focus for military development during the Cold War, however, was on research and development of innovative aircraft and weapons. While it conducted vital functions, NAS Alameda's support role was part of the Navy's standard operations during this period and thus the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of Cold War naval missions and activities.

This section presents the historic context for NAS Alameda and the historic development and evolution of features and functions of the landscape located therein. Please note, contemporary street names are used in this narrative context and its illustrations, rather than the historical number and letter street names.

Pre-World War II and World War II (1917-1945)

Establishment of NAS Alameda (1917-1940)

Experiments in naval aviation began as early as 1910 when the first biplane took off from the deck of the cruiser *USS Birmingham* (CL-2). During a 1913 naval exercise off the coast of Cuba, the entire naval aviation contingent participated in scouting and spotting mines and submarines, which marks the first use of Navy aircraft. Despite the growing usefulness of naval aviation – further demonstrated through the use of seaplanes for anti-submarine patrols in World War I, the 1921 demonstration sinking by aircraft of the former battleship *Ostfriesland*, and successful employment of aircraft in 1923 fleet exercises – funding to expand naval aviation activities was limited during a period of post-war low military spending and as the army and navy debated the merits and control of aviation for military purposes. Naval aviation was bolstered by the establishment of the Bureau of Aeronautics in 1921, which promoted integrating aircraft with fleet operations. Available funds for naval aviation were generally spent on aircraft during this period, creating overcrowding at the few facilities that served aircraft, and little money was spent directly on creating naval stations designed for aircraft operations. Two of the earliest naval facilities that had aircraft functions were in San Diego, which was established in 1911 and shared air facilities with an Army air field, and in Pensacola, Florida which was established in 1914 and was an adapted naval yard. Construction in the 1930s would place NAS Alameda on equal footing with these stations.⁸ Increases in Depression-era federal spending during the early 1930s and the growing concerns regarding national defense in response to geo-political changes in Europe and Asia boosted funding for naval aviation during this period. The Vinson-Trammell Act of 1934 helped expand naval aviation activities, providing for acquisition of aircraft to accompany new ships, and the improvement of naval bases. At the same time, the military expanded their presence in California.

⁷ JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-1 and 7-2. As noted, the description "total base design" is not a phrase used historically to describe the master planning process on NAS Alameda. The phrase is presented in the Statewide Study and is applied to NAS Alameda in that document.

⁸ Julie L. Webster, United States Army Construction Engineering Research Laboratory, "Historical and Architectural Overview of Military Aircraft Hangars," Prepared for United States Air Force Headquarters, Air Combat Command, 1999 revised 2001, 1-9 to 1-10, 2-13, 3-24 to 3-41, http://www.cecer.army.mil/TechReports/webster98/webster98_idx.htm (accessed September 15, 2009); Kirby Harrison, "U.S. Naval Aviation 75 Years of Pride and Tradition," *Naval Aviation* (May-June 1986): 4, www.history.navy.mil/nan/backissues/1980s/1986/mj86.pdf (accessed January 10, 2009); *Chronology of Significant Events in Naval Aviation, 1910-1915* (Washington, DC: Naval Aviation History Office, 1997) 4, 11; Charles J. Gross, *American Military Aviation: the Indispensable Arm*, (College Station: Texas A&M University Press, 2002) 48-50.

Before this time, a majority of military bases were located in the midwestern, southern, and eastern parts of the country. The Navy reorganized into Atlantic and Pacific fleets during the 1920s, spurring construction of naval facilities in California. California – and the San Francisco Bay Area in particular – offered a mild climate and undeveloped land, an excellent combination for naval operations and training. In 1935, Navy representatives met with Alameda city officials to discuss purchasing 1,000 acres of low, tidal land west of the city for an air station. The negotiations were successful, and in June 1936 Congress passed Public Resolution No. 19, which authorized President Franklin D. Roosevelt to accept the City of Alameda's offer for the land. By the end of the year, the Bureau of Yards and Docks was preparing a plan for development of the new station.⁹

The Navy had long considered the area at the western end of Alameda for naval operations. Beginning in the 1870s and continuing into the early 1900s, the City of Alameda (incorporated in 1872 and re-incorporated as a Charter City in 1884) had experienced significant infrastructure growth, attracted a number of industries, and grown in population. By the 1910s, local businessman John J. Mulvany began promoting Alameda as an attractive site for a military installation. He began pressing the Navy and Congress to establish such a facility at the low-lying area west of the city called Alameda Point.¹⁰ Mulvany's efforts led to the creation of a special congressional fact-finding committee headed by Admiral James Helm in 1917. The subsequent Helm Report, released that same year, recognized Alameda's advantages: local industry and transportation infrastructure, shallow waters to create as many acres as needed through dredging the sandy bay, access to deepwater, and its relatively isolated location. His report recommended that the Navy purchase land at Alameda for development of a supply station, comparable to the facility at Hampton Roads, Virginia that housed and supported Navy aircraft. The Alameda station was to be part of a chain of naval bases along the West Coast stretching from San Diego to Seattle.¹¹

Despite local support and continued requests from the Navy, Congress did not approve construction of a naval base at Alameda for nearly two decades. In the interim, the City, private interests, and the Army developed parts of what became NAS Alameda. West of Webster Street in Alameda, the city allowed a private corporation to create 900 acres of filled land and to construct an airport along the Southern Pacific Railroad Mole that jutted into the San Francisco Bay from the western tip of the island. This later became the northwest corner of the station. The Alameda Municipal Airport opened in March 1929 (**Photograph 64**). The airport attracted to its facility the Curtis-Wright Corporation. Later, Pan-American Airways flew seaplanes from the peninsula, including the famous "China Clipper" in 1935 that inaugurated commercial trans-Pacific air service. The site of the aircraft's departure is commemorated by California Historical Landmark #968, located near the base flagpole in front of Building 1, although the actual site of the airport bay was to the west near the intersection of Runway 7-25 and the taxiway that connects it to Runway 13-31. Less than two weeks after

⁹ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, California Historic Military Buildings and Structures Inventory, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, January 2008), 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 11, 2009); "Construction of 2 Dirigibles By Navy Urged," *Oakland Tribune*, (November 16, 1936): 4.

¹⁰ Alameda Point is the historic name of the west Alameda area. This name is also being used for current planning efforts on former NAS Alameda. This historic name is not be used further in this report so as to avoid confusion with the current planning efforts. For historic reference see: Frederick L. Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

¹¹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Sue Lemon, "Alameda, Calif., Naval Air Station, 1938," in *United States Navy and Marine Corps Bases, Domestic*, ed. Paolo E. Coletta, assoc. ed. K. Jack Bauer (Westport, Conn: Greenwood Press, 1985), 9; and Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

the completion of the Alameda Municipal Airport, a private venture began construction of the San Francisco Bay Aerodrome on leased acreage in the area bound by Webster Street to the east, present day Atlantic Avenue to the south, and Main Street to the west. The Aerodrome was dedicated in August 1930.¹²



Photograph 64: Alameda Municipal Airport, 1936.¹³

During that same year, the Army began building its own airfield, Benton Field, on 128 acres of what had been partially submerged lands between the San Francisco Bay Aerodrome to the east and the Alameda Municipal Airport to the west. The Army dredged and infilled 100 acres in the area that became the northeast corner of the NAS Alameda (**Illustration 2**). With the assistance of the Works Progress Administration in 1935, the Army constructed roads, railroad spurs, utilities, a small runway, and well in the land now occupied by the administrative core of NAS Alameda.¹⁴ None of the facilities associated with these early aviation activities remain on station.

¹² Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245. The Navy later used the Airdrome property and this area east of Main Street was an annex to the NAS Alameda station. Most of the former annex / Airdrome property has been transferred out of Navy control and is not addressed in this report.

¹³ Alameda Airport- Sunnyvale, Calif., proposed seaplane base, December 18, 1936, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁴ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Lemon, "Alameda, Calif., Naval Air Station, 1938," 9; IT Corporation, "Final Comprehensive Guide to the Environmental Baseline Study Alameda Point, Alameda California" (prepared for Department of the Navy Southwest Division, Naval Facilities and Engineering Command, San Diego, 2001), Figure 6-20; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, Record Group 181, National Archives Pacific Region (San Francisco) [hereafter RG 181, NARA (San Francisco)]; and Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 18.

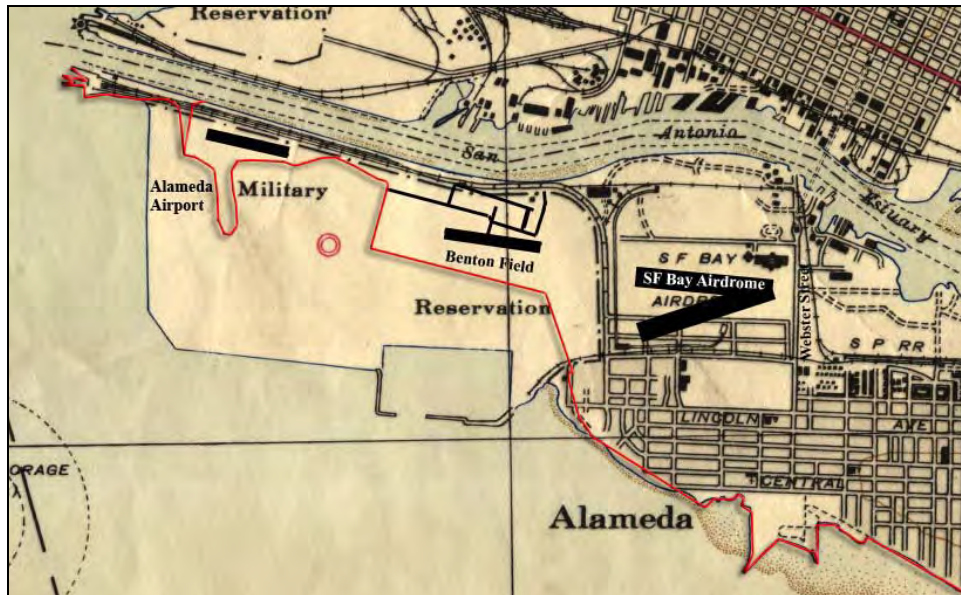


Illustration 2: Circa 1938 data overlaid on 1942 USGS Map. Data added to map: location of shoreline (red), Alameda Airport, Benton Field, and San Francisco Bay Airdrome. ¹⁵

The Navy acquired the Alameda Municipal Airport in June 1936 and obtained the unfinished Benton Field from the Army in October 1936, with authorization the following year for the Navy to spend what the Army would have spent for their air base. All of the more than 2,000 acres of the acquisition was submerged or was fill. Natural land west of Main Street, that was to become part of NAS Alameda and was originally part of the Mexican-era Peralta land grant, was privately owned at this time and subsequently acquired / leased. Congress appropriated \$15 million for the construction of a facility at Alameda to support naval aviation in 1937, but Pan-Am required time to move from Alameda Municipal Airport, and so did the Army from Benton Field, delaying commencement of construction for the new naval air station.¹⁶

Meanwhile, as military tension around the world increased, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur Japay Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. Its work, set forth in the Hepburn Report of 1938, directed Navy expansion. Among its recommendations was the establishment of three types of naval air facilities: 1) major air stations with the ability to assemble and maintain aircraft, along with management of regular operations; 2) secondary stations designed only for regular operations; and 3) training stations. The Hepburn Board boosted the status of the new navy property in Alameda by recommending establishment of NAS Alameda as one of the major air stations on the West Coast supporting both operations and aircraft assembly and repair (A&R). Major stations were planned to accommodate two to four carrier groups, three to six patrol squadrons, and two utility squadrons. The plan called for NAS Alameda to support two carrier groups (with possible expansion to four carrier groups) and five patrol squadrons,

¹⁵ USGS, *Oakland West, Calif*, 1:62,500, topographic map, 1942; Ace and Judy Campbell, *Map of Alameda Airport, Benton Field, and San Francisco Bay Airdrome, circa 1938*, Waterfront Action, www.waterfrontaction.org/history/55_lagoon.htm (accessed July 2010).

¹⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2-3; Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245 and 249; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np.

along with functions to perform aircraft overhaul.¹⁷ NAS Alameda was one of six major naval air stations that the Hepburn Board recommended for construction. The other stations included NAS Norfolk (Virginia), NAS San Diego (North Island), and NAS Seattle (Sand Point), which were already in use for naval aviation activities, and were expanded in response to the Hepburn Report. NAS Alameda, along with NAS Jacksonville (Florida) and NAS Quonset Point (Rhode Island), were completely new stations recommended for construction under this program, although Congress had already approved funding for NAS Alameda. The design and construction of NAS Alameda occurred around the same time as NAS Jacksonville and NAS Quonset Point. The assertive conclusion of the Hepburn Report was that the need for additional aircraft facilities was greater than for other military craft and the result of the report was that aviation was given priority in naval operations and planning.¹⁸

Station Planning and Design

The Navy's BuDocks, Department of Planning and Design, designed the new Alameda station with civilian architects, engineers, and planners under the direction of Captain Thomas Trexel. In general, plans for the station's design followed hierarchal and organizational planning doctrines used for military bases and naval air facilities of the period that had evolved during the early twentieth century. Plans for NAS Alameda – drafted during peacetime – envisioned a 1,000-personnel facility that would house 200 aircraft and serve as home port for two aircraft carriers. Because early military aircraft were shipped in parts for on-site assembly, the station's original plans featured an A&R Department. The layout and construction of NAS Alameda was conducted under a master planning process that has been referred to as a "total base design."¹⁹ The station's original design received an award for functional planning at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939.²⁰ Within a couple of years, the importance of the station's functional design became apparent when the station needed to adapt and expand its operations and increase personnel during war time mobilization. Similar to efforts made by the Army, the Navy adopted this master planning approach to design in the years between World War I and World War II as a way to improve the efficiency and function of its facilities, and to provide greater coherence between naval bases. BuDocks and the design team utilized standardized designs for some buildings that were developed during the previous two decades by the Bureau of Aeronautics (BuAer) and the Bureau of Ordnance, which had standards for siting and constructing structures for various functions. BuDocks employed these standards and plans for many buildings and structures as it developed each station. Following completion of the Hepburn Report, BuDocks and BuAer further refined standards and requirements

¹⁷ Capt. Albert L. Raithel Jr, USN (ret.), "Patrol Aviation in the Pacific in WWII," *Naval Aviation News* (July-August 1992): 32, <http://www.history.navy.mil/nan/backissues/1990s/1992/ja92.pdf> (accessed January 10, 2009); Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-22 to 4-23, 4-28; and United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1 (Washington, D.C.: United States Government Printing Office, 1947), 232.

¹⁸ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, available online at: Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 2009); United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 229.

¹⁹ H.C. Sullivan, "Base Planning," *U.S. Navy Civil Engineer Corp Bulletin 1*, no.5 (April 1947):118-122; US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 6-1 – 6-4; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-2 – 7-3.

²⁰ US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco).

for naval air stations with local conditions necessitating alterations for improved functionality at given locations.²¹ NAS Alameda followed many of the standards and requirements of the period. Yet, NAS Alameda has a more formal plan and different architectural character – both of which have been retained – than any of the other stations recommended for construction by the Hepburn Report.

BuDocks developed an approach for NAS Alameda that placed activities and functions in relation to each other, with organization of, and circulation between, station activities and functions receiving highest priority. Following the planning principles of the period, planners located piers, seaplane functions, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. As a result of this organization, naval air stations designed and built in this period share similar organization. This can be seen in the comparison of the general layout of NAS Alameda and NAS Jacksonville, both designed and built starting in the late 1930s (**Illustration 3** and **Illustration 4**). Landing areas for both landplanes and seaplanes are at the edges of the bases. Hangars, both seaplane and landplane, adjoin the landing areas. The A&R facilities are within easy access of both types of hangars. On the opposite side of A&R from the hangars are the storage and materials areas. Administrative functions are placed at the center of the station, between the operational areas and residential areas. Enlisted quarters are closest to the work areas so that enlisted personnel could easily access their assigned duty. Officers' and family quarters were placed further from the operational activities of the stations. Enlisted personnel and officers each had their own separate recreational areas. For safety, hazardous materials and ordnance were furthest from the residences, some of which were on the landing fields. The location of natural features relating to the docks and seaplane facilities determined the final placement of this interlocking system of activities. Important to the master planning was consideration of future expansion, which led some areas to be left undefined in initial plans for station, such as the area east of the Seaplane Lagoon on NAS Alameda.²²

The NAS Alameda base plan also had a comprehensive functional organization. Early plans for NAS Alameda show a station arranged along intersecting axes and divided into functional areas, although without details that would emerge during the station's early years. In the early plans from 1939, the north-south axis ran from the Main Gate bisecting the entry mall and the Administration Building (Building 1) with an east-west axis dividing the administrative / residential area on the north side of the station with the industrial and operations on the south side. This east-west axis was an open area that was to align with the middle of the Airfield on the west end of the station, with landplane hangars flanking this axis. There was also another east-west axis in the original plan that bisected the BEQ quadrangle (Buildings 2, 3, and 4) and crossed the north-south axis in the middle of the entry mall in front of Building 1 and then continued along the median of what is now West Essex Drive (**Illustration 5**). The BEQs with their Galley / Mess Hall (Buildings 2, 3, and 4) were shown in their current location. Bachelor Officers Quarters (Building 17) were to be two mirrored buildings facing a central green space similar to that of the enlisted quadrangle. Officers' Housing was the only non-axial portion of the station, planned as an irregular loop in the northeast corner. The original A&R facility (Building 5) was planned at half its eventual size and the location of several functions were not yet assigned, such as much of the recreation facilities and some of the residences. Early plans for station do not include some support / storage facilities or facilities that required siting and design input from specialized departments.

²¹ Charles F. O'Connell, Jr., "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer> accessed January 26, 2010, 39-45; United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 3-9, 61-70.

²² Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-26; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); JRP Historical, "The History and Historic Resources of the Military in California, 1769-1989," 6-22, 6-23; H.C. Sullivan, "Base Planning," *Civil Engineering Corps Bulletin* (April 1947): 118-122.

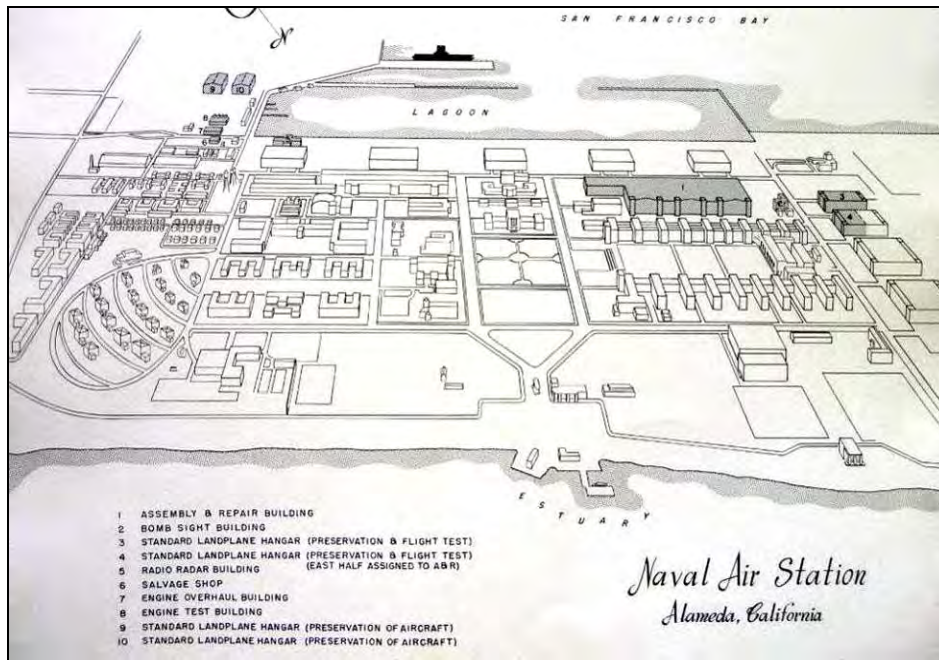


Illustration 3: General plan of NAS Alameda at the end of World War II. Airfield is to the right, off the map. A&R buildings are shaded.²³

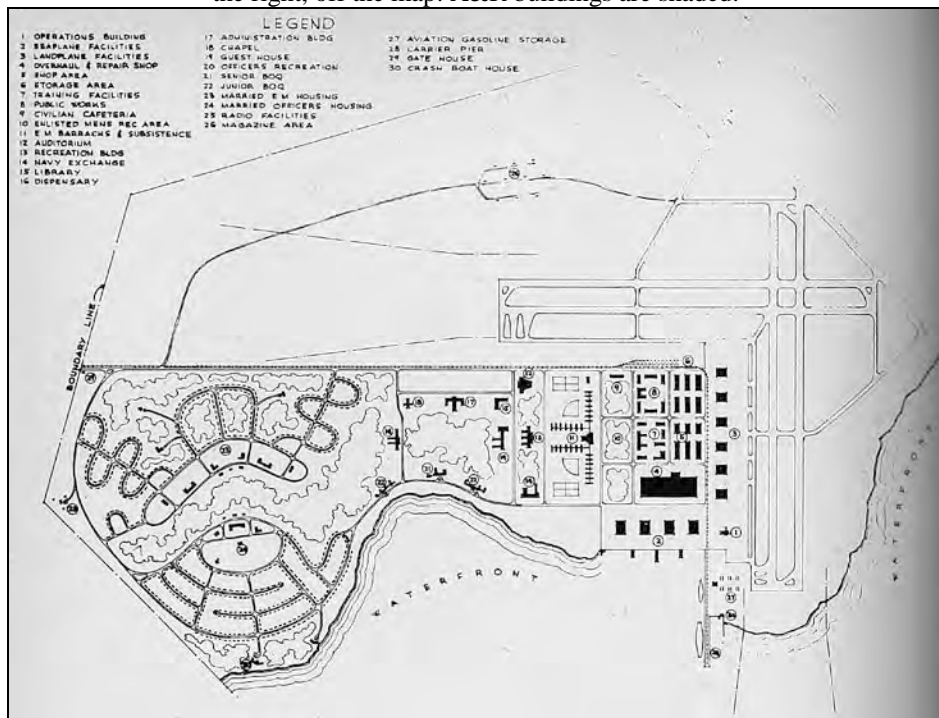


Illustration 4: General plan of a naval air station master planning. Shown here is a plan for NAS Jacksonville from 1939. Design elements and functional areas are similar to those found on NAS Alameda.²⁴

²³ “Naval Air Station Alameda, California Map,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np; The hangars listed as 9 and 10 were under construction and part of the post-war planning to preserve aircraft returning from the Pacific theater.

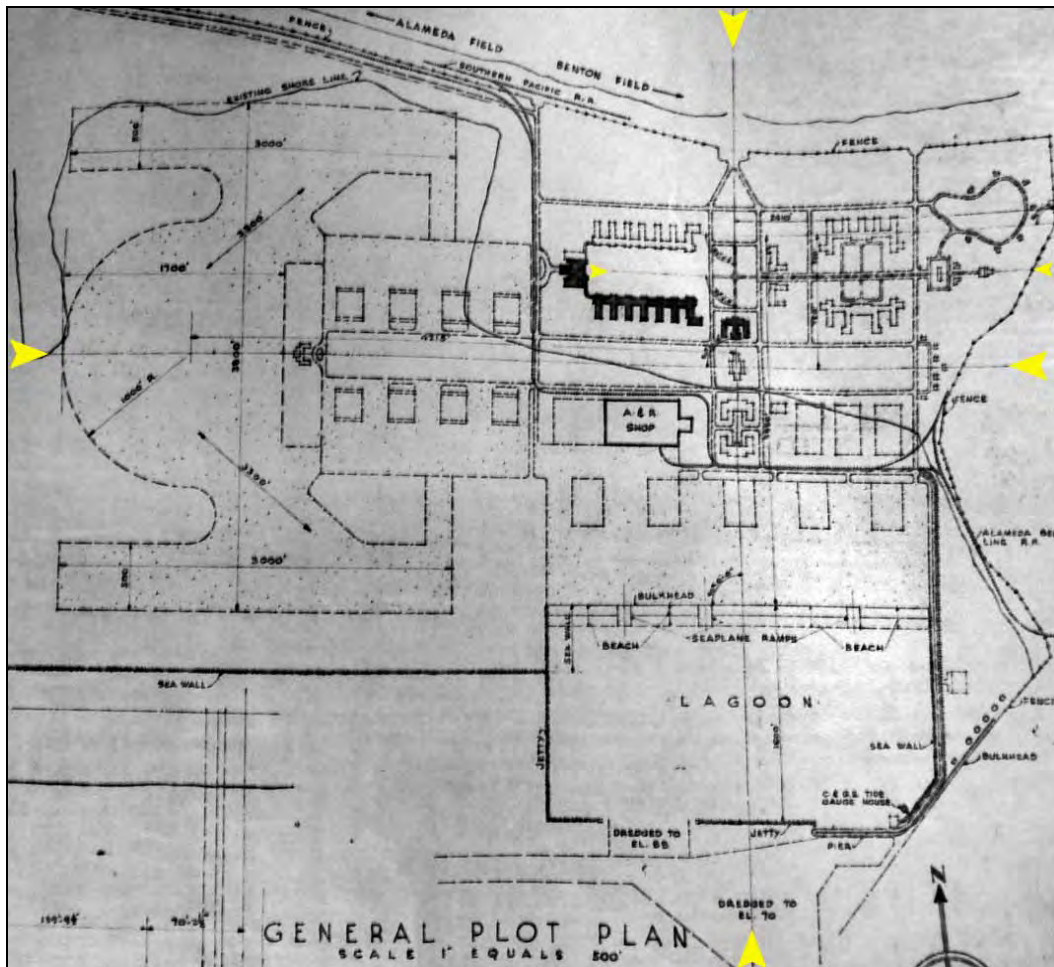


Illustration 5: 1939 Station Plan. Primary axes highlighted with large arrows; secondary axis highlighted with small arrows.²⁵

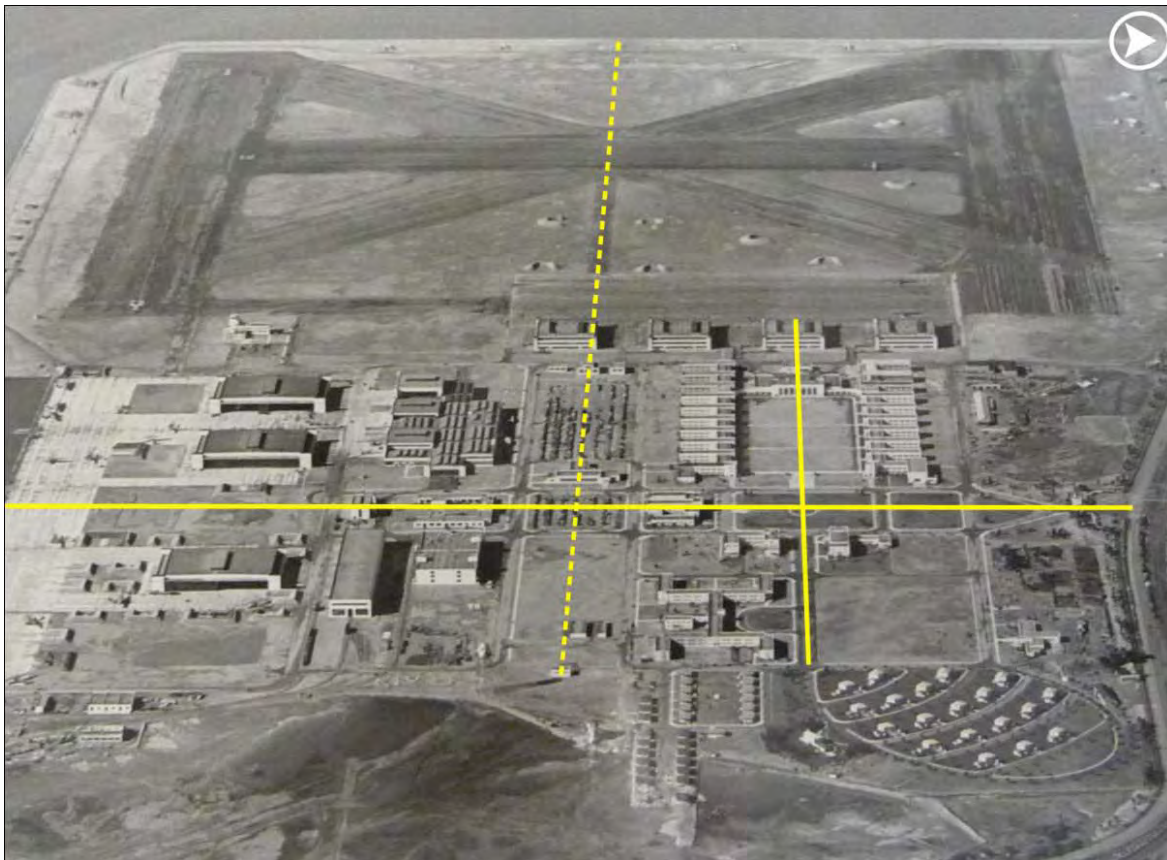
As dictated by their secondary function and/or for safety, some facilities were not placed within the formal hierarchical planning of the station's major functions or were placed away from more densely occupied portions of the station. These included magazines, locomotive repair shop, paint / oil storage, and engine test cells.

Functional and departmental requirements led to specific siting of some facilities and changes in the station's design and plans during the planned phased construction of the new station. The landplane hangars were repositioned parallel to the Airfield and aligned with a secondary axis (**Photograph 65**), and later the open space along the original east-west axis was filled with additional buildings. Placing the additional buildings in that space situated them near the industrial and storage facilities thereby maintaining functional efficiency. The axis from the BEQ quadrangle across the entry mall stretching to the Officers' Housing area thus received prominence. Station planners also increased the number of officers

²⁴ Oswaldo A. De La Rosa, "The Planning of Naval Air Facilities," *Civil Engineering Corps Bulletin* 6, no. 3 (March 1952): 68. Current aerial photographs show that NAS Jacksonville has only some elements of this layout. It is unclear what components of this design were initially constructed and which were altered over time.

²⁵ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

that could be housed in the northeast corner of the station by altering the original single-street loop to an egg-shaped configuration with curved streets (see **Illustration 5** and **Photograph 65**). This modification to the 1939-plan maintained the design concept of setting the Officers' Housing apart from the axial plan and orthogonal grid. Almost all of east side of the station, and its temporary type construction, emerged only with the demands of war. Despite these changes, the evolution of the station's layout during both the initial years of construction prior to U.S. entry into World War II and during the war left intact much of the station's original planning and its important principles of organization, functionality, efficiency, and hierarchy, adapting well to the enormous demands of war. The initial plans for a 1,000 personnel facility evolved during the war to function with 18,000 Navy personnel and 9,000 civilians working on the station.²⁶



Photograph 65: January 28, 1942. Note landplane hangars, realigned from 1939 station plan, oriented to what was originally a secondary axis (solid east-west line), rather than the original primary axis (dashed line).²⁷

²⁶ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former Alameda City Hall West, NAS Alameda, Alameda, California [hereafter Plans and Maps Room, Building 1 on former NAS Alameda]; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

²⁷ "NAS Alameda alt. 5000 ft. horizontal distance 15,000, 8 ¼ in. lense looking west, passive defense photo," January 28, 1942, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

Construction of NAS Alameda

The construction of the air station began in February 1938 under the supervision of Commander E.C. Seibert of the Civil Engineer Corps. Working from a small shack, Seibert administered contracts to 25 companies for demolition of extant buildings and structures on site, dredging submerged land, and construction of the new facility. The grounds of the station were scarified in preparation for filling and grading, and fill was obtained through dredging the future sites of the ship channel, turning basin, and Seaplane Lagoon. Before dredging took place, a stone rip-rap seawall was constructed to contain the fill and help convert submerged and partially submerged lands. A suction dredge then drew silt from the three sites and deposited the material on tidal flats and marshes located within the seawall. More than 15 million cubic feet of fill was ultimately used to build the station.²⁸ **Photograph 66** and **Photograph 67**, taken in January and November of 1941, respectively, show the progress of the fill. Once crews completed filling and grading, underground utility installation and building construction began.

The Navy phased construction of buildings at the station. (See Combined Specific Buildings Evaluation / Cold War Era Evaluation Report for additional discussion regarding construction of buildings and structures on NAS Alameda). Individual barracks, mess halls, and operational buildings were constructed in increments, with planned expansions. For example, only seven of the ten wings of BEQ Building 2 and two of the three mess halls in Building 3 were built in 1939. BEQ Building 4 and the third mess hall were shown on base plans, but construction and contracts were phased to allow growth in operations. Site plans and blueprints indicate that the General Storehouse (Building 8), Aircraft Storehouse (Building 9), Paint and Oil Storehouse (Building 13), Engine test cells (Building 14), and Bachelor Officers' Quarters (Building 17) were similarly phased (**Photograph 68**). Additional locations for hangars were also indicated on the initial plans. Building 1, the Administration Building, was completed in November 1938. By early 1940, many of other buildings were under construction – including Buildings 11 and 12, the seaplane hangars north of the lagoon.²⁹

The construction of the Seaplane Lagoon and two of the seaplane hangars prior to building landplane hangars and the Airfield indicates the relative importance for the Navy, at the time, of seaplanes or 'flying boats.' These aircraft lacked the speed and maneuverability of land-based aircraft, but were excellent patrol, rescue, and transport craft. Prior to the widespread use of radar, patrol aircraft located targets for their assigned ships. Seaplanes moved slowly, but could stay aloft for long periods covering large areas of oceans. Their ability to land on water made it possible for them to search for, and rescue, downed aviators and sailors. The large boat hull allowed them to transport materials to locations inaccessible to other aircraft. Each of the air stations established or improved under the Hepburn Board plan included seaplane facilities. The Seaplane Lagoon on NAS Alameda was formed by dredging rather than utilizing a natural feature. Seawalls for the lagoon were formed with two sizes of rock and backfilled with dredged materials in two stages.³⁰ Construction of the lagoon was integral to the dredging operations and it was largely complete by 1940, when the first of the seaplane ramps were installed (**Photograph 69**).

²⁸ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California*, np; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 3.

²⁹ Bureau of Yards and Docks, "US Naval Air Station Alameda, Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed; "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

³⁰ David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes and Amphibians* (London: Robert Hale, 1984), 70, 73, 102, 160; Bureau of Yards and Docks, "US Naval Air Station Alameda, Bulkheads, Jetties, Seawall, Dredging and Filling, Location Plan and Sections," Yards and Docks #125969, December 29, 1937, Drawer A-11 Pier no. 1 Browns-Camels, Plans and Maps Room 143, Building 1 on former NAS Alameda, Alameda, California.



Photograph 66: Aerial Photograph of NAS Alameda January 20, 1941.
Note the rows of dredged materials on what is now the Airfield.³¹



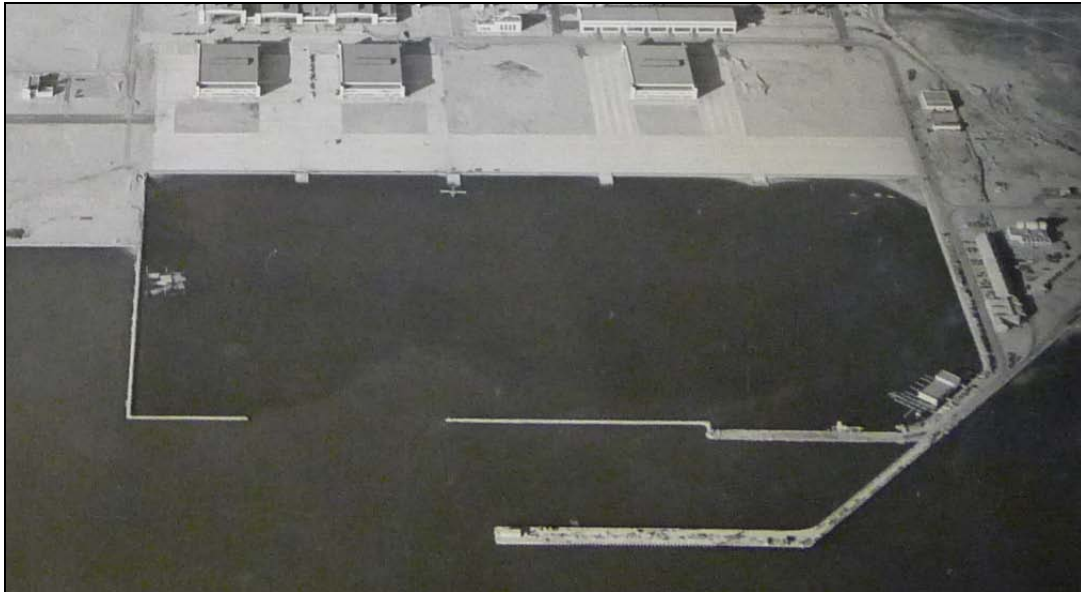
Photograph 67: Aerial Photograph of NAS Alameda November 12, 1941,
showing infill and construction progress within the year.³²

³¹ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum.

³² Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum.



Photograph 68: Aerial photograph of NAS Alameda 1941 showing construction of BOQ (Building 17).³³



Photograph 69: Seaplane Lagoon, November 12, 1941.³⁴

³³ “History of Assembly and Repair Dept,” Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

³⁴ US Navy, Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum, Port Hueneme.

The beginning of hostilities in Western Europe in September 1939 stimulated the Navy to quicken the pace of construction on NAS Alameda. In July 1940, a month after Germany invaded France, Belgium, and the Netherlands, Congress approved an additional \$17 million for work on NAS Alameda. Johnson, Drake & Piper Construction Company was awarded the major contract to hasten the station's completion. The company, with main offices in Minneapolis, Minnesota and satellite offices around the nation, secured military construction contracts across the country and overseas during World War II. Whereas the Navy previously issued contracts for individual buildings or structures, Johnson, Drake & Piper's contract covered 35 items. Additions to the contract continued through 1942, and as a result Johnson, Drake & Piper was responsible for constructing most of the station.³⁵

On November 1, 1940, although still incomplete, NAS Alameda was commissioned and placed under the command of Captain Frank R. McCrary, with Rear Admiral A.J. Hepburn in attendance at the opening ceremony. The new base was expected to boost the local economy, but few expected the station to become as large as it did as a consequence of World War II. In February 1941, three months after the base opened, the author of an article appearing in the *Alameda Times-Star* speculated that nearly 800 local residents would work on NAS Alameda. The paper could not have anticipated that by the end of the war the thousands of military and civilian personnel stationed and working on the facility. The station's opening also prompted the creation of a number of on-base trade schools for aircraft maintenance, including the Aviation Metalsmiths' School, the Aviation Machinist Mates' School and the Aviation Radiomen's School. These training centers educated civilians as well as enlisted personnel in Building 132 (since demolished), which was located near the enlisted personnel pool.³⁶

The first operational aircraft, a squadron of seven seaplanes, arrived on NAS Alameda in January 1941 along with the seaplane tender ship *USS Pelican*. These were the first of 200 aircraft to be assigned to the station.³⁷ This squadron was able to operate from the completed Seaplane Lagoon, while dredgers were forming the land for runways. Dredging to create the runways continued until September 1941 although runway construction began on the filled land in April (see **Photograph 66** and **Photograph 67**).³⁸

Architectural Design on NAS Alameda

In addition to the careful master planning for the station following principles of organization, functionality, hierarchy, and efficiency, the Navy also designed prominent buildings on the station in a manner that corresponded with the efforts to create a modern and organized facility. This was achieved by adhering the station's plan to a Beaux Arts formal spatial layout and by designing most of its prominent buildings in the Moderne style, which blended neo-classical proportion, symmetry, and order with modern design concepts of the time.³⁹ The planning and architecture on NAS

³⁵ "Construction News," *Southwest Builder and Contractor*, August 2, 1940, 107; NOy-4165: contract; *Additional Aviation Facilities at the Naval Air Station Alameda California*, re: Johnson, Drake & Piper, Inc 3 July 1940- 25 July 1943, Box 25, NOy Contracts, Record Group 12, Bureau of Yards and Docks (1862-1966), NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme. Johnson, Drake & Piper ceased operations in the 1960s.

³⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 3; Building 132, Box 59 Property Cards, RG#11.2.3, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

³⁷ "First of Navy Planes Arrive" *Oakland Tribune*, January 4, 1941.

³⁸ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

³⁹ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320. The buildings on NAS Alameda have also been described as being Art Deco. The architectural styles of Art Deco and Moderne are sometimes used interchangeably, but this obscures the differences between them and the development of the modernistic styles in the United States during the 1920s, 1930s, and early 1940s.

Alameda demonstrate trends that BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.

The NAS Alameda station plan had a comprehensive aesthetic design based on the Beaux Art planning used in City Beautiful planning. The City Beautiful movement heavily influenced planning in the United States in the first half of the twentieth century, and can be seen in city planning as well as institutional settings such as college campuses. The movement borrowed planning concepts from the French Ecole des Beaux Arts and organized elements through the use of primary and secondary axes, such as those employed on NAS Alameda. Various *partis* or shapes, such as courtyards, would then be arranged in harmony with the overall axial plan. Beaux Arts planning influenced civic planning and the design of public, governmental, and military facilities across the nation during the first half of the twentieth century. Important local examples of Beaux Arts plans include the Civic Center of the City of San Francisco built after the 1906 earthquake, the Pan Pacific International Exhibition (San Francisco) in 1915, and the Golden Gate Exhibition on Treasure Island in 1939. Early development of the campus for the University of California in Berkeley was also influenced by Beaux Art design. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. In many nineteenth century and early twentieth century examples of such plans, the buildings were also in the Beaux Arts style with Classically-derived ornamentation, but as styles evolved, buildings constructed on such plans were of a variety of styles, including the developing Moderne style used on NAS Alameda. The U.S. military had employed Beaux Arts inspired plans since World War I and continued to use such plans throughout the period between the two world wars.⁴⁰

Axial, orthogonal plans organized by bilateral symmetry such as the one present on NAS Alameda are particularly well suited for flat locations because the axial lines do not need to curve around natural features as they would in a hilly or mountainous area, a lesson earlier city planners learned through trial and error. In 1905-06, Daniel Burnham, the director of works for Chicago's 1893 Columbian Exposition, and early city planner known for his successful Chicago Plan (1909), designed a plan for a summer capital in a rugged region of the Philippines. In the design, he attempted to impose a geometrical and orderly arrangement onto the land for which he has been harshly criticized by his later peers. While this type of orderly arrangement was successful at the Columbia Exposition, on the flat lands by Lake Michigan, it did not translate well to hilly environments. In his 1971 study of landscape design, Norman T. Newton remarked, "Had it not occurred to [Burnham] that ground-consuming bilateral symmetry, and unduly extensive level areas, would prove unmanageable in this intricately rugged mountainous terrain...?" Newton further commented that a geometrical and orderly plan could have been worked out, but not with the bilateral balance that Burnham was trying to impose upon the mountainous land.⁴¹ In the same period, Burnham also designed a plan for San Francisco that was never executed because the 1906 earthquake and fire halted the planning process. Although this plan paid some attention to the hilly topography of the city, with wide diagonal boulevards converging on hilltops, the plan essentially called for another system of linear streets and diagonal boulevards imposed over the already extant grid system. Again, Burnham placed higher ideals of balance and order above the reality of the natural topography.⁴² In contrast, the flat land the Navy built at Alameda provided an ideal slate on which to design a plan using geometric shapes with bilateral balance and symmetry.

The field of landscape architecture had a closely parallel history with the City Beautiful planning movement following the influential 1893 Columbian Exposition. Shortly after the exposition renewed American interest in classical design

⁴⁰ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320.

⁴¹ Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Massachusetts: Belknap Press of the Harvard University Press, 1971), 419-420.

⁴² Gray Brechin, *Imperial San Francisco: Urban Power, Earthly Ruin* (Berkeley: University of California Press, 1999), 151-154; Newton, *Design on the Land*, 416-417.

and architecture, Charles A. Platt exerted considerable influence on the expanding field of landscape architecture in the United States, leading to a shift away from the relatively formless, romantic style “landscape gardens” that were the norm in the nineteenth century until the 1880s when architectural forms became more geometric and landscape designers integrated those geometric forms with buildings. This was the beginning of the Country Place Era of landscape architecture over which Platt exerted considerable influence. After an extended trip to Italy where he studied the character and form of the Italian Villa, Platt returned to the United States with an appreciation for the integration of indoor and outdoor space, and the integration of architecture and landscape architecture, each fit to their natural sites and designed to suit the needs of the period. Norman T. Newton noted that in both Platt’s work, and in the Italian Villa, space was organized based on a pair of fundamentals, lines of sight connecting one space or a series of spaces with one another, giving the observer a sense of inter-relationship, structure, and strength, and, defining or implying the boundaries of these visually connected spaces with vertical planes so that each individual space read as a distinct entity. In his landscape designs, Platt used geometric, usually rectilinear forms for individual spaces in order to achieve structural form. Integrating buildings and grounds resulted in strength and continuity of design. While bilaterally symmetrical spaces did occur in both Platt’s design, and the Italian Villas upon which he drew inspiration, this was not crucial to his designs, rather the sight-lines were the essential part of the design. Not only was Platt known for the overall strength of his design, but for attention to the smallest detail, which earned him the respect and admiration of a young generation of landscape architects through the 1920s. So astute was he at the integration of building and landscape, that in some cases he was commissioned to design plans for both. One of the first such commissions was an institutional project, Timberline at Bryn Mawr College. From the 1910s to the early 1930s, Platt was involved in many institutional projects where, working both solo and collaboratively, he created some outstanding works of landscape architecture to add to the design of existing buildings. He worked on plans for the University of Illinois, University of Rochester, and Phillips Andover Academy. The overall station design and planting plan for NAS Alameda reflects many of the principles of design popularized by Platt.⁴³

At the same time, Beaux Art and City Beautiful planning remained popular and prominent in civic and military design, architects worldwide began to abandon historical revival styles during the late 1920s and especially during the 1930s in favor of designs that consciously illustrated modernity and technological progress using simplified geometric forms and ornamentation. This trend developed mostly from European modernistic art and industrial design, but transferred to architecture wherein it presented sleek and spare designs. Often buildings designed in the new style(s) of the period retained proportion, symmetry, and order found in buildings inspired by Classical architecture, but without direct allusion to historical styles. Materials such as concrete, metals, and glass block – all of which were used on NAS Alameda – were prominently used to illustrate a directness regarding building fabric to help portray the machine / technological-inspired aesthetic. The “modern” architecture of the time evolved through various phases and was called by several names. Art Deco was the earliest phase. Its buildings often emphasized verticality and included intricate geometric ornamentation like stylized floral decoration or patterns such as chevrons. Prominent nearby examples include the Paramount Theatre on Broadway in Oakland. Many of the major buildings at the Golden Gate International Exposition on Treasure Island held in 1939-1940 were also in the Art Deco style. This was followed by Moderne (also referred to as Art Moderne or Streamline Moderne) that was less ornamental than Art Deco. As seen on the nearby Alameda Theater on Central Avenue in Alameda and on NAS Alameda, it expressed modernity by using curving wall surfaces and columns with highlighted simplified geometric ornamentation such as the wall panel striations (**Photograph 70**) and stylized Pegasus and eagle figures in the BEQ quadrangle (Buildings 2, 3, and 4) (**Photograph 71** and **Photograph 72**). Aspects of the station’s Moderne design were also implemented on operational buildings, such as the hangars, the designs of which included broad rectangular corner piers with decorative horizontal bands running from pier to pier across the façade, long industrial steel sash windows, and prominent copper flashing / roofing (**Photograph 73**).

⁴³ Newton, *Design on the Land*, 344-346, 372, and 416-417.
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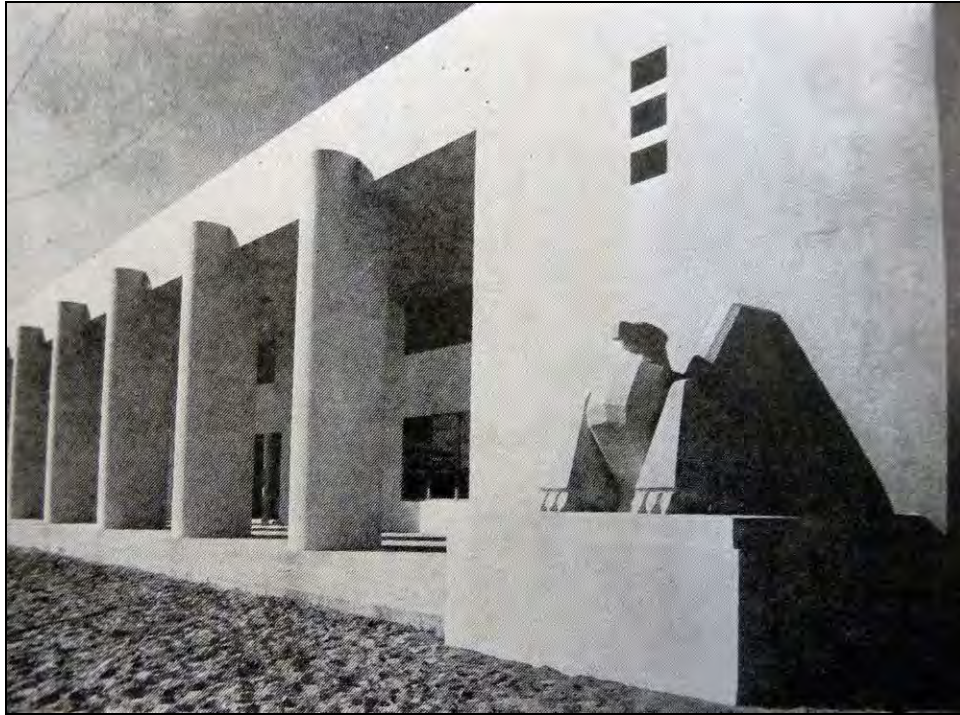


Photograph 70: Building 16, photo dated 1945.⁴⁴



Photograph 71: East end of Building 2, May 1945.⁴⁵

⁴⁴ "Building 16," November 13, 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 72: Building 3, circa 1940.⁴⁶



Photograph 73: Building 23, circa 1945.⁴⁷

⁴⁵ “Alameda, California NAS, Enlisted Bks, and Mess,” May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁴⁶ *Oakland Tribune Yearbook*, 1941, 29.

⁴⁷ “Preservation & Flight Test Hangar (No. 23) A.A.&T Division,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

The International Style was also evolving during the 1930s, striving to create an aesthetic purposely devoid of any ornamentation in favor of highlighting efficiency in design as well as material and functional honesty. The three terms apply to the early modern architecture in the United States. Art Deco and Moderne were most prominent prior to World War II and International Style ascended to prominence following the war, as seen in the Ordnance & Optical Shop at Hunter's Point Naval Shipyard (built in 1948) and in the Oakland and San Francisco skylines of the 1950s and 1960s.⁴⁸

The rapid evolution of aviation and other forms of transportation during the 1920s and 1930s particularly inspired designers to illustrate in architecture and industrial design modern society's departure from the past that seemed apparent, or was being sought, at the time. The expansion of civilian and military aviation was symbolic of modern technological achievement and streamline forms appeared in, and influenced the design of, seaplane and landplane aircraft as well as in the buildings of the growing nationwide network of civilian airports. The airport in Long Beach, California built in 1941 is a well known example of a civilian airport built in the Moderne style. Other examples include the Washington-Hoover Air Terminal in Washington, D.C. and the Swan Island Airport in Portland, Oregon, both of which were built in the late 1920s, Dinner Key Terminal in Miami, Florida built in 1934, and the Marine Air Terminal that became LaGuardia Airport in New York built in the late 1930s.⁴⁹ This design trend may have influenced design decisions BuDocks made for its new aviation facility at Alameda.

Architects working on Federal contracts during the 1930s developed a "style" that sought to maintain form, symmetry, and organization of the classical traditions that had guided Federal design since the early years of the Republic, but which drew upon the evolving modern styles of the decade that were increasingly popular in private construction. Various architectural historians have attempted to develop a specific name for this style, including "Starved Classicism" and "PWA Moderne." The latter of these terms denotes the use of the style for buildings constructed from the Public Works Administration program, such as the Alameda County Courthouse in Oakland.⁵⁰ This is the style of the NAS Alameda Historic District, particularly in the Administrative Core Area. The style is found throughout California, particularly in the dozens of post offices built during the 1930s.⁵¹ The style was rarely used, however, in the design of military buildings, and as a result they are treated as their own property type within the Statewide Study as "Concrete, Art-Deco

⁴⁸ The development of Art Deco and Moderne is discussed in many general works on American architectural history and guidebooks of San Francisco Bay Area architecture, including: Sally B. Woodbridge, *California Architecture: Historic American Buildings Survey* (San Francisco: Chronicle Book, 1988); Carla Breeze, *American Art Deco: Architecture and Regionalism* (New York: W.W. Norton & Company, 2003), 9-33 and 222-277; Mark A. Wilson, *A Living Legacy: Historic Architecture of the East Bay* (Lexikos, 1987), 42, 56, and 59; David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties: 1931-1941*, 2nd edition (Los Angeles: Hennessey & Ingalls, Inc, 1989), 75-91; David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California*, (Salt Lake City: Gibbs-Smith Publisher, 1985), 576-579. For discussion of International Style Modernism in Northern California see: Pierluigi Serraino, *Icons of Northern California Modernism* (San Francisco: Chronicle Books, 2006).

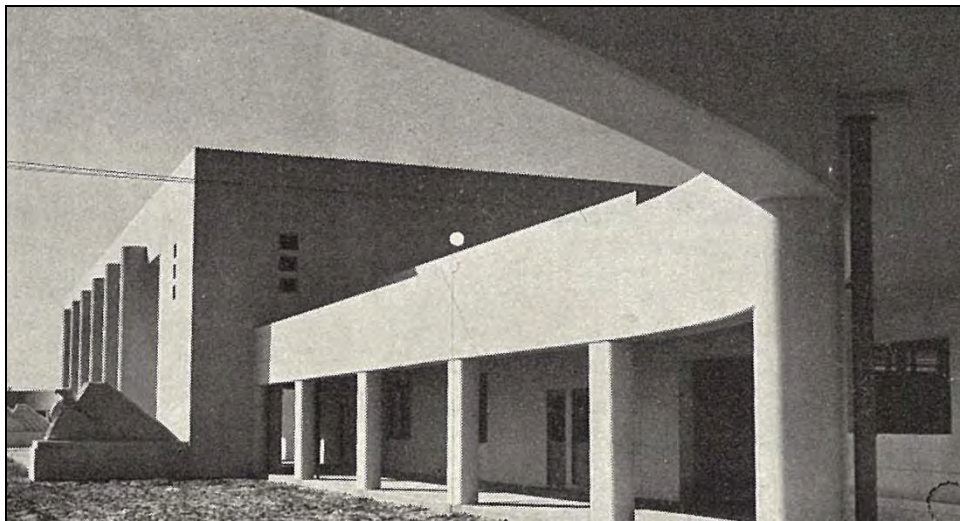
⁴⁹ Donald J. Bush, *The Streamline Decade*, (New York: George Braziller, 1975), 26-42 ; Gerrie Schipske, *Early Aviation in Long Beach*, (Charleston, SC: Arcadia Publisher, 2009); Allastair Gordon, *Naked Airport: A Cultural History of the World's Most Revolutionary Structure*, (Chicago: University of Chicago Press, 2008); Geza Szurvoy, *The American Airport*, (St. Paul, MN: MBI Publishing Co, 2003), 70, 82, and 90-95.

⁵⁰ See, for example, Lois A. Craig and Staff of the Federal Architecture Project, *The Federal Presence: Architecture, Politics, and Symbols in U.S. Government Building* (Cambridge, MA: MIT Press, 1984); David Gebhard, et al, *A Guide to Architecture in San Francisco & Northern California*, (Santa Barbara: Peregrine Smith, Inc., 1973); David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California* (Salt Lake City: Gibbs-Smith Publisher, 1985). The Alameda County Courthouse was featured in the PWA publication: C.W. Short and R. Stanley-Brown, *Public Buildings: Architecture under the Public Works Administration, 1933-1939* (New York: A Da Capo Paperback, 1939, republished 1986), 62-63.

⁵¹ Some of the best examples of this federal PWA Moderne / Starved Classicism style (also referred to as "Stripped Classicism) are found in Los Angeles, as discussed in David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties, 1931-1941* (Los Angeles: Hennessey & Ingalls, 1989).

Influenced Permanent Base Designs.”⁵² In California, there appear to be only two other examples of this style on military bases or buildings. One – another Navy-owned property – is the Naval and Marine Corps Reserve Center in Los Angeles. The other property, most comparable to NAS Alameda, is McClellan Air Force Base near Sacramento. The Reserve Center was designed by a private architect, Stiles O. Clements, while the buildings at McClellan AFB were designed directly by the Quartermaster Corps, at the time the Army’s equivalent of the Bureau of Yards and Docks.⁵³

BuDocks’ efforts to pursue modernistic design trends in the late 1930s and early 1940s was noted in design literature at the time and celebrated on NAS Alameda soon after the station’s construction. BuDocks and NAS Alameda are highlighted in an issue of *Architectural Forum* from November 1940 that presents the growing demand in military construction for national defense during the buildup prior to the United States’ entry into World War II. The “Naval Air Station, West Coast,” as NAS Alameda was labeled, was featured in a two-page photograph spread (**Photograph 74**) and touted as representing the “forward-looking trend in naval building.”



Photograph 74: Building 3, circa 1940.⁵⁴

The article went on to point out BuDock’s exceptional efforts to create efficient designs following modernistic design trends, especially for standardized officers housing, rather than following the traditional architectural expressions of Colonial Revival or Spanish Revival for housing seen elsewhere on military facilities.⁵⁵ The proposed standardized designs illustrated in the *Architectural Forum* article have remarkable similarities to the officer housing on NAS Alameda (**Illustration 6** and **Photograph 75** and **76**). As previously noted, the station’s original design received an award at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939. One description of that award stated that the prize was for BuDock’s design that combined “modern architectural

⁵² JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-43 – 7-44.

⁵³ Mikesell (JRP Historical Consulting Services), “Guide to Preserving the Character of the Naval Air Station Alameda Historic District,” 7-8; JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-47.

⁵⁴ *Architectural Forum*, November 1940, 356. Some of the photographs taken for *Architectural Forum* were republished in the *Oakland Tribune Yearbook*, 1941, 28-29.

⁵⁵ “Military and Naval Buildings,” *Architectural Forum*, November 1940, 342-373. The photographs of NAS Alameda and BuDocks officers housing designs are on pages 356-359. The entire issue is focused on building for national defense.

beauty and simplicity of line with maximum effect.”⁵⁶ Furthermore, a few years after the station’s construction, the Navy boasted about the modernity of its facilities in the station newspaper, observing several aspects of the design that contribute to its Moderne character. The BEQs and their quadrangle were noted for their symmetry, “classic lines,” and “wide and circular arcade” that was “a pleasing study in squares and curves.” The effect was promoted as being “modern in every respect.”⁵⁷

Alameda was not the Navy’s only naval air station that was designed in the Moderne style. Both NAS Jacksonville and NAS Quonset Point, the other two naval air stations newly built in response to the Hepburn Report, also had multiple buildings constructed using architectural language similar to NAS Alameda (**Photograph 74**, **Photograph 77**, **Photograph 78**, and **Photograph 79**). The BuDocks designs for Alameda may have influenced the architecture on Jacksonville and Quonset Point, as well as influenced the work toward standardized officers housing illustrated in *Architectural Forum*. No specific documentation identified for this report links the three stations architecturally, but available photographs and plans show there were distinct similarities that were even continued by private architect Albert Kahn for his designs on Quonset Point, albeit in brick rather than concrete. The implications of the similarities, along with the BuDocks design trends noted in *Architectural Forum*, are that the Navy was purposely employing modernistic designs as part of their expressed efforts to enhance efficiency and functionality at its new naval air stations in the late 1930s and early 1940s.

Planting Plan

Initial plans for NAS Alameda did not include a designed planting plan; however, the need to vegetate the newly created land quickly became apparent to those living and working on the station. Because this end of Alameda was largely marshland and the station had been built on fill, it was susceptible to soil movement and erosion. Blowing winds created dust-storms that were abrasive to machinery, and also made it difficult to maintain acceptable standards of cleanliness for a military installation (**Photograph 80**). To alleviate the situation, in 1940 Johnson, Drake, and Piper contracted Emery A. LaVallee to design a planting plan for NAS Alameda that would cover the open areas of the station with vegetation. LaVallee was a landscape architect who designed the planting plan for the Sunnyvale Naval Air Station and who worked as an assistant horticulturalist for the 1939 Golden Gate International Exposition (GGIE). The plans for Alameda were completed in early 1941 and at that time, the Navy only made a small appropriation for planting the station. Fortunately, however, the GGIE was simultaneously being dismantled at Treasure Island, just a short distance northwest of NAS Alameda. Because Treasure Island had also been built on fill, the plants selected for that location were also ideally suited to NAS Alameda, and because the distance of transport was short, it was not an expensive proposition to move plants from Treasure Island to Alameda. Rather than transferring some of the delicate ornamental plants that had been sold after the exposition closed, the Navy transferred heartier plants: ice plant, acacias, coastal pines, and cypress. Ice plant had been used at the GGIE to create a stunning array of color referred to as the “Magic Carpet” (**Photograph 81**).

⁵⁶ US Navy, Command History 1 of 25, “Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45,” Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); WPA Writer’s Program, *Alameda: The Island City*, 118 (available at the Alameda Free Library).

⁵⁷ “Through these Portals,” *The Carrier*, December 15, 1944, 2.

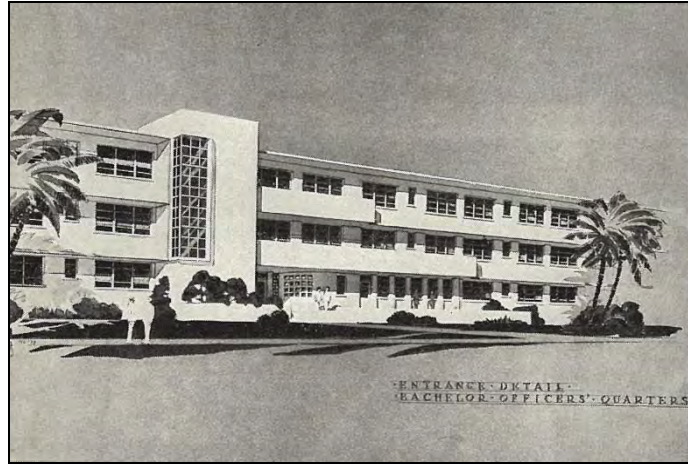
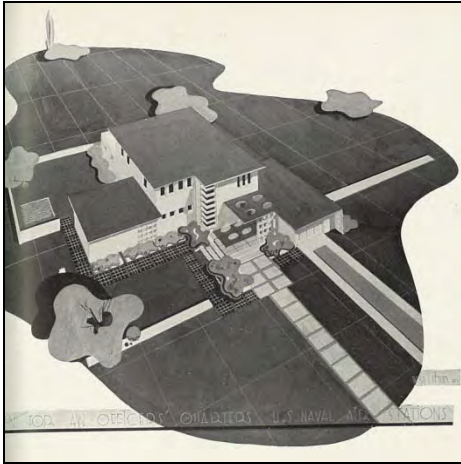


Illustration 6: BuDocks Officer Housing Designs, *Architectural Forum*, November 1940.



Photograph 75 and Photograph 76: NAS Alameda, Officer House B and Building 17, BOQ, 2009 and 2010.



Photograph 77: NAS Quonset Point, RI, Building 7, Administration Building, 1979.⁵⁸

⁵⁸ "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.
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Photograph 78: Buildings 30 and 31, NAS Alameda, 2009.

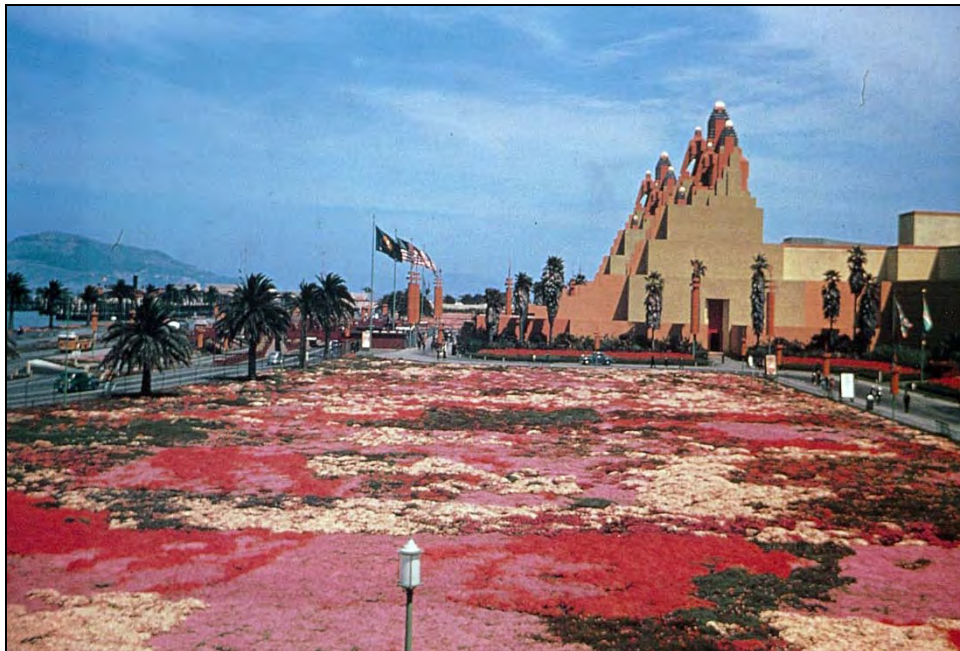


Photograph 79: Buildings 10 and 850, NAS Quonset Point, RI, 1979.⁵⁹

⁵⁹ “Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15,” Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.
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Photograph 80: January 1941, note lack of vegetation throughout station.⁶⁰



Photograph 81: "Magic Carpet" of ice plant at main entrance to GGIE on Treasure Island, ca. 1939.⁶¹

⁶⁰ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.

⁶¹ Photograph credit: Karl Jacobs in Patricia F. Carpenter & Paul Totah, eds., *The San Francisco Fair, Treasure Island: 1939-1940* (San Francisco: Scottwall Associates, 1989), 26.

Although the Navy transferred the plants from the exposition, planting plans for the ice plant on NAS Alameda depicted an orderly segregation of color, rather than the wild array planted on Treasure Island. The commanding officer of the station, Captain Frank R. McCrary, had a personal interest in gardening and was reportedly active overseeing the station planting. By June 1942, approximately one-fifth of the station was under cultivation, and the Public Works department maintained an on-site nursery where they grew iceplant and young acacia trees to line the streets of the station.⁶²

LaVallee designed a traditional planting plan for NAS Alameda that complemented the master station plan, existing buildings, and landscape by emphasizing the axes and orthogonal layout that organized functional areas and reinforced hierarchical distinctions. The planting plan also left the open sightlines intact along the main entry mall and BEQ quadrangle that visually tied different functional areas of the station together. LaVallee used a palette of plants in his plan that included a wide variety of species, many of which were drought-resistant, and not native to California. Although research revealed little information about LaVallee, it is likely that he gained a wide knowledge of plant species that thrived in the San Francisco Bay Area climate while working at the GGIE. The varied palette of plants that LaVallee drew upon resulted in a rich, yet still traditionally designed planting plan.

The planting plan focused on the northern portion of the station in the administrative areas, housing (for both officers and enlisted personnel), and northern station border (**Illustration 7**), including the Main Gate. This formally designed plan called for single species tree-lined streets laid out with consistent spacing and setback from the sidewalk, street trees flanking building entries, ground cover, consistently spaced shrubbery at building foundations, and clusters of trees punctuating the corners of the large quadrangles at the station core. At the entry mall in front of Building 1, the plan included a patterned arrangement of different colors of ice plant (*mesembryanthemum*) with the center circle planted with gazania and trees accenting the corners of the space (**Illustration 8**).

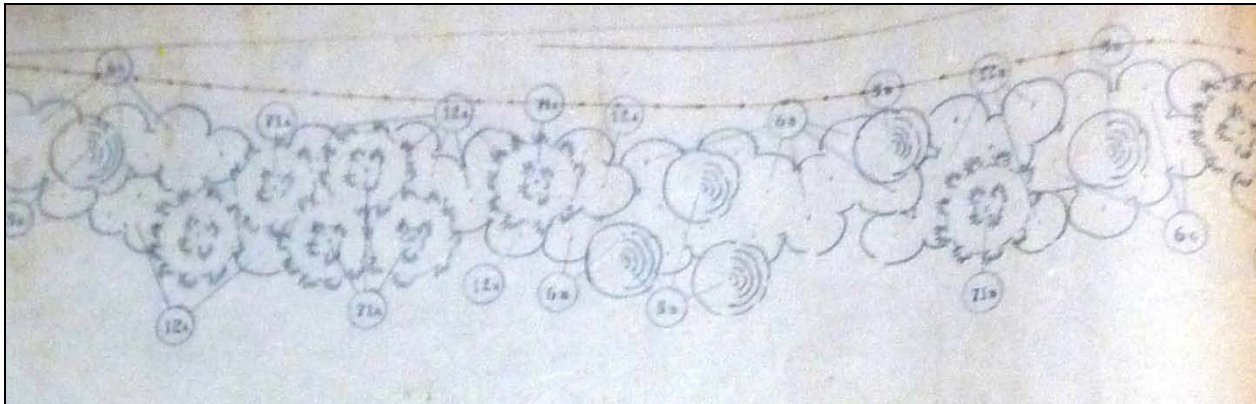


Illustration 7: Portion of the 1941 planting plan for the north border of the station. This dense line of trees was designed to extend from the Main Gate, northeast along the station border.⁶³

⁶² Johnny Noble, "Hundreds of Plants Hold Down Naval Air Station," *Oakland Tribune*, June 24, 1942, 13; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum; Bureau of Yards and Docks, "Landscaping Street Tree Planting Plan," December 1941, Drawer 170, Plan and Maps Room, Alameda City Hall West.

⁶³ Johnson, Drake, and Piper, "Landscaping Section 1, Unit A – Pt. 3 Planting Plan," July 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

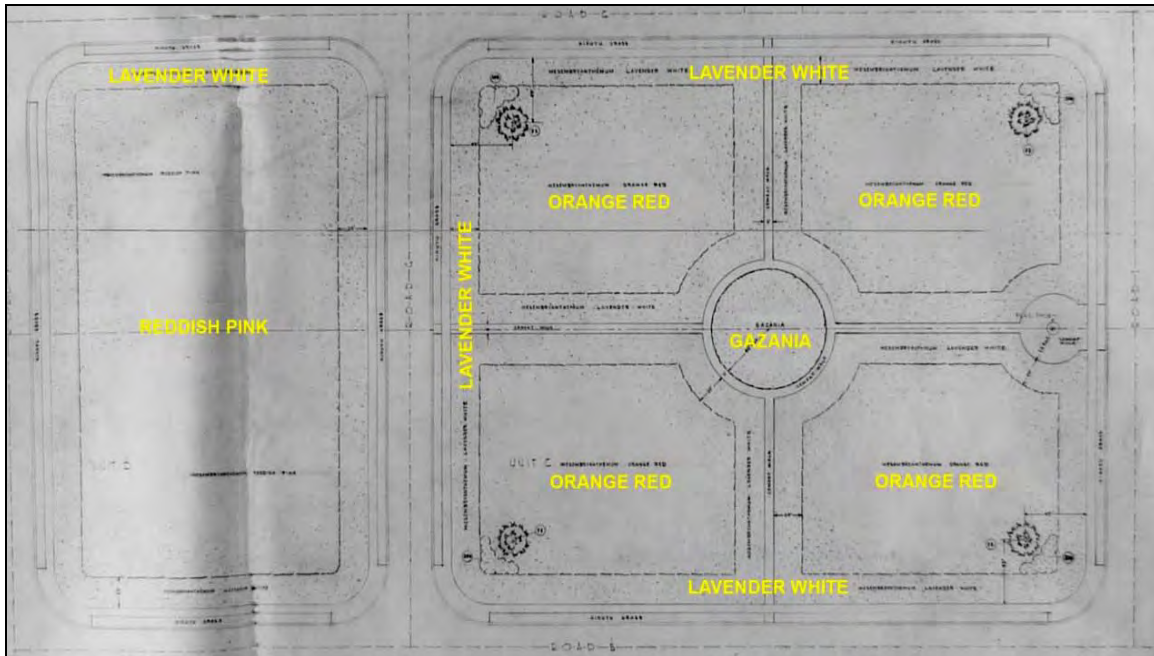


Illustration 8: Entry mall, 1941 planting plan. Indicates color scheme of ice plant (*Mesembryanthemum*); also note trees punctuating the corners of the main quadrangle. It is unclear whether gazania was ever planted in the center circle.⁶⁴

Decoratively designed plantings of ice plant (*mesembryanthemum*) were also slated for the circle drive on the north side of the BOQ (Building 17). As with other orthogonal blocks in the administrative and residential areas of the station, the plan for this block also featured tree-lined streets and shrubbery at the foundation of the building. Other plantings planned for this block included a single tree in each of the two triangular spaces between the north side of the building and the circular drive, and trees lining the parking areas on the east and west ends of the block (**Illustration 9**).

The planting plan for the BEQ quadrangle (Buildings 2, 3, and 4) mirrored the bilateral symmetry of the open space formed by the surrounding buildings. Rows of broadleaf trees lined the walkways on the interior edges of the quadrangle. Paired plantings demarcated the pathways approaching each of the building entries and clusters of Monterey Pines accented the western corners of the quadrangle. The plans called for the quadrangle to be planted with Kikuyu grass (*Pennisetum clandestinum*), the preferred turf for the station (**Illustration 10**).

Planting just south of the Main Gate continued the planting scheme of the entry mall into the triangular shaped area, calling for a lavender white ice plant around the perimeter and golden ice plant within. Single conifer trees were placed at the two southern points of the triangle. Trees lined the streets south of the gate, and dense vegetative cover wrapped around the curved parking area. Kikuyu grass filled in the open spaces between scattered clusters of trees of either side of the triangle (**Illustration 11**).

⁶⁴ Johnson, Drake, and Piper, "Landscaping Section 7 Units C & D Planting Plan," illeg. 1941, Aperture Card 49627, BRAC PMO West Caretaker Site Office, Treasure Island.
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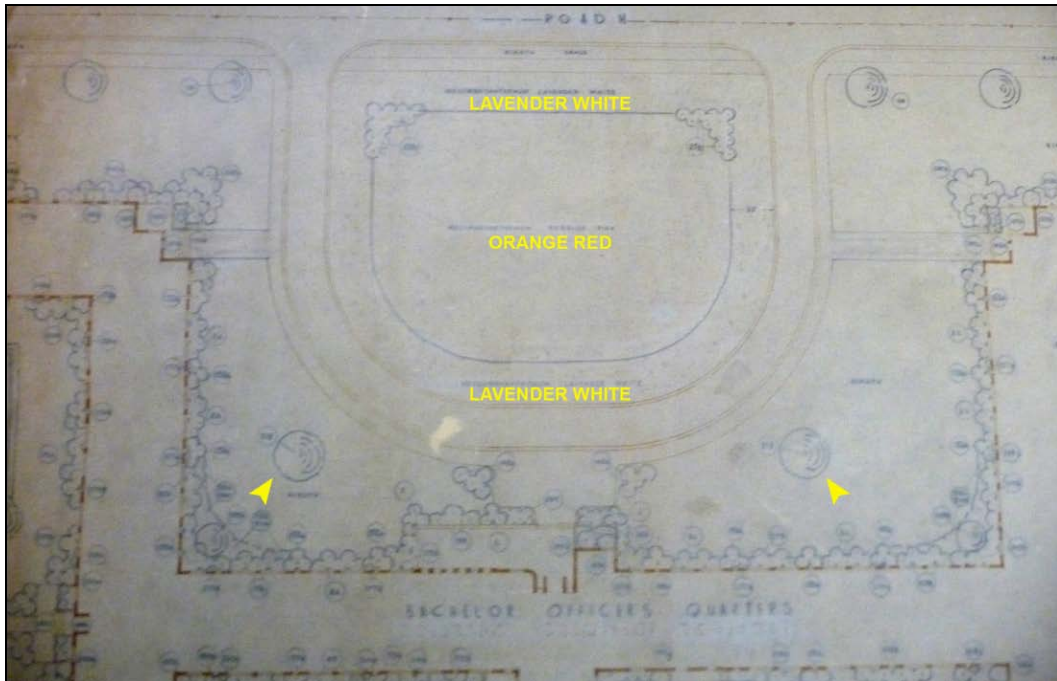


Illustration 9: Portion of BOQ (Building 17) block, 1941 planting plan. Note decoratively planned planting of ice plant within bilaterally symmetrical space formed by circular drive and single trees emphasizing spatial symmetry.

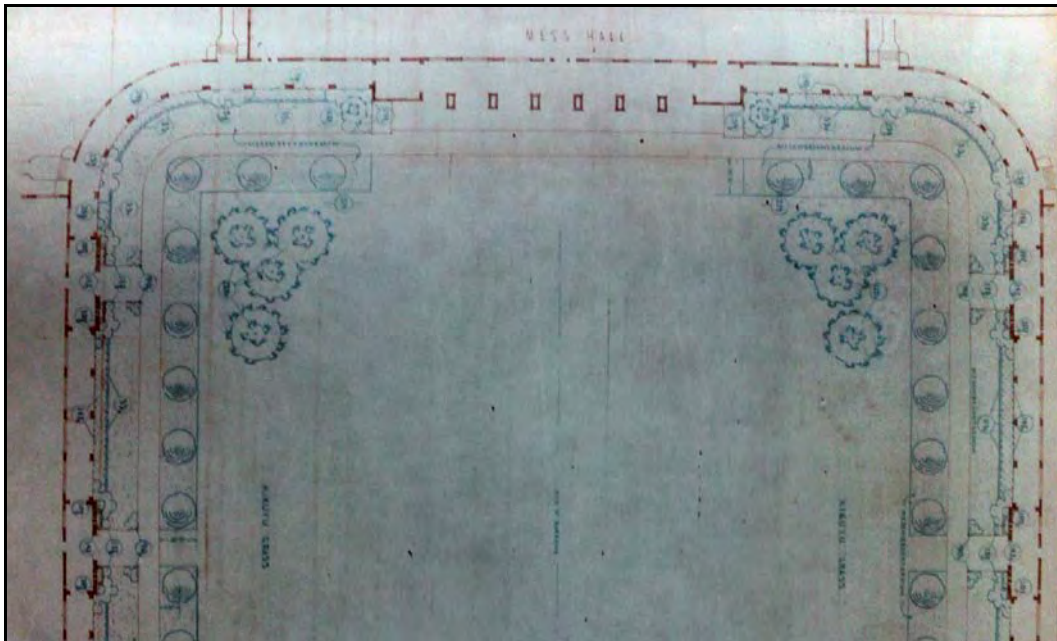


Illustration 10: Portion of 1941 planting plan showing west end of BEQ quadrangle. Note bi-laterally symmetrical plan with tree-lines along walkways, paired trees at building entries, and two clusters of trees punctuating corners of the quadrangle.⁶⁵

⁶⁵ Johnson, Drake, and Piper, "Landscaping Section 7, Unit A – Pt. 1 Planting Plan," August 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.
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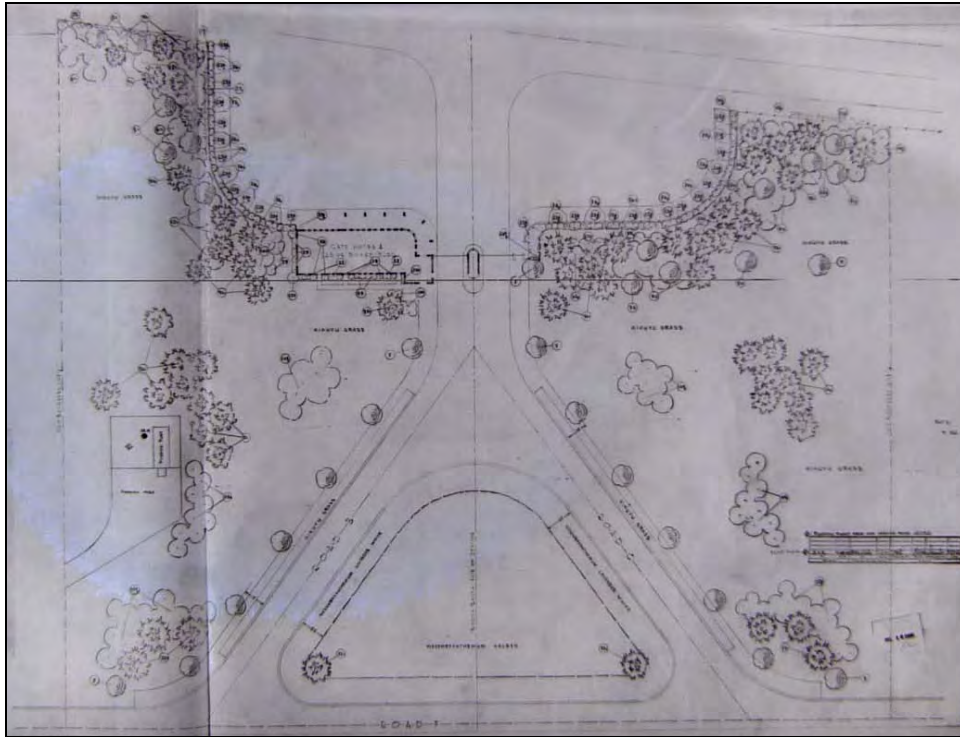


Illustration 11: Portion of 1941 planting plan showing Main Gate.

The patterned planting of ice plant extends north from entry mall into the triangular area.⁶⁶

Tree lines, particularly those composed of black acacia (*Acacia melanoxylon*), were designed to line many of the streets in the northern part of the station, particularly in the administrative and residential areas, which emphasized the orthogonal layout of the station plan. Also common to the planting plans for the administrative and residential areas were mixed varieties of shrubbery placed at building foundations. Plans laid out street trees on all sides of the orthogonal blocks that contained Buildings 1, 16, and 18 (**Illustration 12** and **Illustration 13**).

The planting plan accentuated the median demarcating West Essex Drive as a main axis, rather than a typical interior roadway, with a single line of plantings of fan palms (*trachycarpus*), cross-leaved speedwell (*Veronica decussata*,) and New Zealand Flax (*Phormium tenax*) (**Illustration 14**).

The plans also called for tree lines along the curvilinear interior streets of the Officers' Housing and formal gardens behind each officer's house. In addition to the gardens, each officer's house also had an informal sheltered drying yard to the side of the residence (**Illustration 15**).

Although wartime contingencies prevented full installation of LaVallee's planting plan because funds and effort focused on completion of buildings, housing personnel and vital station activities, the administrative and residential areas of the station all received at least modest, and in some instances, modified implementation of the plan, as discussed herein.

⁶⁶ Johnson, Drake, and Piper, "Landscaping Section B – Unit C Planting Plan," July 1941, Aperture Card 49574, BRAC PMO West Caretaker Site Office, Treasure Island.

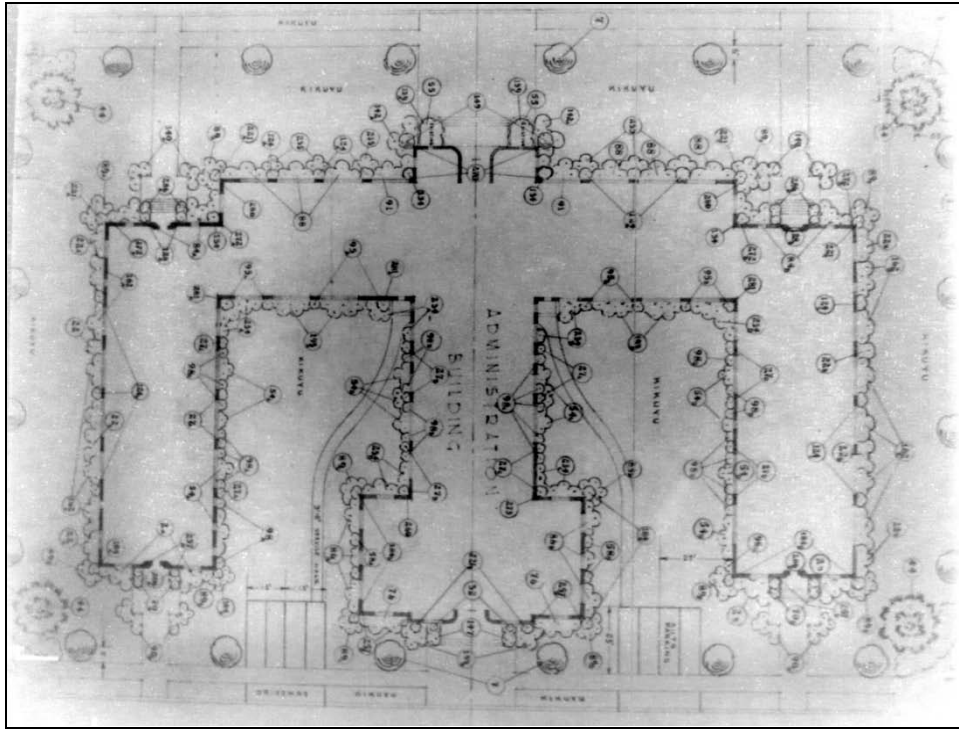


Illustration 12: Building 1 from 1941 planting plan. Note tree lined streets and foundation shrubbery.⁶⁷

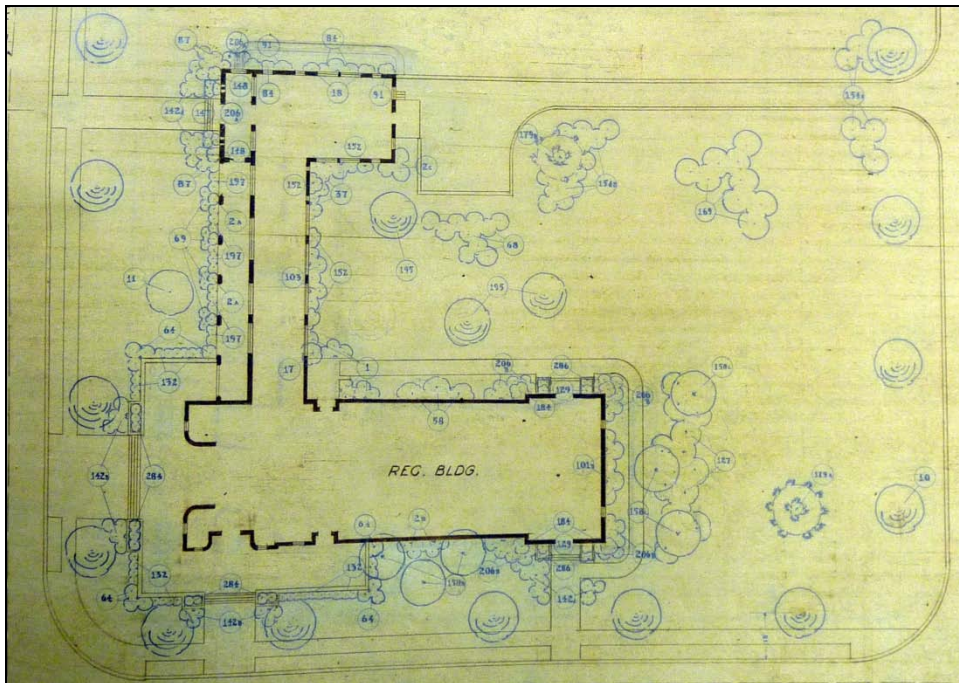


Illustration 13: Building 18 from 1941 planting plan. Note tree lined streets and foundation shrubbery.⁶⁸

⁶⁷ Johnson, Drake, and Piper, "Landscaping Section 7 – Unit B Planting Plan," April 1941, Aperture Card 49628, BRAC PMO West Caretaker Site Office, Treasure Island.

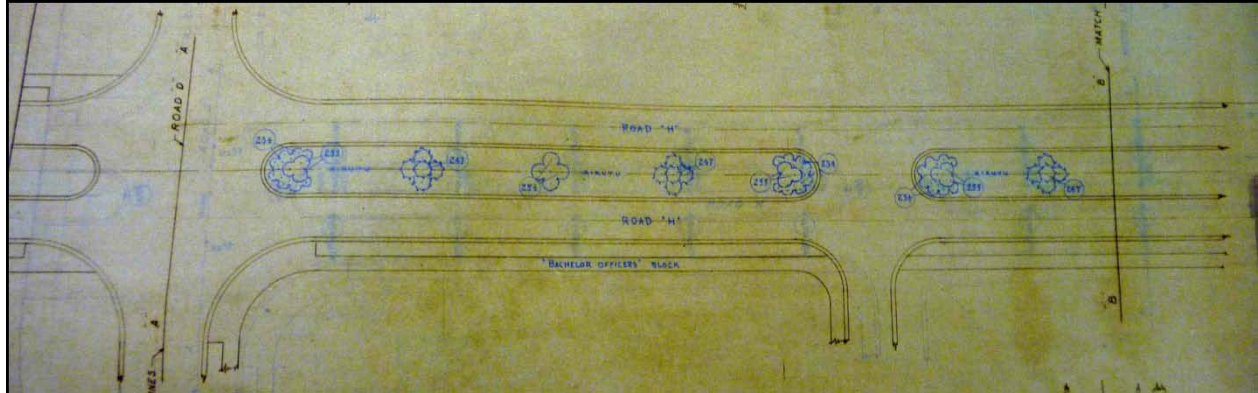


Illustration 14: The only median on the station was located on West Essex Drive.

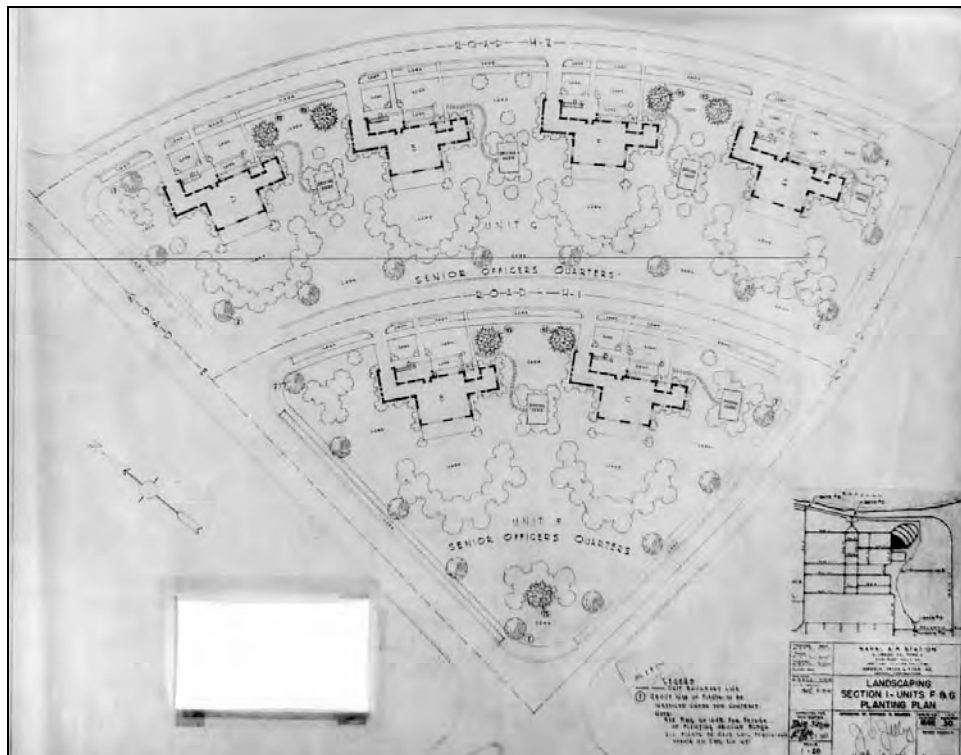


Illustration 15: Portion of the 1941 planting plan for the Officers' Housing.⁶⁹

⁶⁸ Johnson, Drake, and Piper, "Landscaping Section – 1 – Unite – C, Planting Plan," August 13, 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

⁶⁹ "Landscaping Section 1- Units F & G Planting Plan, June 1941," Aperture Card No. 49587, Plans Room, Treasure Island.

World War II (1941-1945)

The demands on naval aviation during World War II transformed NAS Alameda dramatically, requiring the new station to adapt to increased demands and an expansion of its capability. This resulted in additions to and alterations of the station's original design, particularly in the intentionally unplanned, secondary spaces. Although adjustments to the original plan were necessary to accommodate wartime mobilization, the primary elements of the plan – axial layout, spatial relationships, land use, circulation pattern, sightlines – remained generally unaltered from the original execution of the plan during the initial phases of construction. After transferring trees and plants from the GGIE in Spring 1941, the Navy began executing the planting plan Johnson, Drake, and Piper subcontracted Emery LaVallee to design.

In some cases, the need for additional facilities resulted in modifications to the station's original 1939 plan. In peacetime the Navy had a phased program to build the station, which likely would have taken years to complete. Many of these phases were rapidly sped up and completed during the war years. Pre-war construction tended to be of permanent concrete construction, while most buildings constructed under President Roosevelt's national emergency declaration and wartime contingencies were of temporary, wooden construction.⁷⁰ Along with different building designs and materials, the changing war needs resulted in additional construction and modifications to the station's original 1939 plan. Original plans called for the primary east-west axis to create a wide spatial division between the administrative and industrial functions of the station (see **Illustration 5** and **Photograph 65**). Although this axis was first abandoned before the first phase of construction when the landplane hangars were aligned parallel to the Airfield, during the war, the space was filled with shops and training facilities (**Photograph 82**). Initial construction through the space was small, consisting of two engineering buildings (Buildings 42 and 44) and a small weapons shop (Building 43) at the west end. Construction continued in the area with the civilian cafeteria (Building 62) in 1942, Ground Training Building (Building 101) in 1942, Ordinance Office (Building 102) in 1943, Public Works Shop (Building 114) in 1944, and Storage Racks (Building 191) in 1944.⁷¹ The last portion of this axis to be filled was the northern expansion of Building 5, the Interim Overhaul Building, in 1945, which was usually referred to as Building 5A. This addition had not been included in the original station plans and nearly doubled the size of Building 5. Construction through the space originally slated as the primary east-west axis further elevated the primacy of the east-west axis stretching from West Essex Drive through Building 3.⁷²

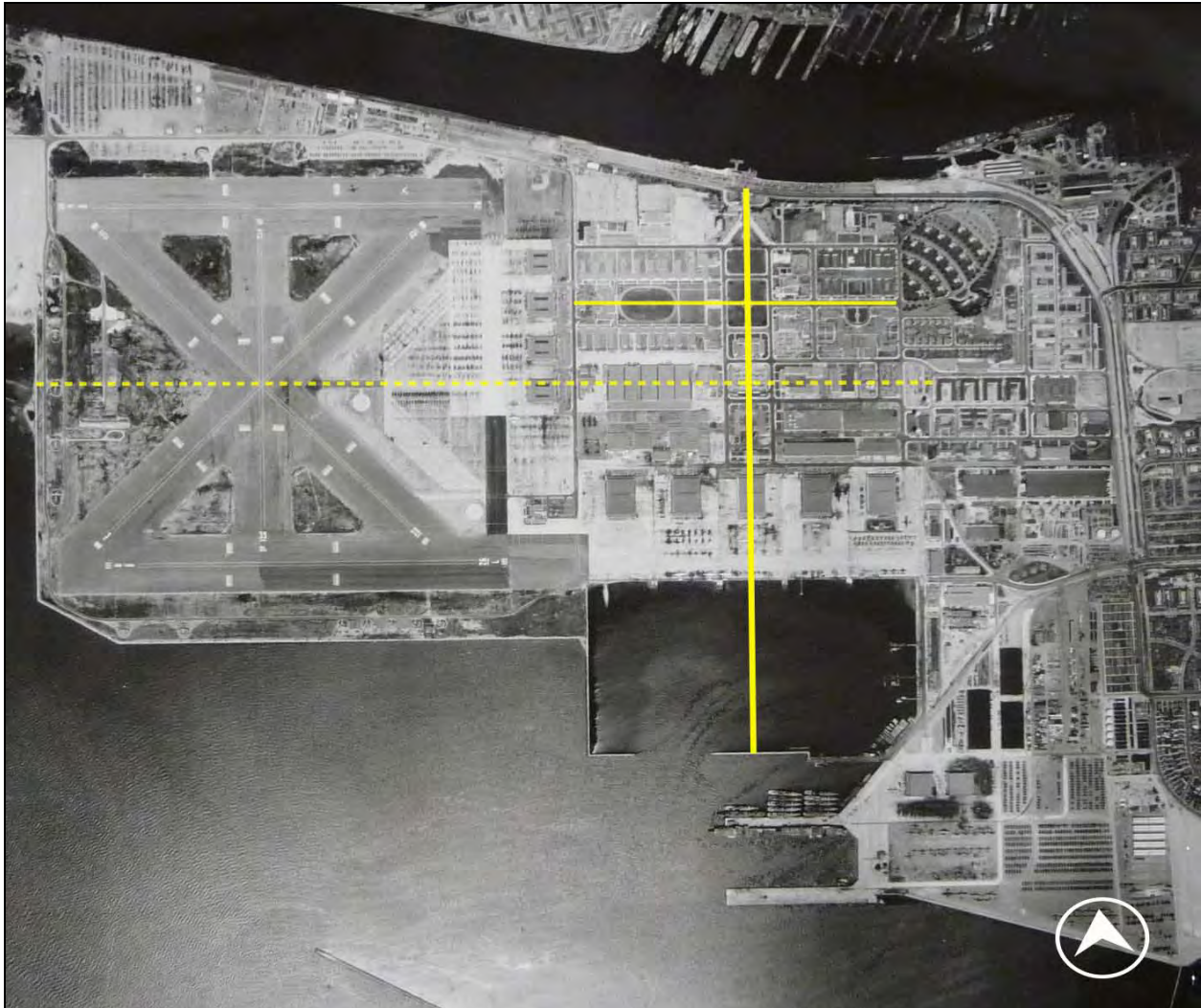
Some wartime construction completed the station's 1939 plan, as some buildings were placed appropriately within the functional layout of the station's original plan, and many buildings were constructed during the war in areas that had been previously unplanned. The Navy, for example, expanded Building 10 in 1945 into the area between Lexington Street (Second Street) and Saratoga Street (Third Street) in order to accommodate additional generators. This building completed the symmetrical design that had been intended for that location.⁷³

⁷⁰ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

⁷¹ Buildings 42,43,44,62,101,102,114,191, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Bureau of Yards and Docks, "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Jones & Stokes, "Historic Properties Inspection Report for the Naval Air Station Alameda Historic District Alameda, California, Final" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, July 2007), 6-73.

⁷² Bureau of Yards and Docks, "US NAS Alameda, California, Interim Overhaul Building, Elevations and Sections A, B, C, D, &E," Yards and Docks #291658, December 16, 1945, Drawer 47, Maps and Plans Room 146, Building 1 on former NAS Alameda, Alameda, California.

⁷³ US Navy, "History of U.S. Naval Air Station Alameda, California, First Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 – 1992, RG 181, NARA (San Francisco).



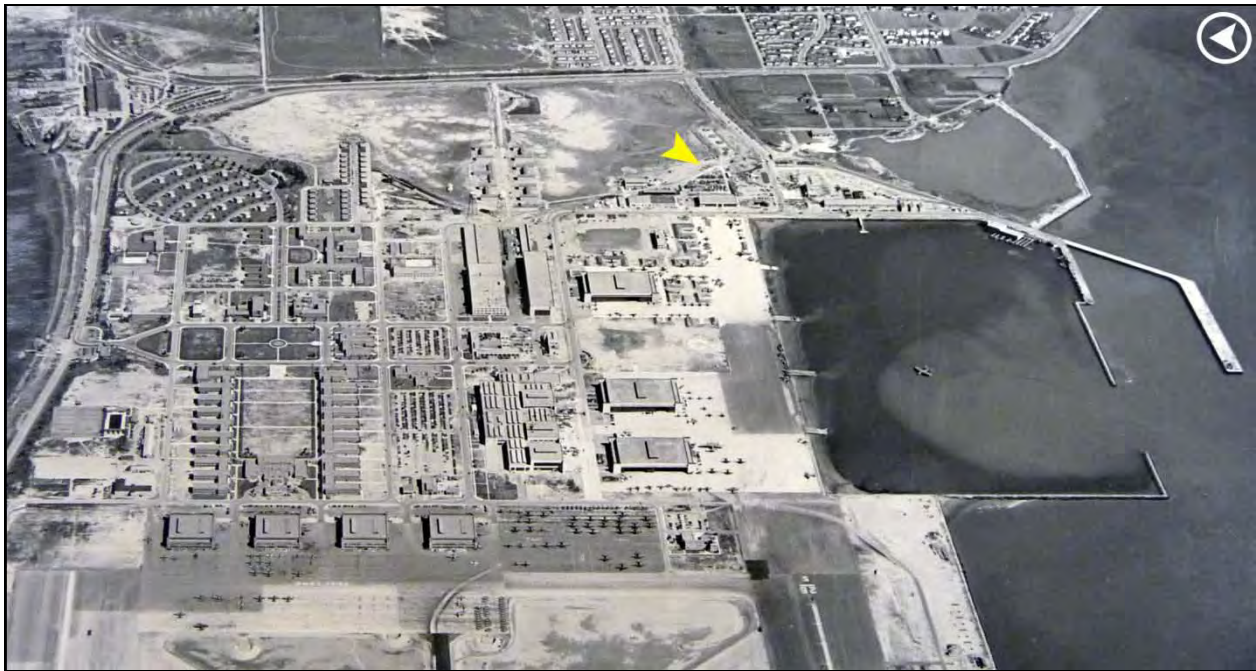
Photograph 82: NAS Alameda axes illustrated on 1948 aerial photograph. The dashed line is the station's initial east-west axis that was not built.⁷⁴

The expanding Supply Department constructed wooden warehouses (Buildings 91 and 92), built in alignment with Buildings 8 and 9, filling in space that had been intended for storage facilities. Increasing numbers of personnel during the war made necessary the expansion of the Enlisted Barracks (Buildings 2 and 4) from 14 to 20 wings, completing their original designs. Previously unplanned buildings included temporary buildings, like the corrugated metal Armco Huts and wood frame barracks.

Growth in station personnel and activities pushed the Navy toward quicker development of unplanned, secondary spaces outside the original design's axial and formal layout. This initially occurred in the triangular shaped area on the east side of the Seaplane Lagoon delineated by railroad tracks and spurs, hemmed in by marsh and undeveloped land (**Photograph 83**). The tracks roughly paralleled the extension of Atlantic Avenue west of Main Street before turning southwest to the single pier that was built with the Seaplane Lagoon. A spur turned northwest providing service to the supply department's buildings in the southeast quadrant of the station core. The original East Gate was located west of where it

⁷⁴ Aerial photograph of NAS Alameda, 1948, Box 1, RG 10, CEC / Seabee Museum, NBVC, Port Hueneme.
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eventually was placed. It was originally located on the extension of Atlantic Avenue where Orion Street is now. This entry was the apex of the triangular land form. The initial plans had treated the area as secondary to the station's main functioning, placing hazardous facilities in the area, such as paint and oil storage and engine test cells. The angular borders prevented a clear orthogonal plan.



Photograph 83: June 1943. Triangular area east of Seaplane Lagoon (area indicated with yellow arrow) was secondary to the station plan. As the Supply Department expanded during the war, the area developed a utilitarian layout and landscape.⁷⁵

During the war, the Navy expanded the Supply Department in this triangular shaped area, east of the Seaplane Lagoon. Assembly and Repair (A&R) would not have been functional without the Supply Department, established on station along with A&R in 1940. It managed purchase and inventory control of aircraft and parts for A&R, aviation supply for forward overseas stations, and station supplies for the exchange, mess halls, and cafeterias. As NAS Alameda's operations expanded, the Supply Department also provided material for the system of outlying fields and auxiliary fields that provided safe landing and operational bases for patrol and carrier squadrons attached to NAS Alameda.⁷⁶ In 1941 the supply staff grew from 50 to 100 and its materials on hand increased from several hundred items to over 20,000. During the first year of the war the department received over \$1.5 million worth of materiel a month and doubled in physical size. Tons of equipment were accepted and shipped from NAS Alameda and sent to the Pacific theater. To support this activity the supply department began warehouse operations in Building 105 (since demolished) along the east side of the Seaplane Lagoon in 1940.⁷⁷ In 1942, four new support buildings (Buildings 66, 67, 77, and 98) were constructed in this area east of the Seaplane Lagoon.

⁷⁵ Aerial photograph of NAS Alameda, June 17, 1943, Box 27, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme

⁷⁶ "Know Your Station: The Story of Supply" *The Carrier*, December 29, 1944, 8.

⁷⁷ US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1, 1940 to 31 December 1958," Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco).

In 1942 – 43, the Navy also expanded the station into the former Peralta land grant between the tide lands and Main Street (**Illustration 16**).⁷⁸ Dredging added land to the station east of Piers 1 and 2 (**Photograph 84**). This allowed for the construction of the two wharfs and Pier 3 in 1945. The original East Gate was moved eastward to its current location (and the location where the East Gate buildings were removed in the 2000s, near Building 90). New buildings constructed in this eastern portion of the base were utilitarian and standardized types, and not in the station's cohesive Moderne architectural style.

This area was also outside the boundary of the planting plan LaVallee designed for the primary parts of the station. This newly reclaimed land was immediately divided into a grid, but unlike the main station north of the Seaplane Lagoon, this area did not have a major central axis, nor did it correspond directly to the station's major north-south axis. Its street and block layout was further differentiated in that the blocks south of Atlantic Avenue and the East Gate were oriented in a more north-south direction, while those in the core area of the station were oriented east west.

The railroad tracks following Atlantic Avenue running diagonally across this portion of the station also disrupted the grid pattern. These tracks pre-dated the Navy's occupation of the site and had determined the southeastern corner of the Seaplane Lagoon and the angle between Piers 1 and 2. The Navy needed rail service and retained them, as well as constructing new spurs to serve Pier 3. Railroad spurs constructed to serve the supply area of the station aligned with the orthogonal plan in the area west of Pan Am Way.⁷⁹ Other changes to the overall size and shape of this part of the station included improvements to navigation that addressed silting in the pier area and turning basin⁸⁰

These new east and southeast areas of the station, largely built as part of the Navy's response to World War II, provided additional space for the supply and A&R departments on NAS Alameda. Warehouses and outdoor storage occupied most of the area south of Atlantic Avenue and the landscape and architecture reflected this utilitarian use (**Photograph 85**). Areas surrounding the additional warehouses and shops were paved to provide easy access for loading and unloading materials into them and the remaining area was either paved roadway or fallow. Southeast of Pier 2, the area remained open for aircraft parking.⁸¹

⁷⁸ Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

⁷⁹ Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial photograph, 1943, NOy 4165, folder 23 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum.

⁸⁰ "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

⁸¹ NAS Alameda ceased using the Homoja housing in 1968 although the Quonset huts remained in place for several more years. The Navy dismantled the civilian labor camp shortly after World War II. Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum; United States, Building the Navy's Bases in World War II, 374. According to *Popular Science* in March 1946 (page 67), Homoja is a compound word derived from the names of Admirals Horne, Morcell, and Jacobs.

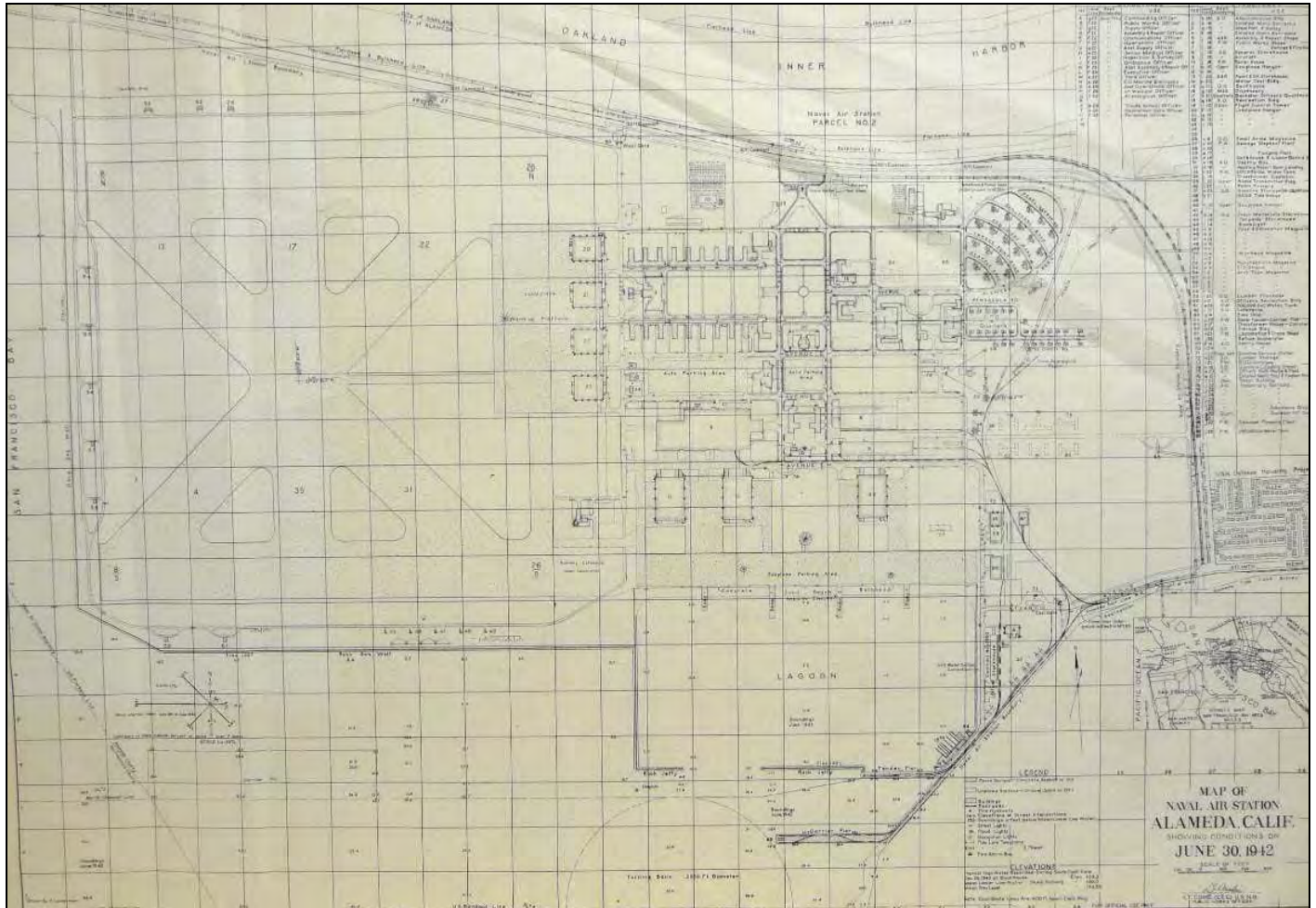


Illustration 16: 1942 Station map showing the encroachment onto Peralta grant land and the addition of buildings east of the Seaplane Lagoon.⁸²

⁸² Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum.
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Photograph 84: November 1944. Newly dredged and filled southeast portion of the station. This area was outside the original station plan, and outside the original planting plan. (Numbers and labels from original photo identification.)⁸³



Photograph 85: September 1945. Southeast portion of the station retained a utilitarian appearance throughout World War II, distinct from the formal design of the core of the station. (Numbers from original photo identification.)⁸⁴

⁸³ “NAS Alameda Homoja Housing looking southwest, Alt. 1000,” November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

The need for station housing – like almost every aspect of activities on the station – increased throughout the war. In 1942 the Navy planned for five new temporary barracks on NAS Alameda.⁸⁵ They were also located in one of the unplanned, secondary spaces of the original station plan, south of the original east-west axis and east of the storehouses. The five temporary barracks (Buildings 78 through 82) were constructed according to the Navy's B-1 plan for H-type barracks.⁸⁶ The Navy had adopted the B-1 barracks design at the end of World War I, and used it through 1942. Only one of these barracks (Building 78) remains on NAS Alameda.⁸⁷ These barracks did not solve the housing problem, so the Navy built additional standard barracks south of Midway Avenue (Avenue C), again in one of the originally unplanned spaces. These barracks used the B-1-B standard plan developed after 1942 that utilized fewer construction materials.⁸⁸ On NAS Alameda, three rectangular B-1-B barracks were arranged in U shapes. These were constructed in two phases in 1943 and 1944, and filled the remaining northeast corner of the station from Tower Avenue (Avenue F) to Main Street (**Photograph 86**).⁸⁹ Quonset huts were erected south of the East Gate under the Homoja Program for temporary housing of sailors' families staying on base for 60 days or less.⁹⁰ All of the temporary housing in the east portion of the station bound by West Midway Avenue to the north, Orion Street to the east, West Tower Avenue to the south and Moonlight Terrace to the west, except Buildings 78, 135 and 137, were subsequently demolished over several decades following World War II.

Completion of the runway system on NAS Alameda was a pressing wartime concern. Dredging and landfill created the Seaplane Lagoon and central portion of the station first, with construction starting on station buildings before the Airfield was complete. The initial runway layout was a sideways W shape; however, the Navy modified this plan by 1940, opting for a layout of five runways that resembled a capital "I" superimposed over a capital "X." Two short runways ran west to east and formed the top and bottom bars of the "I" and a single, north-south runway formed the center stem of the "I." Two runways, running northwest to southeast and southwest to northeast respectively, formed the "X." The center axis of the three runways was aligned with the main east-west axis of the station (**Photograph 87**). The number of runways and their alignment were designed to ensure that aircraft could operate regardless of wind direction. Construction of the Airfield lagged behind the rest of the station as the extensive dredging project worked to generate enough fill to create more than 348 acres of land. Dredging continued until September 1941 and two months later, despite work having barely begun on the Airfield, the Navy began using it. Entry into World War II hastened completion as station authorities quickly built earthen revetments on the Airfield and near the hangars for the protection of aircraft and materiel. The Navy also installed weapons magazines around the edge of the Airfield to keep hazardous items a safe distance from other station activities. Despite its flat appearance the grade of the Airfield was slightly domed to assist drainage. By November 1942 the combined I and X shaped runway system was complete and was installed with no traditional landscaping.⁹¹

⁸⁴ "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

⁸⁵ US Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 48.

⁸⁶ USGS, *Oakland West Quadrangle* (Washington, D.C.: USGS, 1949); US Army Corps of Engineers, *World War II Temporary Military Buildings*, 50.

⁸⁷ US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48; Building 78, *iNFADS*, 2008.

⁸⁸ US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.

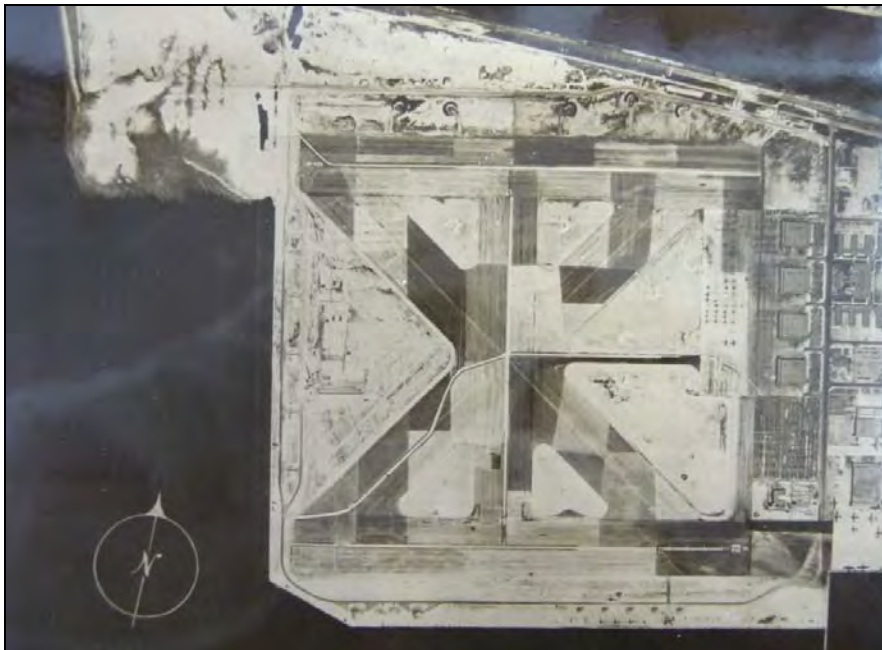
⁸⁹ Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks Triple Unit Plan and Details," Yards and Docks Specification # 12146, November 24, 1943, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks, Bachelor Officers Quarters and Sea Plane Hangar Foundation Plot Plan Barracks Area," Yards and Docks # 317552, April 10, 1944, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

⁹⁰ United States, *Building the Navy's Bases in World War II*, 374.

⁹¹ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; and Michael D. Roberts, *Dictionary of American Naval Aviation Squadrons* (Washington, D.C.: U.S. Department of the Navy, Naval Historical Center, 2000), 737.



Photograph 86: Construction of temporary style barrack on east end of NAS Alameda, 1944. Numbers indicated specific projects on original photograph.⁹²



Photograph 87: The Airfield in 1943.⁹³ Note shape and size, compared to modifications made in the 1950s (see below). Also note that it is a vast, paved space without formal plantings.

⁹² NAS Alameda B1B Barracks Looking NW, Alt. 1000', November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

During the war the Navy further modified the Airfield to accommodate growing station activities. The warm-up and parking apron was increased from a rectangle in front of Buildings 20-23 to a larger triangular shaped area set between two diagonal runways. On the north edge of the Airfield, there was storage for aircraft requiring repair and a supply department salvage yard. The station landfill at the northwest corner of the Airfield continued to expand the station's landmass.⁹⁴

The station workforce expanded to 18,000 military personnel and 9,000 civilian workers during the war, putting a strain on available transportation and newly established circulation patterns on station.⁹⁵ The orthogonal organization of roads within the station continued to function well; however, the need to get civilian workers efficiently on and off station challenged officials. Public transportation in the form of buses, trains, and ferries, left workers at the station gates, and the increasing numbers of workers who carpooled to the station parked at the north and later east gates, also had to walk relatively long distances. Inadequate parking space was a problem from the beginning and continued to plague the station throughout the subsequent Cold War era. Parking was originally provided for officers in their housing areas and there was some limited parking in the administrative areas, but it fell woefully short of the spaces needed. Station officials developed an early solution by creating additional parking along the former east-west axis and around shop facilities. A transportation hub was created in the center of the station just south of the Administration Building (Building 1) at the center of the main axis (**Photograph 88**). Parking in the administrative area increased significantly south of Building 16 (where Building 7 now sits) during the war (as well as during the 1950s to 1980s), and filled a quarter of the block. The station constructed parking for the CPO Housing in 1945, just as the war came to an end. Throughout the changes made to address the growing need for parking, the station retained the open spaces at the entry mall and BEQ quadrangle.



Photograph 88: War time shift change at Building 5 showing transportation pool behind Building 1 and Building 6 on the right. Also note building setback, lawn and foundation shrubbery at Building 6.⁹⁶

⁹³ "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁹⁴ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum.

⁹⁵ Jean Ebbert and Marie-Beth Hall, *Crossed Currents: Navy Women from WWI to Tailhook* (Washington, D.C: Brassey's, 1993) 27-34; Susan H. Godson, *Serving Proudly: A History of Women in the U.S. Navy* (Annapolis, Maryland: Naval Institute Press, 2001), 106-112, 117-119; and Allbrandt, *History*, 5; "Wave Lengths," *The Carrier*, January 28, 1944; "Wave Lengths," *The Carrier*, May 5, 1944; "Girls in Blue Perform Many Tasks at NAS," *The Carrier*, August 20, 1945, 3.

⁹⁶ *The Carrier*, December 15, 1944.

Execution of the Planting Plan during World War II

By January 1942, one month after the United States entered World War II, many of the trees transferred from Treasure Island, and called for in LaVallee's plan, had been planted on the station. Black acacias lined the curvilinear streets of the Officers' Housing, clusters of trees punctuated the four corners of the entry mall, the south corners of the triangle south of the main entry, and the west end of the BEQ quadrangle, and the median along West Essex Drive had an evenly spaced row of plantings (**Photograph 89** and **Photograph 90**).

Aerial photographs indicate that by 1943 the Navy had implemented the planned decorative planting of ice plant throughout the entry malls and triangle (**Photograph 91**). Colorized postcards depicting the station feature the ice plant prominently, exaggerating the vibrancy of the colors (**Photograph 92** and **Photograph 93**). By 1945, historic photographs indicate that the iceplant had become rather unruly with an uneven, un-manicured appearance (**Photograph 94** and **Photograph 95**).

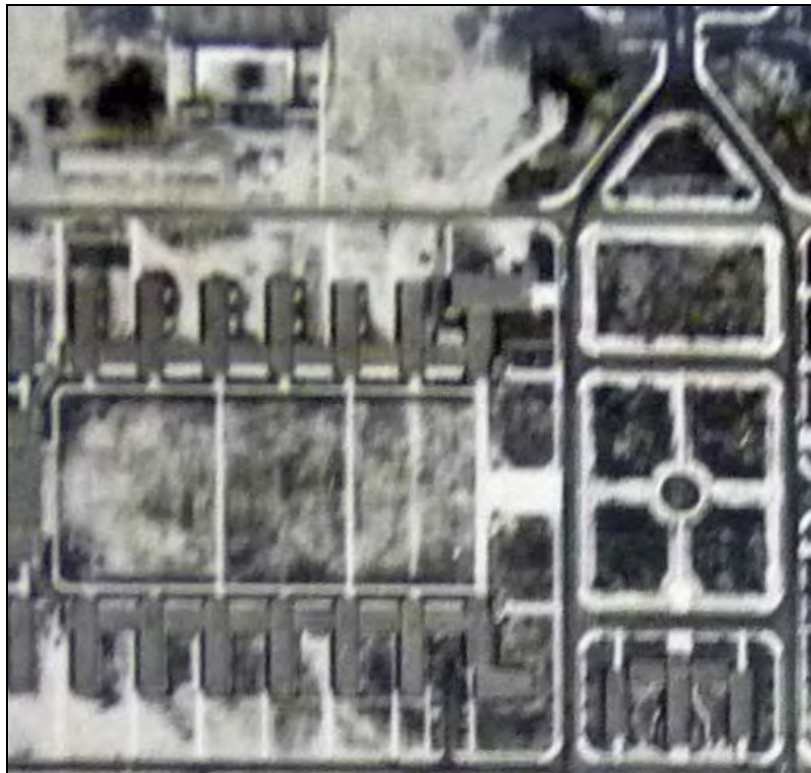


Photograph 89: January 1942. Street trees in Officers' Housing (1); Plantings along West Essex Drive (2); Clusters of trees planted at west end of BEQ quadrangle (3); Clusters of trees planted at four corners of entry mall (4); and trees planted at south corners of entry mall triangle (5).⁹⁷

⁹⁷ Graphic base from "NAS Alameda, Alt. 5000 ft horizontal distance 10,000 8 ¼ in lens looking west, passive defence photo," January 28, 1942, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 90: Housing for married officers circa 1945 as seen from back (southwest side). Implemented landscaping included foundation plantings and shrubs and street trees.⁹⁸



Photograph 91: 1943.⁹⁹ Monochromatic sections of ice plant plantings visible around edges of entry mall and through paths and around circle large quadrangle.

⁹⁸ Photograph 121-3, circa 1945, RG5, CEC / Seabee Museum.

⁹⁹ "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 92: Period postcard depicting Building 1, circa 1943. Colorized postcard exaggerated the vibrancy of ice plant in entry mall.



Photograph 93: Period post card depicting Building 94, circa 1943. Colorized postcard produced contemporaneously with **Photograph 92**. Again, vibrancy of the color scheme of ice plant is exaggerated. The photo does, however, indicate that the bi-chromatic planting scheme was executed.



Photograph 94: 1945. Photo taken from northeast side of large entry mall facing west toward BEQ quadrangle. Tree at right foreground is at the northeast corner of the entry mall; trees at right background are those located at northwest corner of entry mall. Also note un-manicured groundcover in entry mall and sporadic coverage in planting strip in foreground.¹⁰⁰



Photograph 95: 1945. Building 1, facing south from circular space in the center of the entry mall.¹⁰¹

¹⁰⁰ “General View of Enlisted Barracks & Mess,” May 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰¹ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California.*, 27.

The formal entry mall was not the only area of the station that received vegetation during World War II. As the war progressed, the Navy made continued progress executing the primary elements of the planting plan in the designed areas. Administrative buildings and major buildings in the Administrative Core received formal plantings – street trees, foundation shrubbery, and ground cover. Neatly tended grass, foundations shrubs, and street trees were planted at buildings along the entry mall. Paired plantings were found throughout the planting plan, and many of these were also executed during the war, particularly flanking the walkways at the approaches to the BEQ (**Photograph 96, Photograph 97, Photograph 98**).¹⁰²

The Shops Area, a functional area expanded during the war, also had some formally planted areas, particularly at the buildings adjacent to the main north-south axis, Buildings 6, 8, 62 (see **Photograph 96**), and 114. Buildings at the northwest corner of the Shops Area – Building 42, 43, 44 and 102 – also had deep setbacks planted with lawn and foundation shrubbery.¹⁰³

Between 1944 and 1945 adaptations were made to the large quadrangles in the Administrative Core, both the entry mall, and the BEQ quadrangle. The east-west path bisecting the large entry mall was extended through the circular center circular path, creating a more direct route across the quadrangle. In the BEQ quadrangle, the westernmost path was removed and a sporting field was added. The addition of the field did not appear to have disrupted other plantings in the immediate vicinity (**Photograph 99**).



Photograph 96: 1944. In addition to the plantings present by January 1942, this photograph indicates the presence of foundation shrubbery around the east ends of Buildings 2 and 4 (1), and on the south side of Building 18 (2). Street trees are present around Building 1 (3). Also present are paired plantings flanking the pathways approaching the east ends of Buildings 2 and 4 (4) and the BEQ quadrangle (5). Parts of the Shops Area also had formal plantings, as seen here at Building 62 (6).¹⁰⁴

¹⁰² Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/Seabee Museum.

¹⁰³ Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/Seabee Museum.

¹⁰⁴ "Assembly & Repair Department, NAS Alameda- January 1, 1944," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.



Photograph 97: 1945. Building 4 at left, camera facing west. The tree line depicted in the planting plan had been executed (right), and like other buildings in the Administrative Core, Building 4 had foundation shrubbery.¹⁰⁵



Photograph 98: 1945. Building 18 taken from center circle of entry mall. Note consistent spacing of foundation shrubbery on west side of building and free-standing concrete planter left of entry.¹⁰⁶

¹⁰⁵ "Alameda, California NAS, Enlisted Bks, and Mess," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰⁶ "Theater," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 99: September 1945. The western pathway bisecting the BEQ quadrangle was removed to make room for a sporting field. Also note the extension of the path through the circular area in the center of the entry mall.¹⁰⁷

Summary of the World War II Era

By the end of the war, the station had grown to accommodate 158 buildings with remarkably little interruption to the original 1939 station plan. The operational units remained intact, with only minor adjustments to their boundaries (Shops Area expanded north to West Midway Avenue) as the Navy built core portions of the original layout. Extensions of the functional areas were developed during the war in the southern and eastern portions of the station. Station personnel and employees, of course, quickly nicknamed various areas. The massive concrete BEQ constructed before the war was known as the “Marble Mansion,” whereas the temporary wooden barracks became known as “Splinterville.”¹⁰⁸ Splinterville, first used to orient quickly-inducted Navy personnel to military life, was initially the Receiving Unit, and operated semi-autonomously. Later official records refer to the area as East Barracks.¹⁰⁹ Land at the northern edge of the Airfield where damaged aircraft were stored before overhaul was commonly known as “Siberia.”¹¹⁰

Throughout the war the Navy continued construction to increase the operational capacity of the station. Pier 2, the aircraft carrier pier, was constructed of reinforced concrete on cast concrete pilings in 1941.¹¹¹ Pier 3, a second, larger carrier pier, was added in 1945 late in the war to accommodate the Navy’s ever larger ships. Navigation in the station’s channels was hampered by silting in the pier area and turning basin. In 1945 the Navy hired the Basalt Rock Company of Napa to build another mile-and-a-quarter breakwater south of the piers, to protect them from storm damage and reduce

¹⁰⁷ Graphic base from: “Assembly & Repair Buildings, NAS, Alameda-September 1, 1945,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

¹⁰⁸ Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

¹⁰⁹ US Navy, “History of U.S. Naval Air Station Alameda, California First Quarterly Installment, 1945,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹¹⁰ Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

¹¹¹ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

silting in the channel and turning basin.¹¹² The new breakwater was the result of three years of design and testing by the Army Corps of Engineers.¹¹³

Vegetation was added throughout the Administrative Core, the Residential Area, and to a lesser degree, the Shops Area. In most cases, the vegetation that was planted followed the planting plan LaVallee designed in 1941, however, adjustments, modifications, and editing also occurred in the implementation of the planting plan.

Throughout the war years, NAS Alameda served a valuable role in naval operations and demonstrated the critical role aviation had within Navy strategy and operations. Swarms of Navy and civilian personnel carried on activities aimed at providing support services to the striking arm of the fleet. Its training facilities prepared service personnel for duties in forward areas, and air crews in flight operations. Its shops and repair facilities assembled aircraft and returned battle-damaged aircraft to the fight. It provided a homeport for combat ships, and a resupply and service location for their crews and equipment. In all of this, NAS Alameda was like the many naval facilities around the San Francisco Bay, along the Pacific Coast, and along the Atlantic seaboard – it helped keep the Navy fighting.

Cold War Era (1946-1989)

At the end of World War II, the United States and Soviet Union emerged as the world's two major powers. Fueled by a clash of ideologies, a new state of hostile relations between the United States and its allies against the Soviet Union, the Peoples' Republic of China, and their client states developed into a "Cold War" of propaganda, economic pressure, and covert actions. From its beginning in 1946 until the dismantling of the Berlin Wall in 1989, the Cold War era was a period of great military expansion to meet the perceived threat from the nation's adversaries. While the United States followed its policy to contain communism, the international community widened its influence in dealing with conflicts around the world through the efforts of the United Nations. In the United States, the race to develop and deploy advanced weapons for defense and deterrence led to the rise of an extensive defense industry, which provided the military with a flow of new technologies and improved equipment. Although the Cold War was marked by expanding nuclear capabilities, conventional weapons and strategies were the major instruments used by the U.S. military to shape the outcome of conflicts throughout the period. Specialized facilities of this period – for example what is now Naval Air Weapons Station China Lake – contributed to the improvement, development, testing, and evaluation of new weapon technologies; however, NAS Alameda, like most stations, continued to support active military and routine missions and operations. Through the early Cold War, NAS Alameda and other air stations adapted to service new technologies and equipment developed elsewhere by adding facilities to accommodate and maintain jet aircraft and other conventional weapons. However, technology outpaced the station's development. The expansion of San Francisco Bay Area urban development, expense of maintaining facilities, and reorganization of Naval shore establishments with changing missions and military requirements led to the eventual decommissioning of the station after the Cold War ended.

The conclusion of World War II with the atomic attacks on Japan encouraged a belief that future conflicts would involve strategic nuclear bombing. The Army and Air Force took the view that the Navy, despite its successes in World War II, was obsolete. The Navy struggled for survival, focusing on efficiency, modernization, and fighting limited to conventional warfare. During this period the Navy increased carrier capacity to accommodate strategic bombers, updated aircraft technology, and initiated guided missile programs. This placed the Navy in a strong position when the Korean War, a limited conventional war, began in 1950.¹¹⁴

¹¹² "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹¹³ R. A. Jackson and R. Y. Hudson, United States Department of the Army, Corps of Engineers, Mississippi River Commission, *Technical Memorandum No. 2-242, Breakwater Location U.S. Naval Air Station, Alameda, California, Model Investigation* (Vicksburg, Mississippi, Waterways Experiment Station, December 1947), 1-2.

¹¹⁴ Nathan Miller, *The US Navy: A History* (Annapolis, Maryland: Naval Institute Press, 1997), 247-250.

In the years immediately following World War II, NAS Alameda's main role was storage. Seventeen ships of the Pacific reserve fleet were moored at the station. The A&R department continued to process aircraft, applying coating parts to preserve them. The Navy stored aircraft and aircraft components both on the station and in other repositories nationwide. Meanwhile tons of equipment, supplies, and parts were returning from the Pacific Theater and the supply department processed these for sale or reuse.

NAS Alameda, like many other military installations in the immediate aftermath of World War II, experienced a rapid reduction in force. The Navy's demobilization plan called for the service to shrink to one-third its 1945 size. By August 1946, a year following the Japanese surrender, the station's force had been reduced from 18,000 military personnel to 187 officers and less than 1,800 enlisted personnel. Aircraft and aircraft parts were preserved and stored for future use; and seventeen vessels, including two decommissioned aircraft carriers, *Enterprise* (CV-6) and *Hancock* (CV-19), were moored at piers on NAS Alameda as part of the Pacific Reserve Fleet. The reduction in staff and material led to a station-wide emphasis on efficiency and the goal of completing more with less. Consolidation of activities and the development of new services helped keep NAS Alameda an active part of the Navy's operations.

The elements of the landscape that had taken shape during initial construction and wartime – station layout, circulation patterns, land use areas, sightlines and view sheds, and implementation of the planting plan – remained intact during this period of NAS Alameda's development. The planting plan, the most transient of landscape elements, matured in the early years of the Cold War, and elements of the original planting design were modified, particularly in the entry mall. Rather than the wide swaths of ice plant bisecting the entry mall as depicted in the original design and implemented by 1943, shortly after the war, the swaths were replaced by two lines of plantings running north-south through the entry malls (**Photograph 100** and **Photograph 101**).

By the early 1950s, the Public Works department on NAS Alameda had a crew of 24 workers whose job was to keep the grounds of the station in "park-like shape." In 1951, *The Carrier* published an article that listed the inventory of vegetation on station as 60 acres of lawn, 8,000 – 9,000 trees and shrubs, and acres of flower beds. The gardener in charge of the greenhouse was tasked with making sure there were always enough plants available to "replace plants past their peak or to go into new locations."¹¹⁵

NAS Alameda entered the jet age as a well-organized and complete air station at rest, but the Korean War catapulted the station back into action. In June 1950 communist North Korean forces crossed the 38th parallel and invaded South Korea. The United States, in conjunction with United Nations forces, came to the defense of South Korea. Unlike the nuclear war for which the Air Force and Army had prepared, this was a limited conventional war. Because of small targets and fewer bases in the combat theater for bombers, most aerial combat operations fell to the Navy and its aircraft carriers. Successful operations in Korea resulted in additional funding for the Navy, construction of the larger *Forrestal* class aircraft carriers, and accelerated conversion to jet aircraft.¹¹⁶

The outbreak of the Korean War in 1950 prompted the Navy to expand operations on NAS Alameda. With President Harry Truman's authorization of U.S. air and sea forces to assist South Korea, NAS Alameda-based Carrier Division 3 launched the first air strikes against North Korean troops. The station itself returned to a wartime footing with well-understood organization, both administrative and spatial. NAS Alameda inaugurated a 48-hour workweek and the O&R Department (name changed from A&R to reflect the change in tasks that did not include aircraft assembly) instituted 10-hour shifts. The Navy brought back into service nearly 270 mothballed aircraft, re-commissioned previously decommissioned ships, and called in reservists. A thousand additional civilians were hired to meet expected wartime demands for aircraft repair and support. By the fall 1951, NAS Alameda was the largest naval air station in the county

¹¹⁵ *The Carrier*, "PW Crew Keeps Station Green," June 1, 1951: 6.

¹¹⁶ Miller, *The US Navy*, 251 and 253.

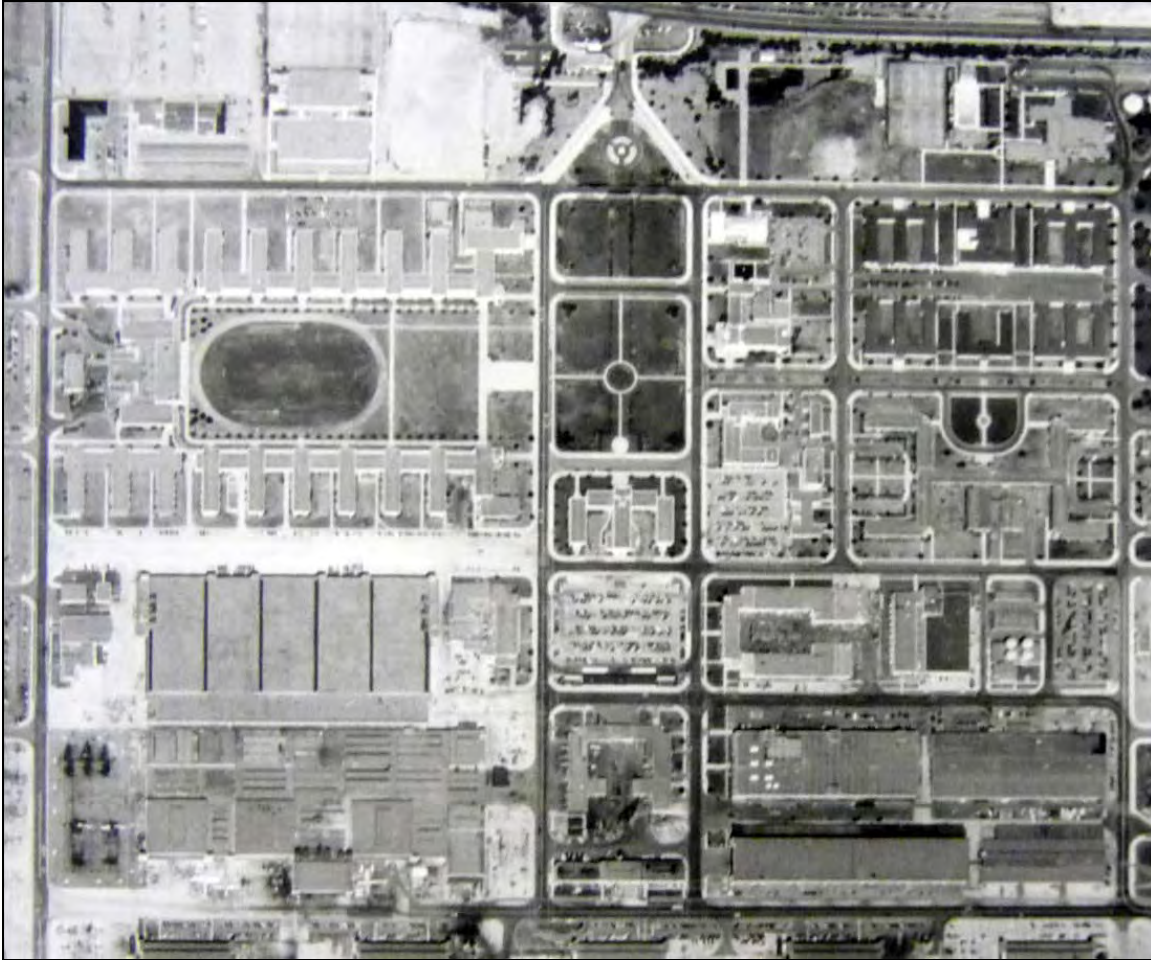
*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

with 15,000 military and civilian personnel in eight departments.¹¹⁷ As during World War II, NAS Alameda teemed with activity as an industrial facility, airfield, and small city. There was constant activity on base, punctuated by civilian employee commuting rush hours that were handled in three shifts to accommodate the great number of personnel coming aboard and leaving the base (**Photograph 102**). Most of the activity occurred in the facilities that had been built and used during World War II.¹¹⁸



Photograph 100: Ariel Photograph, 1948.¹¹⁹ After World War II, vegetation matured, more trees were planted along the northern border, and the planting plan in the entry mall was altered.

¹¹⁷ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 9-10.

¹¹⁸ Baack, oral history interview, December 8, 2009; Bronson "Chief" Parry, former Navy Chief Petty Officer who served on NAS Alameda (1966-1976), oral history interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 22, 2009.

¹¹⁹ "N.A.S. Alameda, Calif. Vertical alt. 10,000' F-6," May 10, 1948, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.



Photograph 101: Oblique aerial photograph, 1950.¹²⁰ Entry mall, facing south. Planting plan has been altered from original design to include the lines of plantings running north-south through the entry mall. Also note installation of new planting around monument in triangle.



Photograph 102: Overhaul & Repair Department shift change, Building 5A, ca. 1954.¹²¹

¹²⁰ *The Carrier*, October 19, 1950: 1.

¹²¹ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

Aircraft technology had changed since the beginning of World War II through the outbreak of the Korean War and as a result, NAS Alameda updated its facilities to accommodate these new aircraft. The new faster, larger, and heavier aircraft required longer runways and maintaining them required larger engine re-work facilities and test facilities. Modifications would change the relationship between the Airfield and the rest of the station and continue filling the entire station with operational facilities.

The changed position of the United States in the world meant that demobilization following the Korean War was more limited than that following World War II. This new position, along with the introduction of new technologies to the military continued the expansion of NAS Alameda that began during the Korean War into the following decade. The station received additional facilities to support jet aircraft and updated facilities for nuclear powered ships. Between 1947 and 1952, the percentage of jet-powered Navy aircraft increased from less than one percent to almost 20 percent. By the late 1950s, more than half of the engines that propelled Navy aircraft were either turboprop or turbojet. The Navy operated nearly 10,000 aircraft, making it the third largest air force in the world behind the U.S. Air Force and the military of the Soviet Union. By the early 1960s, NAS Alameda was no longer servicing propeller aircraft. More sophisticated jet aircraft had more demanding maintenance requirements, and NAS Alameda was among the Navy's facilities best suited to do so.¹²² The Navy's growing reliance upon new technology also required a highly trained support staff. Retention of military personnel with such expertise required upgraded housing, morale, and recreational facilities.

Following the end of the Korean War, the United States and Soviet communist forces met largely in proxy wars using conventional weapons. The Navy continued to be an important tool in these conflicts because it was able to project force around the world, illustrating support for U.S. allies. This period, however, was exemplified by deployment of many new, technologically-advanced weapons developed in the previous years. The launch of Sputnik in 1957 accelerated the arms race. No longer were aircraft required for the delivery of nuclear warheads. The Air Force, Army, and Navy all developed their own Intercontinental Ballistic Missiles (ICBMs). The Navy's Polaris ICBM could be launched from a submarine. The Navy constructed new nuclear powered ships armed with guided missiles. Throughout this period the Navy, like the other service branches, focused on developing and deploying these and other new military technologies.¹²³

Although American military advisors had been involved in Vietnam since the 1950s, direct involvement in the conflict of personnel stationed on NAS Alameda did not occur until North Vietnamese torpedo boats reportedly fired upon two American destroyers operating in the Gulf of Tonkin. The incident resulted in passage of the Gulf of Tonkin Resolution by Congress in August 1964. Thereafter President Lyndon Johnson increased the United States role in 'containing' the North Vietnamese Communists. The Navy participated in bombing targets in North Vietnam and operated blockades and patrols in the Mekong Delta. With increased involvement in Vietnam, the Navy faced the challenges and increased demands were placed upon military personnel. Physical and mental hazards as well as casualties increased, and repeated deployments to Vietnam were challenging for personnel and their families. During this time, Secretary of the Navy Admiral Elmo Zumwalt initiated a program focused on paying more attention to MWR needs of personnel. NAS Alameda worked to improve its MWR facilities on station, as well as repair and supply facilities, to support military personnel during increased Vietnam operations. As part of the morale boosting efforts of the station when incoming carriers from Vietnam came to port on NAS Alameda, there was an effort to honor returning military personnel with large welcoming crowds.¹²⁴

¹²² Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 12 and 15.

¹²³ Nathan Miller, *The US Navy*, 255-260; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-6 – 8-10.

¹²⁴ Nathan Miller, *The US Navy*, 263-270; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-10 – 8-12; Baack, oral history interview, December 8, 2009.

Following the Vietnam Conflict the U.S. military entered a period of uncertainty as the nation's foreign policy adapted to new conditions. After 1977, President Carter's administration focused on supporting the North Atlantic Treaty Organization rather than exceeding the Soviet military build-up. As a result, Congress cut budgets for new ships and deferred improvements to the Pacific Theater forces. The military also became a completely volunteer force, necessitating changes in recruitment, retention, and advancement policies for military personnel. This continued the demand for increased attention for MWR facilities. The trend for reduced spending and the European focus of the late 1970s was completely reversed in the 1980s by the Regan administration, with increased spending on new and technologically-advanced ships and submarines. The new focus was on technologically superior weaponry, and quick military responses required the use of naval forces to dispel unrest around the world through the end of the Cold War. Congress again cut military spending in the late 1980s and the Cold War ended with the dismantling of the Berlin Wall that accompanied shifts in power in Eastern Europe in 1989. Contracts for new ships, submarines, and aircraft were cancelled. During this period, Congress initiated a process known as Base Realignment and Closure (BRAC) to reduce the number of military installations to sustainable levels.¹²⁵

Evolution of the NAS Alameda Landscape during the Cold War

The following discussion addresses the evolution of and changes over time to NAS Alameda and its landscape during the Cold War period (1946-1989). It is presented by functional area, corresponding with the description of existing conditions. The functional areas are: Administrative Core, Shops, Residential / MWR, and Operations. These functional areas were first established as an organizational tool for understanding the station's design in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District." This CLR changes the name for one of the functional areas. The Hangars Area from the 1997 report is now the Operations Area, reflecting the wider functions of the area in which the hangars are situated and their relationship with adjacent spaces including the Seaplane Lagoon and the Airfield. The Operations Area also includes the waterfront / piers area.

Administrative Core

Through the Cold War period, the entry mall continued to serve NAS Alameda as a formal space at the center of the Administrative Core. By the late 1950s, aspects of the entry mall had been altered, perhaps to provide a suitable space for parade grounds. A photograph dated May 1958 shows that the decorative plantings bisecting the entry mall that were present in the early 1950s, until at least 1954, had been removed and the ice plant had been replaced with turf throughout the entry mall (**Photograph 103** and **Photograph 104**). Also visible in the 1958 photograph are sailors in formation on the streets around the entry mall. The following year, another photograph shows the sailors in marching formation in the entry mall itself (**Photograph 105**). This photograph also indicates that the planting strips originally designed and constructed around the entry mall had been removed to create wider perimeter sidewalks. At this point, vegetation in the large entry mall also included trees flanking the east-west walkway on the west side, trees along the south border, and low shrubbery bordering the quadrangle on the east and west sides. The pathway bisecting the circular area in the center of the quadrangle had been removed and the area was planted with groundcover encircled by turf and the walkway.

The permanent versus temporary nature of the housing in the east side of the Administrative Core became apparent during the Cold War period. The Navy removed most of the temporary barracks north of West Essex Drive, however, the BOQ (Building 17) remained relatively unchanged through the Cold War. In 1952, the BOQ appeared much as it did at the end of the war, and much as it does today. Both vegetation and circulation features accentuated the symmetry of the building. Carefully manicured hedges lined the curved drive on the north side of the building, and paths in the courtyards on the east and west ends of the building were mirror images of one another (**Photograph 107**). Over time, the

¹²⁵ Miller, *The U.S. Navy*, 272-278; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-13 – 8-15.

introduction of new plants at new locations around the building, and reduced maintenance altered some of the vegetation around the building.



Photograph 103: Photograph featured in 1954 NAS Alameda Yearbook; note long views down main north-south streets, Lexington and Saratoga.¹²⁶



Photograph 104: May 1958. Entry mall, looking south from Main Gate. Note that decorative plantings bisecting the entry mall have been removed, and ice plant appears to have been replaced with turf throughout the entry mall..¹²⁷

¹²⁶ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

¹²⁷ *The Carrier*, May 23, 1958.



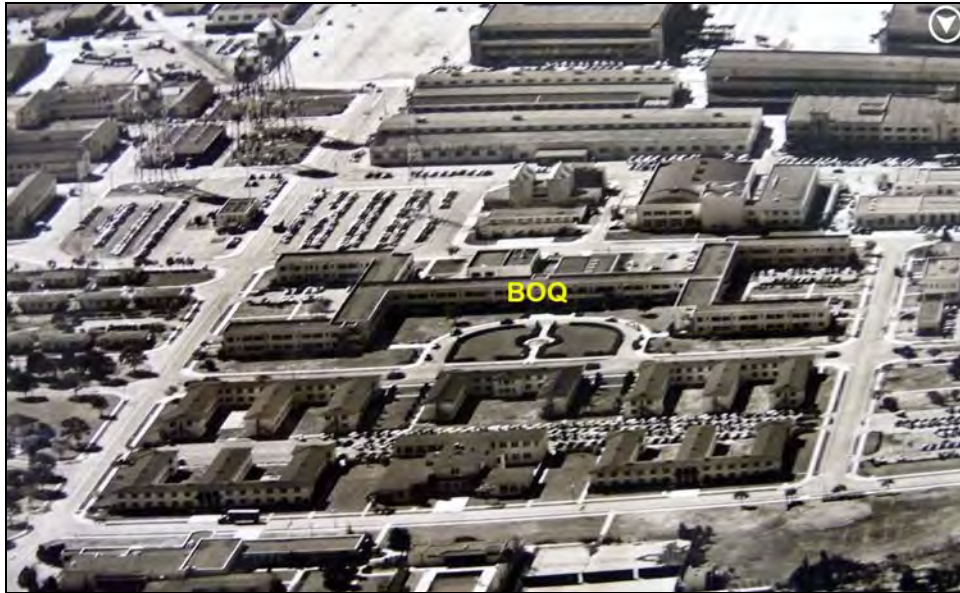
Photograph 105: July 1959. Plantings and hardscape in entry mall have been modified to include turf, additional trees, perimeter shrubbery, and wider sidewalks. The pathway bisecting the center of the circular area has been removed.¹²⁸



Photograph 106: July 1963. Facing south toward Building 1 from north end of entry mall. Note decorative planting in center of entry mall, and maturation of trees.¹²⁹

¹²⁸ *The Carrier*, July 10, 1959.

¹²⁹ *The Carrier*, July 12, 1963.



Photograph 107: 1952. East side of Administrative Core showing BOQ Building 17 (labeled) and temporary barracks (adjacent to BOQ in foreground).¹³⁰

Unlike the block containing the BOQ, changes in the number of officers housed on the station and shifts in functions on station during the Cold War had a substantial visual impact on the block containing the temporary BOQs. The Navy constructed five temporary barracks and a subsistence building opposite the permanent BOQ during World War II, in lieu of a mirror image permanent BOQ originally planned for the site. Improved housing elsewhere on station and reduced personnel levels and rendered the temporary buildings obsolete. The station demolished Building 124 (**Photograph 108**), centermost on the south side of the block, by 1958, and three more temporary barracks were demolished between 1968 and 1973 (**Photograph 109**). The station replaced the barracks with paved parking areas as the use of automobiles continued to increase throughout the station, necessitating increased parking demands. The two remaining buildings, Building 135 and 137, became morale, welfare, and recreation facilities, housing day care, youth recreation, family services, and Officers Wives' Clubs.¹³¹ As the station continued to improve personnel services it constructed a new CPO Club in the southwest corner of the block and a new electrical substation on the eastern side of the block. Neither of these buildings maintained the setback established by the original temporary BOQs and without this common setback, the block lost some of its definition that it originally had (**Photograph 109**). Portions of the lawns between the original buildings were retained, but this did not define the space as well as the two-story barracks and adjacent landscaping. Despite the reduction of force on the station after World War II, parking remained an issue as changing social economics increased car ownership. The station added parking on the north side of Building 4 following the war. In a single year, between 1948 and 1949, the parking space at this building was expanded from the area between two wings to spanning four wings.¹³²

¹³⁰ US Navy, *US Naval Air Station's Photograph Album, Alameda, California, c. 1952*, Oakland History Room, Oakland Public Library, Oakland, California.

¹³¹ USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer; Building 553 and 585, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

¹³² Aerial Photograph 1948, Folder 03-02, Box 2, RG 10, CEC/Seabee Museum, Port Hueneme; Aerial Photograph 1949, RG-10, CEC/Seabee Museum.



Photograph 108: Circa 1965. Building 124 (temporary barracks) was removed to create more parking. Building 17 (background) has retained its symmetrical design characteristics.¹³³



Photograph 109: Aerial Photograph, 1985. Only two temporary barracks remain in block north of the BOQ (Building 17).¹³⁴

¹³³ 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹³⁴ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

Changes to playing fields in the officers' recreation area to the east of the main gate and the BEQ quadrangle changed vegetation patterns in these areas. The football field in the BEQ quadrangle was dismantled in the early 1960s and was eventually replaced with two baseball fields (and have more recently been converted to soccer fields). Open green space east of the main gate that was the station plant nursery, became a six-hole 'pitch and putt' golf course in 1960. Infrastructure improvements to the station, including an improved sewage treatment system clipped the eastern side of the enlisted baseball field west of the main gate, resulting in a truncated right field.¹³⁵

The Navy modified recreational facilities throughout the station core in the mid-1960s. The Brunswick Company constructed a new, 24-lane bowling alley (Building 525) east of Building 18, in an area that had previously been open space.¹³⁶ This new, large building was sited with a narrower setback than typical of other buildings in the area. The new building and its accompanying parking lot, adjacent to the south, filled in a space that had previously included open green space (see **Photograph 109**) and a Chaplain's Office.

Throughout the Cold War, the vegetation on station required periodic maintenance when diseased or dead plants required removal, or storm damaged trees needed clearing. In 1970, *The Carrier* reported that 50 cypress trees were being removed on the station because they had been found to be infected with a serious fungal disease. Most of the infected trees were located in the northeast portion of the station in the area between West Midway Avenue and the north border. Plans were approved in 1977 for spraying, pruning, and removing the cypress trees on the station. Also in the late 1970s, the Facilities Management Office coordinated the planting of 200 trees and shrubs to replace plants killed by drought, disease, and storms (a storm in 1958 felled several trees on station). Trees planted in this period included blackwood acacia, Aleppo pine, and Chinese evergreen elm. Ivy was also planted along the perimeter fence on Main Street to replace the screening effect of the removed cypress trees.¹³⁷

Renovations continued in 1979 with refreshing of planters in front of residential and administrative buildings and installation of informal groupings of shrubs that utilized a mixed variety of plant materials. The program updated each of the planters at the BOQ, moving trees from other portions of the station, and adding new material. Material removed from the foundations of Building 8 thinned the groupings and was replaced with more tree-like vegetation. Trees now lined the walkway to the building in addition to the street. Designers created a bermed screen for the parking lot at the northeast corner of the former temporary BOQ block to provide a more pleasing view for the adjoining Officers' Housing and Officers' Club. The Officers' Club landscaping included gardens flanking the sidewalk. At the theater (Building 19), trees were relocated from the grassy verge to the planters, closer to the building. Additional shrubs were added to the informal grouping of trees and shrubs at the southern end of the mall. This landscaping improvement project in the late 1970s introduced trees into new locations on the station, particularly the cypress tree in the center of the entry mall

¹³⁵ "Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Building 562 and 525, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer.

¹³⁶ US Navy, "Aviation Historical Summary(OPNAV Form 5750-2), 1 April 1966 – 30 September 1966," and "1967 Command History, U.S. Naval Air Station Alameda, California," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," and "1970 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).

¹³⁷ *The Carrier*, "50 Cypress Trees To Be Removed," September 25, 1970: 1 (col. 1); *The Carrier*, "Planting Project yields new 'roots' for NAS," August 11, 1978: 1 (col. 1); US Navy, "1976 Command History, U.S. Naval Air Station Alameda, California," and "Naval Air Station Alameda Command History 1978," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); Naval Facilities Engineering Command, "Spray Prune & Remove Cypress Trees," August 12, 1977, Drawer 141, Plan and Maps Room, Alameda City Hall West.

(**Photograph 110**), the line of Chinese elms in front of (east side) Building 3, and new trees throughout the Officers' housing area.¹³⁸

Subsequent changes in the station's landscape were relatively minor. In 1987, landscapers removed and replaced dead and ailing trees from the entry mall. More plantings added new groups of trees at the southern end of the mall deepening the groups flanking the flagpole and approximately two-thirds of the shrubbery surrounding Building 1 was replaced.¹³⁹



Photograph 110: Oblique Aerial, early 1980s. Note Cypress tree at center of large entry mall, and long views south down Saratoga Street (left) and Lexington Street (right).¹⁴⁰

The Navy added one Shops building to the Administrative Core during this period. Naval Depot (NADEP) Alameda (successor command to the A&R / O&R department on the station) initiated a number of new construction projects that improved its competitiveness with private industry in the 1980s and these projects included the completion of a new 15,000 square-foot Material Engineering Laboratory (Building 7) in 1986.¹⁴¹ While the clean unornamented lines of the modern building could have blended well with the existing Moderne architecture, the selection of a landscaping plan inconsistent with the surrounding blocks of the Administrative Core differentiates it from the whole. The building did retain the setback established by the Medical Clinic (Building 16) to the north and its corner location highlighted the orthogonal plan.

¹³⁸ Naval Facilities Engineering Command, "Landscape Renovations Planting Plan," June 28, 1979, Drawer 141, Plans and Maps Room, Alameda City Hall West.

¹³⁹ Navy Public Works Center, "Entrance Mall Repair at Main Gate Landscaping and Irrigation Improvements, Planting Plan," 1987, Drawer 141, Maps and Plans Room, Alameda City Hall West.

¹⁴⁰ 1980s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹⁴¹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 21-22.

Shops Area

Following World War II, NAS Alameda had been designated a repair and overhaul facility for several new aircraft engines, including reciprocating engines used on large transports and jets; however, few specialized facilities for these new tasks had been constructed. In 1947, the Navy began to request appropriations for jet engine test cells on NAS Alameda and these requests were not funded until the expansion of naval aviation facilities in 1951, in response to the Korean War, when NAS Alameda received approval for major runway improvements, NAS Alameda also received funding for a new engine overhaul and repair shop (Building 360), and neighboring turbo prop test cells (Building 372) (**Photograph 111**).¹⁴² Construction of these facilities occurred along the eastern edge of the station, just south of Atlantic Avenue in an area previously used for outside storage. Like many of the buildings south of Atlantic Avenue, Building 360 was large, nearly four acres in area.

NAS Alameda continued to evolve during the Korean War as construction increased in the southeastern portion of the station and the Navy called its reserve ships back to service, emptying the piers and the disestablishing the Alameda Group of the Pacific Reserve Fleet in June 1951.¹⁴³ Other major changes that year included Navy acquisition of new land east of Main Street to construct new storage facilities,¹⁴⁴ which opened former exterior storage areas for additional development.¹⁴⁵



Photograph 111: Aerial view, 1960s. Buildings 360, 372, and 297 have been built in the southeast portion of the station in the additional Shops Area.¹⁴⁶

Additional test facilities for air turbine and turbo jets were added in 1957 and 1958 (Buildings 397 and 398) and air turbine overhaul test cells were installed in Building 399 among the existing engine overhaul facilities north of Atlantic Avenue in the Shops Area in the southeast portion of the station. While the new construction filled some of the empty

¹⁴² General Information for Supporting Requests for Additional Public Works Projects, February 15, 1946, California – Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum.

¹⁴³ US Navy, “History of U.S. Naval Air Station Alameda, 1 January 1951 to 30 June 1951,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁴⁴ This land has since transferred out of Navy possession and is not a part of this study.

¹⁴⁵ US Navy, “History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); “Construction Project Nears Halfway Mark,” *The Carrier*, February 13, 1953. The warehouse buildings east of Main Street are not a subject of this study.

¹⁴⁶ 1960s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

space in that part of the station, the layout of these buildings did not continue the station's orthogonal pattern in the area. These buildings also did not have a unifying architecture like those built during World War II. As a result, the southeast portion of the station did not develop a unified landscape or design aesthetic because the new construction simply continued the general industrial landscape of the area. The only non-industrial uses in this area of the station were the temporary camps that had been established along Main Street south of East Gate, and these camps were disappearing as the Navy demolished the former civilian labor camp near Pacific Avenue and Main Street and built a parking lot for the CPO Club, then located near Pacific Avenue (Avenue K).¹⁴⁷

In the 1960s, the area south of Building 118 had served as outdoor storage and included several earthen bunkers that were removed for construction of new facilities, including restaurants, banking, and shopping surrounded by plenty of paved parking. Removal of fences, piles of supplies, and the bunkers created a new flatter landscape. The new buildings constructed south of Building 118 were contained within the orthogonal street pattern, but their placement along the center of the block or in the center of the parking area did not highlight the orthogonal plan or tie it aesthetically to other station construction. The architecture of these buildings includes a variety of styles, rather than a single, cohesive style like that found in the Administrative Core.

Closer to the southern end of the station, the Naval Air Rework Facility (NARF), formerly A&R / O&R, constructed several new facilities to increase its shop capabilities. A new cleaning facility (Building 410) was constructed east of Buildings 166 and 167. As the station serviced more missiles, it needed more space for the program and constructed Building 530 in 1973. Both of these moderately sized buildings occupied former open air aircraft parking. Construction of small buildings to house infrastructure improvements, ship services, and hazardous materials handling south of Ticonderoga Avenue also broke up that open space. Again the construction was utilitarian and lacked a continuity of style. The results of this construction created an industrial space with large irregular paved areas set with buildings of all sized and no clear plan. As plane storage no longer dominated the area, rows of automotive angled parking took its place (**Photograph 112**).

NAS Alameda had two primary entrance points: the Main Gate on the north side of the station and the East Gate, which was moved in 1944 to its location closer to Main Street in order to provide easy access for workers arriving from Alameda via the city street system. The Main Gate, while ornamental, faced the Inland Harbor rather than Alameda, and was less convenient for personnel working in the operational areas. Paved parking areas were provided at both gates. From 1944 until 1977 a parking lot adjoined the East Gate and civilians and visitors parked outside the gate and either walked or were escorted aboard the station. The Main Gate had similar parking areas along the Inland Harbor. As vehicular access rules changed, less off-station parking was necessary. The parking outside the East Gate was removed in 1977 and replaced with a landscaped entry, including curbs and sidewalks that lined Atlantic Avenue and the parallel railroad track. The former parking lot was lined with a variety of shrubs including Pacific wax myrtle (*myrica*), buckthorn (*rhamnus*), and photinia and groups of red flowering gum (*Eucalyptus ficifolia*) adorned the northeastern and southeastern corners. A third group was planted just north of the actual gate and grass filled the area between the lining shrubs and the sidewalk. The overall intent was to create a more attractive gateway between the station and the city, and as California recovered from drought and became more water aware, the landscaping utilized non-potable water and low maintenance materials.¹⁴⁸ The newly landscaped area subsequently underwent several modifications. The station added trees along the edges in 1978, and in 1979 created raised berms within the plantings replanting dead or damaged plants. A lighted sign was also installed in the green space to greet and direct visitors, along with the sign spanning the arch over

¹⁴⁷ US Navy, "History of U.S. Naval Air Station Alameda, 1January 1950 to 30 June 1950," Box 1 of 2, NAS Command Histories, 27 Volumes 1940-1992, RG 181, NARA (San Francisco) 20.

¹⁴⁸ US Navy, "Naval Air Station Alameda East Gate Improvements Planting Plan," 1977, Drawer 170, Maps and Plans Room, Alameda City Hall West; C.A. Heinrichs, "Progress-Removing Concrete and Planting Trees," *The Carrier*, August 19, 1977; "East Gate Improvement Project Nears End," *The Carrier*, May 20, 1977; US Navy, "Naval Air Station Alameda Command History 1977," NAS Command History, 30 Volumes 196801997, 5757-1b, RG 181, NARA (San Francisco).

the guardhouse (now demolished). Improvements continued southward from the East Gate as the station planted Algerian Ivy in the narrow planting strip to the south.¹⁴⁹



Photograph 112: 1985. Aerial photograph showing portions of the Shops Area. Infill of buildings in southeast portion of station.¹⁵⁰

Atlantic Avenue and the parallel railroad tracks had divided space in a manner unlike any other on station since it was incorporated into the station in 1943. This was emphasized by the placement of underground storage tanks north of the tracks just west and inside the original East Gate. Control structures northwest of the tanks prevented a circular traffic pattern until 1987. As a part of continuing station beautification efforts the underground tanks were removed and replaced by a decorative oval lawn set with a mounted A-7 *Corsair* that created a central focal point. While original plans included informal clumps of trees in the oval, they were never planted. A single cypress at the east end that had been in place since the 1960s was and is the only tree on the oval. A row of trees and shrubs planted on the southern side of Atlantic Avenue formed a boundary between the landscaped oval and the industrial area. Later, the addition of large planters along north of Atlantic Avenue was an attempt to increase the formal border and provide traffic control. This oval became the only formal space in the southeastern portion of the station and its oval shape also differentiates it from the formal orthogonal plan in the core of the station and does not contribute to the overall station plan.¹⁵¹ Changes such as this reflected the relatively small scale and incremental changes to the landscape that occurred in the Shops Area

¹⁴⁹ US Navy, "Alameda Naval Air Station Landscape Renovation Planting Plans," 1979, Drawer 141, Maps and Plans Room, Alameda City Hall West; US Navy, "Landscape Improvement from East Gate to Gas Station Planting Plan," 1978, Drawer 141, Maps and Plans Room, Alameda City Hall West.

¹⁵⁰ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

¹⁵¹ US Navy, "Landscape East Gate Circle Irrigation and Planting Plan," 1987, A-7 Pedestal East Gate, Building History Files, Maps and Plans Room, Alameda City Hall West.

during the Cold War period. These landscaping projects were beautification projects with modest goals to improve the aesthetic appearance of a specific area of the station. While following general landscape architecture practices of their period, they do not themselves represent important examples of developments in the theory and practice of landscape architecture from the latter half of the twentieth century.

Residential / MWR Area

The most substantial change made to the housing areas on NAS Alameda during the Cold War was the elimination of temporary housing barracks constructed during World War II and the addition of new family housing on the east side of the station. Construction of Capehart family housing units during the Cold War resulted in the reshaping of the roads in the northeast part of the egg-shaped Officers' Housing, however few other changes were made to the Officers' Housing, CPO Housing, or the Commanding Officers' Quarters (Quarters A). Vegetation changes throughout the Cold War period were made in response to the loss of trees and shrubs to storm-damage and disease. The biggest change made to the vegetation was in the Officers' Housing area. Additional MWR facilities and areas were added to the station as older structures were removed, and new housing areas were installed.

With the construction of NAS Alameda just prior to and during World War II when the number of military personnel would expand, the base included housing for officers (19 "Big Whites"), 30 units for married enlisted men (CP-1 – CP-30, see **Photograph 86**), and plenty of housing for single enlisted men in permanent barracks (Buildings 2 and 4) and temporary barracks (now demolished, previously situated between Midway Avenue and Tower Avenue, and the eastern base boundary and Orion Street).¹⁵² The station was also centrally located in the San Francisco Bay Area, providing its personnel plenty of off-base housing opportunities. Consequently, NAS Alameda did not receive any housing improvements until the 1960s.

The Navy had constructed temporary housing on NAS Alameda throughout World War II and this continual construction prevented the installation of a detailed landscape elements. The orderly and repetitive form of the U-shaped barracks defined the residential area on the east side of the station from the time of their World War II construction through their demolition in the 1960s. The Navy generally sought to provide recreational facilities and other amenities that would help retain service members during the Cold War era, and examples of this program include three baseball fields created west of Orion Street north of Corpus Christi Road. A community garden behind Quarters A is the only remnant of these fields. Basketball and volleyball courts were also added between several of the barracks. The landscaping of these areas was typified by rectilinear walkways, courtyards, and lawns. Cars were relatively absent in this area of orderly blocks with an orthogonal street pattern offset from the rest of the station. Parking remained limited just like the area around the BEQ, with one parking lot located east of the Commissary (Building 152).¹⁵³

The Navy planned NAS Alameda at the beginning of the automotive age. While the Navy selected the location because of its relative isolation, allowing for expansion, it anticipated that many of the employees and personnel would live on or near the station. Throughout World War II the Navy constructed civilian workers' housing on the edges of the station. The station encouraged the use of public transportation with transportation centers and ridesharing pools. Following the war, emphasis on public and shared transportation waned. The number of automobiles on station steadily increased.

¹⁵² Buildings A-U and CP 1-30, *iNFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968). The term "Big Whites" is a common nickname for Naval officers' housing, these being usually the largest quarters at a station and were usually painted white.

¹⁵³ Kuranda, "Housing an Air Force and a Navy," 18-19; US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, "Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C," Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Alameda City Hall West .

Residential areas gained the most parking. The area between the southwest wing and core of the BOQ (Building 17) became parking by 1955. Parking replaced one of the temporary BOQs between 1955 and 1958. Removal of the island planting strips along West Essex Drive between 1956 and 1958 provided horizontal parking. Parking on station continued to expand through 1960 as the transportation parking lot behind Building 1, previously used for public transit and rideshares, was transformed into private parking.¹⁵⁴

Changing modes of housing rendered the dense, regulated, orthogonal plan for the housing obsolete and the temporary housing area east of the permanent housing outlived its usefulness in the 1950s. In 1947 NAS Alameda converted the temporary World War II barracks formerly referred to as “East Barracks” into married enlisted housing dubbed the “Carrier Courts.” The work consisted of dividing the barracks into apartments and adding separate entrances for the units.¹⁵⁵ In this east area one Carrier Courts building was demolished, and portions of a subsistence building were demolished leaving concrete foundations and reducing the orderly rhythm of the development. The temporary housing was declared substandard in 1958; however, replacement housing units were not completed until 1963.¹⁵⁶

The first improvements to the residential area on the east side of the station were carried out under the Capehart program. In 1963 NAS Alameda completed the first and only Capehart housing program on station. Under the Capehart program, the military planned and managed the housing, while private contractors secured mortgages to construct the housing and were paid back through the rental fees for the units. The Capehart program was discontinued in 1962 as the first developments were under construction on NAS Alameda. BuDocks constructed additional family housing in the following years through direct appropriations. Housing built under either program followed the same guidelines regarding total square footage and architectural styles and cannot be visually differentiated. On NAS Alameda, Capehart and appropriated fund housing replaced existing World War II housing between Midway and Tower roads and east of the older officers’ quarters. Additional units were built east of Main Street and north of Webster Street (this area was transferred to the City of Alameda in 2000 and is no longer under Navy control). Most of the units in that area have since been demolished. NAS Alameda constructed a total of 200 units under these programs.¹⁵⁷

During this period, the Navy instituted family housing to help retain skilled personnel, and was influenced by civilian federal housing programs. It developed its own set of standards that referred to civilian Federal Housing Authority (FHA) guidelines. In 1960 the Navy developed what it called a “family” of standard floor plans. Exterior alterations and variations were acceptable, but deviation from the floor plan required bureau level authorization. However, standardized building materials introduced after World War II were required for all buildings. BuDocks and the Navy preferred single-family units and duplexes, actively avoiding row houses and larger multifamily buildings. NAS Alameda combined multi-unit housing into four and six-plexes, a slightly irregular exemption (**Photograph 113**).¹⁵⁸

¹⁵⁴ “New Parking,” *The Carrier*, February 19, 1960, 4; Aerial Photograph, 1955, RG 10, CEC/Seabee Museum; Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010.

¹⁵⁵ Kuranda, “Housing an Air Force and a Navy,” 18-19; US Navy, “History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, “Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C,” Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

¹⁵⁶ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; US Navy, “History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1961 – 31 March 1962,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1962 – 31 March 1963,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁵⁷ Kuranda, “Housing an Air Force and a Navy,” 83-84, and 93; Buildings FH-730-837, *INFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968).

¹⁵⁸ Kuranda, R., “Housing an Air Force and a Navy,” 68, 88-89, 91, and 114.

The new programs promoted overall neighborhood development and encouraged curving streets for traffic control and aesthetics (**Illustration 17**).



Photograph 113: Typical Capehart multiple family unit, Building 754, camera facing northeast, November 12, 2009.

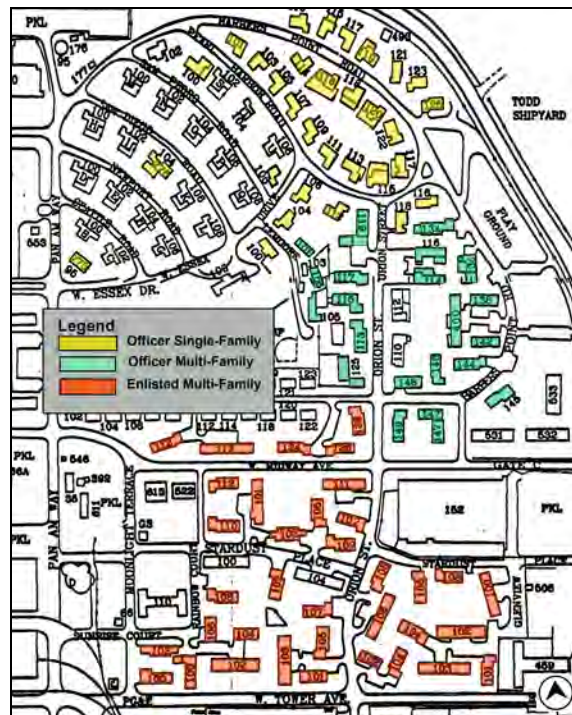


Illustration 17: Map showing housing area in northeastern portion of NAS Alameda with 1960s construction highlighted. Note realigned loop at the northeast area of the Officers' Housing, and scattered, rather than orderly, siting of new housing units to the south.

This altered the orthogonal plan of the east side of NAS Alameda as the housing was reconstructed in the 1960s. Housing density was limited to five units for each acre for semi-detached units at the densest, and four units per acre for single family houses. The Navy deemphasized landscaping in favor of constructing the largest and most comfortable houses for the available funds. Sidewalks were located on a single side of the street, except for the southernmost section of CPO Housing, which has sidewalks flanking Corpus Christi Road, and sidewalks are lacking where the officer and enlisted housing adjoined each other. The Navy encouraged the inclusion of family friendly amenities like playgrounds during this period, yet, these were not constructed until 1967. The station created six playgrounds amid the multifamily housing that included play structures of metal poles installed in the lawn areas.

Residents cleaned up one of the play areas west of Orion Street in 1975, and all playgrounds were improved the following year. The station's Seabees installed concrete curbs to contain a new sand ground cover for the playgrounds and connected play structures, with a space theme, replaced some of the earlier equipment. None of this play equipment remains, although current tenants have renovated two playgrounds, adding new play structures.¹⁵⁹

These construction programs resulted in subareas of new housing with different characteristics. The single family officers' houses were single story, while the multi-family buildings were two-story. Single family homes also used a variety of materials on the exterior to give visual interest and break up the volume in space.

The multi-family units used fewer materials and appeared larger in the more open landscape. The new housing also accommodated the changing role of the automobile in American life. In accordance with Navy specifications one parking space was provided for each unit; in warm climates, like California's and NAS Alameda's, carports were preferred to garages. Single family residences had carports attached to one side of the house, bridging the outdoors and indoors. Multi-family buildings either had attached carports or incorporated carports into the mass of the building. In addition, communal uncovered parking adjoined the multifamily units. Later residential developments, consisting of six buildings constructed in 1966, no longer incorporated carports into the multifamily dwellings and instead the station provided separate open-sided covers for communal off street parking. Multifamily housing also included drying yards that bridged the divide between indoor and outdoor at the ends or back of the buildings. Each yard had a concrete pad surrounded with a tall, wood screening fence and hooks provided anchors for clothes lines which stretched across the area. From afar they often read as a part of the building.¹⁶⁰

The additional new and improved officer and enlisted housing constructed in the 1960s to replace the temporary World War II barracks meant that the last of the Homoja units, temporary Quonset hut housing, could be removed from the southeastern part of the station in 1968.¹⁶¹ The station retained the green space instead of converting it to outdoor storage or parking which typified the adjacent area and built a soccer field on the former Homoja housing area in 1985. This was also an unusual inclusion of green space within the southeastern portion of the station. This area, however, had always been an anomaly in the area providing housing in an area typified by industrial shop uses and warehouses.¹⁶²

Between 1962 and 1965 the station relocated the Exchange from Building 2 to Building 118 in the southern portion of the station. This relocation placed the Exchange in proximity to the family housing area which was also being updated, while a smaller exchange operated in the former location in Building 2 to provide the basic needs of the enlisted sailors.

¹⁵⁹ "Kids Benefit from 'Self-Help' Effort," *The Carrier*, July 21, 1975; "Playgrounds Undergo Cinderella Change," *The Carrier*, August 27, 1976; Kuranda, "Housing an Air Force and a Navy," 118-119, 129, and 132.

¹⁶⁰ Kuranda, "Housing an Air Force and a Navy," 87-88, 91, 114-116, and 118-119.

¹⁶¹ US Navy, "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," Box 1 of 2, Naval Air Station Command History, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); and "Housing 'Deferred' in Cutback," *The Carrier*, January 6, 1966.

¹⁶² US Navy, "Command History 1985," Command History 1985, NAS Command History, 30 Volumes 1968-1977, 5757-1b, 2 of 2, RG 181, NARA (San Francisco).

The relocation of the Exchange and subsequent construction of other buildings to provide amenities to station personnel replaced prior supply activities.

Following the Korean War, the Navy constructed ever larger aircraft carriers and as these new carriers came to call NAS Alameda home, the station needed to increase facilities for the personnel assigned to those ships. Beginning with a recreational marina in 1958 the station provided new recreational opportunities along the southern edge of the station, including a complete recreational complex of several playing fields and a recreation center that was completed in 1975 (**Photograph 114**). The Marina area picnic area received a facelift in 1985, and the same year a picnic area was constructed at the Fleet Recreation Center, as well as two new softball fields. In 1993 a new basketball court was also constructed at the Fleet Recreation Center.



Photograph 114: Circa 1990, MWR area added to southern end of station in 1975 and expanded in 1985.¹⁶³

These changing functional uses altered the landscape of the southeastern portion of the station. The recreation center created an unusual planted space at the end of the station separated from other planted areas. Because the area was mainly playing fields, grass dominated the landscape with a few trees planted between Hornet Avenue and the recreation center building. The recreation center included baseball fields, tennis courts and a picnic area with covered pavilions.

Changes to vegetation in the Residential / MWR area during the Cold War period largely occurred with the removal and replacement of diseased or damaged trees. By the mid-1980s, this maintenance work had resulted in a substantial shift in the vegetation in the Officers' Housing area. Many of the evenly placed street trees had been removed, and new trees scattered throughout (**Photograph 115** and **Photograph 116**).

¹⁶³ 1990s oblique aerial, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).



Photograph 115 and Photograph 116: Officers' Housing, 1944 (left) and 1993 (right).¹⁶⁴

Operations Area

The Seaplane Lagoon, Airfield, and Control Tower, the primary elements of the Operations Area, remained functionally important to the station during the Cold War era (**Photograph 117**). Modifications were made to accommodate the aircraft developed during this period. The main support areas, the landplane hangars (Buildings 20-23) and seaplane hangars (Buildings 11, 12, 39, 40, 41), underwent some changes in function and setting as portions of the Operations Area became more functionally associated with the Shops Area.

The addition of JRM *Mars* aircraft, among the largest seaplanes operated by the Navy, at the end of World War II required new docking facilities at the Seaplane Lagoon, as well as alterations to the seaplane ramps. Three docks were added to the east side of the lagoon, two of which were large enough to allow aircraft to be accessed from both sides simultaneously for easy loading and unloading. The station also added a dock alongside Ramp 4 on the northern edge of the lagoon. The lagoon itself maintained its original size and shape.¹⁶⁵

During the 1950s new construction in the Operations Area mainly occurred on the Airfield and in the southeast portion of the station; however, the construction of Building 400, a substantial building between the former hangars Buildings 11 and 12, also began in 1955. The seaplane hangars had been symmetrical and evenly spaced to either side of the central north south axis. Building 400 filled the space between the western-most hangars creating an Electric and Electronic Overhaul Building with more mass than any of the hangars. While Building 400 had distinct functions, it created a complex of the three buildings and its location between the two hangars significantly altered the formerly separate seaplane hangars (**Photograph 118**).¹⁶⁶

Airfield expansion was the major project for NAS Alameda during the 1950s. The Bureau of Aeronautics located four carrier wings, two landplane patrol squadrons, two seaplane patrol squadrons, and a Fleet Logistics Air Squadron on NAS Alameda in 1952 and the station responded to meet the demands of the new assignments. The increased size of aircraft following World War II and the introduction of jet aircraft made the original runways obsolete. Requests to lengthen the runways were first made in 1945 and appeals continued until 1951 when Congress appropriated funds for a naval runway expansion program. The runway improvements were part of a \$270 million project to update runways at 32

¹⁶⁴ "NAS Alameda B1B Barracks Looking NW, Alt. 1000," November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; Naval Facilities Engineering Command Southwest, Aerial Photograph, "1993- A-33_5009-2-1_9-30-1993-Images from the Navy-D2," provided by the Navy.

¹⁶⁵ US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁶⁶ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum.

Naval Air Stations and Marine Corps Air Stations and BuDocks allocated \$2,886,000 for NAS Alameda to update its runway system. This project reconfigured the runway system, strengthened and lengthened the northern most east-west runway, creating the new Runway 7-25, and included construction of Runway 13-31. The latter was a new southeast-northwest runway that required additional filled land between the Seaplane Lagoon and western edge of the runway (**Photograph 119**).¹⁶⁷

Preparation for the construction of Runway 7-25 forced the relocation of Boone Baseball field from its location north of Building 20 of the landplane hangar row in the early 1950s. The field had been the primary baseball field for the station, but the area was destined to become the east end of Runway 7-25, so the Navy improved the field (now known as Building 422), east of the gymnasium (Building 134) and pool (Building 76), to serve as the main baseball field. The station also added new pick up, or less formal fields, to the BEQ quadrangle east of the football field, in opposite corners of the remaining open space west of the wide walk and stairs.¹⁶⁸



Photograph 117: Operations Area at the end of the Korean War period, ca. 1954. Note long views west toward San Francisco from the landplane hangars, and general scarcity of vegetation in this area.¹⁶⁹

¹⁶⁷ Naval Air Station, Alameda, California PW 1946, March 12, 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; “Navy Leaders Make Tour of Alameda Aircraft Base” *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); Structure 201253 and 201254, *iNFADS*, 2008; “Air Facilities Dominate ’51 – ’52 Public Works Programs,” *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁶⁸ NAS Alameda Photo Album, Oakland History Room, Oakland Public Library; Aerial Photograph, 1951, RG 10, CEC/Seabee Museum; “Open House Here Sunday,” *The Carrier*, May 19, 1950, 1; “NAS Alameda’s Open House Attracts Record Crowds,” *The Carrier*, May 25, 1956, 5; *The Carrier*, May 23, 1958, 4.

¹⁶⁹ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.



Photograph 118: 1960s oblique aerial showing Building 400 in the foreground, located between Hangars 11 and 12.¹⁷⁰



Photograph 119: 1954 aerial photograph showing the expansion of NAS Alameda runway system. Elements of the World War II-era runways can be seen in the middle of the field.¹⁷¹

¹⁷⁰ 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹⁷¹ "Oblique NAS Alameda, Calif. Looking east, Alt. 8000ft.," July 23, 1954, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum.

The original World War II runway system was not only designed to serve the aircraft of that era, it was also scaled to mirror components of the Administrative Core of the Beaux Arts plan, projecting the orderly orthogonal plan of the station out into the Airfield. Although the runways were not orthogonal, the east-west runways aligned with the north and south boundaries of the station and the overall foot print of the original system of runways was symmetrical and continued the axial theme of the station. The reconfiguration of the overall runway system and construction of the two new runways affected the relationship between the runway system and the station. The new runways were asymmetrical in plan and aligned to prevalent wind directions and not with the major axes of the station plan. The east-west runway (Runway 7-25) was several degrees off from the original northern east-west runway and obliterated the northern corners of the early runway system. The diagonal northwest-southeast runway (Runway 13-31) was also several degrees off from the original diagonal runways (**Illustration 18**).

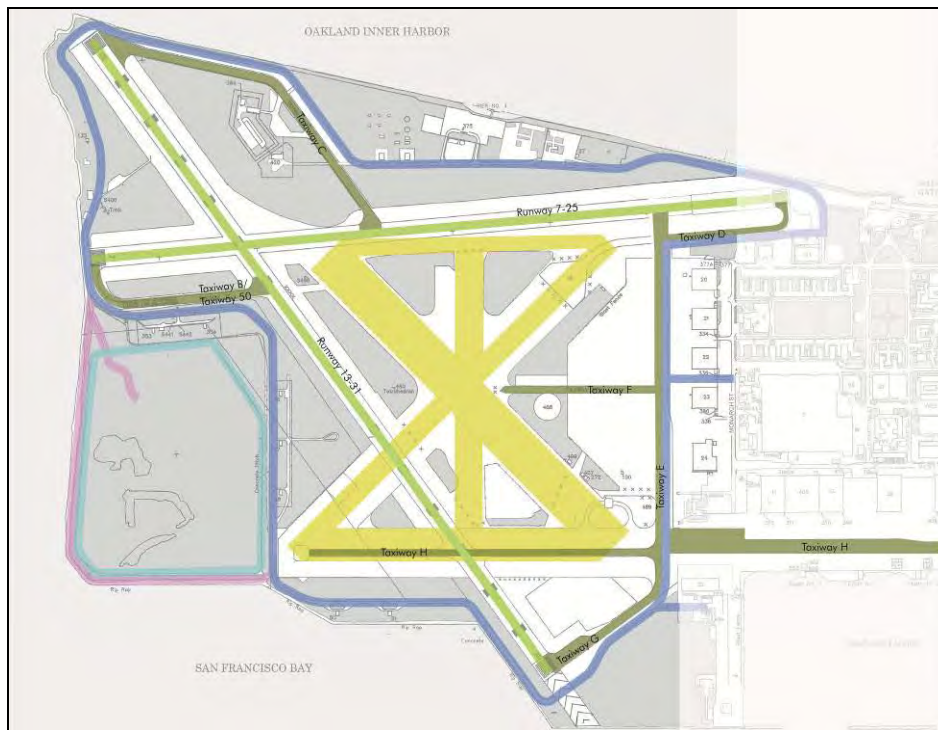


Illustration 18: Airfield diagram showing remaining components of original runways (yellow) and added runways (green). Taxiways (dark green) and other roadways (blues and red) are shown too.¹⁷² Graphic prepared by PGAdesign.

Construction of the runways also affected other aspects of the Airfield. The Airfield itself expanded to accommodate the runways and the northern end of the runways took over the former landfill area. The station constructed a new seawall westward from the Seaplane Lagoon as it expanded the field to the south in 1952. Dredging reclaimed more land in the area in the following years, and additional seawalls constructed to the west established an area for a new landfill. Unlike the dredging carried out in the 1940s to create the station, the entire dredged area was not graded. Contractors only graded the area for the runways and taxiways. As a result, marshy areas and ponds developed adjacent to the active areas of the airfield.¹⁷³

¹⁷² Labels for taxiways were reassigned in the 1990s. Mapping when the station was decommissioned provided letter labels for the taxiways. Former Taxiway 1 became B; 2 became C; 3 became D; 4 became E; 5 became F; 6 became G; and H became 7. There was no Taxiway A.

¹⁷³ "Navy Leaders Make Tour of Alameda Aircraft Base" *Oakland Tribune*, March 29, 1950; "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

The expansion of the airfield also required the relocation of magazines originally located along the southern edge of the Airfield. The station constructed new magazines along the northern edge of the airfield previously used for aircraft parking. Establishment of the supply department annex east of Main Street, begun in 1953, reduced the need for the salvage yard along the northern edge of the station. The relocation freed the northern edge of the Airfield for new development. A new fuel storage and distribution area developed on the site. Facilities for the fuel area included tanks and a wooden pier (Pier 4) extending into the Oakland Inner Harbor.

Along with constructing two new runways, the Control Tower instrumentation was improved, allowing for instrumented landings. The new runways posed a problem because the east end of Runway 7-25 was not visible from the Control Tower. The solution was to build of a secondary control tower on the roof of seaplane hangar Building 20, to provide a partial view of the east end of the runway.¹⁷⁴

While much of the functional plan devised by pre-World War II planners continued to be used during the Cold War period, changes in use were necessary to keep the station functional. Perhaps one of the most notable changes was the cessation of seaplane operations in the Operations Area as the Navy's increased reliance on jet aircraft led to the decline of the use of flying boats. Transportation Squadron 2 (VR-2), which had been stationed on NAS Alameda since 1942, was disestablished in 1958. Following additional shifts in patrol squadron assignments, NAS Alameda was without a permanent seaplane squadron beginning in 1960, and although the station continued to maintain the seadrome landing area through 1966, it completed only periodic seaplane operations.¹⁷⁵ Following the termination of seaplane operations, the Seaplane Lagoon facility received little attention. The extended piers constructed to accommodate the *Mars* seaplane deteriorated and were removed. The station remodeled one former seaplane pier into a recreational fishing pier on the east side of the lagoon in the 1970s. The seaplane hangars, no longer supporting seaplane operations, became maintenance shops. These changes did not require major physical modifications to the buildings or structures that were converted, but indicated the increasing dominance of the role of aircraft maintenance and repair on the station. The former seaplane apron in front of the seaplane hangars became Taxiway H during this period.

At the end of World War II, waterfront operations largely consisted of the three piers built before and during the war, railroad tracks, a large crane on tracks, and some small buildings. These were situated adjacent open spaces that had been used for aircraft parking and there was no vegetation. The piers were modified and changed over the following decades and new buildings added to the area. Some railroad tracks and the crane were removed, and changes were made to power ships berthed at the piers so that they could be serviced more effectively. The southernmost portion of the southeast area was converted for use as the Fleet Recreation Center in the 1970s.

Pier 2, for example, was extensively modernized in the early 1970s, including a 200 foot extension of the pier to accommodate larger vessels, installing a sewer to receive sanitary waste discharge of berthed ships, and upgrading the pier's utility system. In the interim, to supply power to Pier 2, a Mobile Utility Support Equipment (MUSE) boiler was installed along with a new electric line, and temporary steam, potable water, and compressed air lines. The electric line ran from south to north across the pier and provided cold iron power, i.e. power supplied by ports to berth vessels to permit vessel to continue operating onboard equipment such as refrigeration, cooling, heating, and lighting. These

¹⁷⁴ US Navy, "History of U.S. Naval Air Station Alameda 1 January 1952 to 30 June 1952," and "History of U.S. Naval Air Station, Alameda, 1 July 1952 to 31 December 1952," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); "Navy Leaders Make Tour of Alameda Aircraft Base," *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁷⁵ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 14. By 1968, the Navy had completely replaced its seaplanes with the P-3 *Orion*. US Navy, "Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961," and "Aviation Historical Summary (OPNav form 5750-2) 1 October 1965 – 31 March 1966," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

changes also necessitated moving the MUSE Transformer located at from Pier 3 (installed in 1971) to Pier 2.¹⁷⁶ Today, Pier 2 is presently undergoing construction to move electrical transformers below its deck. The pier continues to berth many types of large seagoing vessels.

In 1977, the continuing demand for power to the pier was resolved when the Pier Utilities Boiler Plant (Building 584) was built and went online. This was a permanent power plant that could support cold iron power requirements to ships at both Piers 2 and 3, and replaced the MUSE system of cold iron power. The ability to berth the *Nimitz*-class aircraft carriers at Pier 3 enabled Alameda to become one of two naval air stations on the West Coast to support all phases of carrier aviation.¹⁷⁷ In 1981 as the aircraft carriers increased in size and the demand for cold iron power grew, Pier 3 electrical systems were upgraded to provide a *Nimitz*-class vessel – among the largest aircraft carriers ever built at 1,040 feet in length – to shut down its nuclear reactors and use land-based energy. This upgrade was completed in June 1983 and allowed Pier 3 to provide power both the supercarrier *Enterprise* and a *Nimitz*-class carrier.¹⁷⁸ Such changes continued the pattern of development on NAS Alameda during this period, wherein the station adapted to continue its core functions of servicing the fleet, modifying facilities (and the landscape) as needed.

Post-Cold War to Closure (1989-1997)

In 1989, the Cold War that had defined global politics after World War II came to an end, and with it came changes to the sprawling military force that had developed in the latter half of the twentieth century. The First Persian Gulf War (1991) notwithstanding, policymakers looked to reduce the facilities of the American armed forces through the BRAC process. In 1990, Secretary of Defense Richard Cheney proposed closing all Navy facilities in the San Francisco Bay Area. Despite his recommendation, and with local support, NAS Alameda avoided the initial rounds of BRAC closures. In March 1993, Cheney's successor as Secretary of Defense, Les Aspin, renewed the call for the closure of NAS Alameda and other San Francisco-area naval facilities, and in September, Congress accepted the BRAC commission's recommendation to close NAS Alameda. NAS Alameda was closed in 1997.¹⁷⁹ At the time of the station's closure, Naval Aviation Depot (NADEP) Alameda employed 2,861 military personnel and 4,025 civilians. Many NADEP Alameda employees were able to transfer to other stations, including a group of NARF maintenance workers who relocated to Naval Base San Diego.¹⁸⁰ Closing ceremonies for NADEP Alameda took place on April 25, 1997 after 57 years of naval operations.¹⁸¹

¹⁷⁶ US Navy "Map of NAS Alameda, Calif. Showing conditions on June 30, 1942," CEC/Seabee Museum, NBVC, Port Hueneme, California ; "\$7 million NAS Construction program told," n.p., 5 September 1973, NAS Alameda General Clippings File, Naval Air Station VII 6/22/73 – 4/19/74 Clipping File, Alameda Free Library, Alameda, California; and United States Navy, *NAS Alameda Command History 1973*, 85-86, *NAS Command History 1968-1997*, 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco).

¹⁷⁷ "Celebrating 40th anniversary: NAS looking forward," *Alameda Times-Star* 1980 Progress Edition, July 4, 1980.

¹⁷⁸ "NAS prepared for Nimitz-class nuclear-powered aircraft carrier," *Alameda Times-Star*, September 25, 1980, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California; "NAS construction gets green light," np, December 19, 1981, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California.

¹⁷⁹ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009)

¹⁸⁰ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); York, oral history interview, December 8, 2009.

¹⁸¹ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); *The Carrier*, final edition, 23 May 1997.

Evaluation

The identified historic designed landscape on NAS Alameda is a contributor to the NAS Alameda Historic District, but is not individually eligible for listing in the NRHP / CRHR. No element or area of the landscape on NAS Alameda is significant as a resource that individually appears to meet the criteria for listing in the NRHP / CRHR. The resources that are NRHP / CRHR eligible are like the buildings and structures that are contributors to the historic district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report. The NAS Alameda is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development.

Inventory of existing conditions of NAS Alameda, review of previous historic resources reports regarding NAS Alameda, and extensive historical research conducted for this CLR lead to the conclusion that there is a historic designed landscape that is a contributing element to the previously identified NAS Alameda Historic District. A “historic designed landscape” is a category of cultural landscape. The NPS defines “historic designed landscape” as:

. . . a landscape that was consciously designed or laid out by a landscape architect, master gardener, architect, engineer, or horticulturist according to design principles, or an amateur gardener working in a recognized style or tradition. The landscape may be associated with a significant person, trend, or event in landscape architecture; or illustrate an important development in the theory and practice of landscape architecture. Aesthetic values play a significant role in designed landscapes. Examples include parks, campuses, and estates.¹⁸²

This definition largely focuses on the significance of a historic designed landscape under NRHP Criterion C / CRHR Criterion 3, for importance under the NPS established theme of landscape architecture as well as (potentially) the theme of community planning and development. *National Register Bulletin 18* also notes that historic designed landscapes can be significant for association with important historical events and trends related to other historical themes established by NPS. Established historical themes include the military. This is further emphasized in the USACERL’s guidelines for documenting and evaluating historic military landscapes.¹⁸³ NAS Alameda’s historic designed landscape is significant under both NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3.

This historic designed landscape is not individually significant, but rather is similar to other buildings and structures that are contributors to the historic district. The district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report, is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development. The identification and analysis of the historic designed landscape on the station concludes that the historic district should include the historic designed landscape as a contributing element.

Under NRHP Criterion A / CRHR Criterion 1, the historic designed landscape on NAS Alameda is a contributing element to the NAS Alameda Historic District because of its important association with, and as an expression of, the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and for its important associations with the station’s role in Pacific Theater naval operations during World

¹⁸² National Park Service, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 1996. The current edition of these guidelines is available online at <http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/organization.htm>.

¹⁸³ *National Register Bulletin 18*, 6; *National Register Bulletin 16A*, 41; USACERL, “Guidelines for Documenting and Evaluating Historic Military Landscapes: An Integrated Landscape Approach,” 23-24, 45, and 50-51.

War II. Under the historical theme of military, highlighting the important components of national defense, NAS Alameda is significant as one of the major naval air stations constructed in the years prior to World War II in response to national defenses demands in the Pacific Ocean and on the West Coast. NAS Alameda was the only one of the three air stations built on the West Coast that was completely new construction.

Navy architects and planners consciously designed, laid out, and established NAS Alameda following military traditions of master planning that stressed hierarchical and functional qualities. The historic designed landscape's organizational features that integrated sea and land aircraft operations and maintenance that supported the increased focus on the Navy's aircraft carrier strategy, along with improved facilities for personnel, illustrates and provides a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet that were to increase efficiency and functionality for naval aviation in support of the military's mission of that period. The Navy's extensive attention to detail in the plan and execution of this major station, including the components of the historic designed landscape, demonstrates the importance of this facility and the value the Navy was placing on aviation as part of its strategic development for the Pacific Fleet. This level of consideration was further emphasized as completion of the station was sped up and successfully used by the Navy in its role during World War II, wherein the new air station was an important component of fleet support for naval air power and strategic operations centered around aircraft carriers. Thus, the historic designed landscape is importantly associated with, is an expression of, and provides a direct link to NAS Alameda support of a central and vital role in the Pacific Theater during World War II.

Under Criterion C, the historic designed landscape within the NAS Alameda Historic District is significant under historical themes of military, landscape architecture, and community development and planning. As noted, Navy architects and planners consciously designed and laid out NAS Alameda. They did so following established design principles in a recognized style / tradition, following military practices of the period. The military traditions and practices followed were influenced by civilian landscape architecture and community planning design trends of the early twentieth century. The historic designed landscape on NAS Alameda illustrates an important and highly successful integration of these practices that resulted in an outstanding functional military installation with high aesthetic value.

Navy architects and planners designed NAS Alameda as one of a series of stations designed prior to the war that had similar functional layouts and organization following master planning principles that have been called "total base design." The design of NAS Alameda integrated a strong Beaux Arts style plan – that was fundamental to the station layout – with assiduous attention to the integration and organization of its various functions. Also integrated into the station design were expressions of military cultural traditions of hierarchy, uniformity, and order, expressed on a large scale in the siting of the landplane and seaplane operations along the primary axes, precisely laying out spaces and buildings symmetrically, and, at a smaller scale, with details such as evenly spaced trees that conveyed a sense of order and uniformity. By the 1930s, the military had integrated Beaux Arts style civilian community planning concepts that had been highly influential in the early twentieth century City Beautiful Movement to refine and enhance efficiency and functionality of its major facilities. NAS Alameda's careful arrangement of spatial organization (bilateral symmetry / orthogonal layout), land use configuration, views and vistas, and circulation, along with the integration of architecture and landscape, use of Moderne style architecture, and a traditional and orderly style planting plan, demonstrate the Navy's distinct efforts to provide a modern facility in support of aviation as part of its strategic development for the Pacific Fleet. The station plan clearly expressed the primacy of the mission in support of Navy aviation with the alignment of the primary operational components, the landplane and seaplane operations, along the primary station axes, and by designing sightlines that connected the Administrative Core to those areas. Refined details in station vegetation, structures, and objects further support the importance placed on the design. Integration of buildings and landscape was an important principle in the field of landscape architecture in the early twentieth century, and LaVallee's planting plan integrated vegetation into the extant station plan in a manner that emphasized and mirrored elements of the overall station plan. The Navy's appropriation of valuable land created with fill to wide open formal spaces at the center of the station designed to make an aesthetic impact upon entry reflects both the investment and pride in the station.

The Navy's extensive attention to detail in the plan and execution of this major station, along with the importance placed on aesthetic enhancements in the architecture and integration of landscape and buildings, demonstrates the importance of this facility and the value the Navy was placing on aviation as part of its strategic development for the Pacific Fleet. This level of consideration was further emphasized as completion of the station plan was sped up and successfully used by the Navy in its role in the Pacific Theater during World War II, wherein the new air station was an important component of fleet support for the strategic operations centered around aircraft carriers. The flexibility of the spatial organization and functional layout enabled the station to rapidly expand to serve and support this important wartime activity.

The station does not, however, have significance as the important work of a master as neither the designers at BuDocks, Emery LaVallee, or any of the builders of NAS Alameda have been recognized for greatness in their respective field. The station also does not articulate its design plan in a manner that it fully expresses an aesthetic ideal and thus does not have significance for possessing high artistic value.

The historic designed landscape that contributes to the NAS Alameda Historic District is significant and it retains sufficient historic integrity to convey that significance. It has the physical features that relate to its significance, and it retains elements of all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Much of the historic designed landscape's design intent and setting, reflected in the station layout and refined details remains intact. While functions of buildings have changed, the essential land use pattern from the period of significance can still be understood. Changes to the historic designed landscape include the replacement in kind of materials such as vegetation and paving, as well as additions to the built environment and vegetation. These alterations and additions have changed the station over time, however, both large-scale character-defining features of the historic designed landscape such as the spatial organization, land use configuration, circulation patterns, and integration of architecture with the landscape, as well as small-scale character-defining features such as the important structural details, objects, and features of the vegetation, provide one an understanding of the station's historical associations and design significance. This provides comprehension of the workmanship inherent in the station's design along with the aesthetic and historic sense of district's period of significance and a direct link to the important events of that time. The boundaries of the NAS Alameda Historic District, discussed below, were drawn to exclude areas of the station that lack historic integrity.

The historic designed landscape that is a contributor to the NAS Alameda Historic District is, however, not historically significant within the context of the Cold War period on the station. The history of the station during the Cold War illustrates that the historic district, its contributing elements including the historic designed landscape, had no direct or important associations with historically significant Cold War Era themes.

The evaluation of resources on NAS Alameda within the context of the Cold War, including examination of potential cultural landscape, took into account the Statewide Study, which presents important Cold War themes. Within the Statewide Study, Cold War themes fall within two general categories: the "high technology" themes that define much of the significance of the achievement of California military bases during this period; and the more routine thematic areas, such as training and support, which have typified the role of California military installations for more than a century. Within the "high technology" themes, the sub-themes are: weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, and man in space sites. Examples of NRHP-eligible Cold War military properties in California under these sub-themes include: Michelson Laboratory at Naval Air Weapons Station China Lake; Test stands of the Air Force Research Laboratory at Edwards Air Force Base (AFB); and Atlas, Titan, Minuteman, and Peacekeeper launch facilities at Vandenburg AFB. The emphasis on non-routine, leading edge technology, while consistent with the requirements to establish exceptional significance, can lead to a biased presentation of the history of the military during this period. The vast majority of men and women who served in the military during the Cold War, as well as the majority of civilian employees at California bases, were involved with so called "routine" functions. The use of the term "routine" does not imply that these people were not doing vital or crucial work. Rather, the emphasis upon non-routine leading-

edge developments is pursued in recognition of the historically significant aspects of Cold War-era history, as well as the higher burden of proof that is required in determining NRHP eligibility for properties that may have achieved significance during the last 50 years. Within the Cold War themes, routine sub-themes include: support for troops overseas, total Army and Navy coordination of Regular Forces, Reserve, and National Guard, and a separate theme of military architecture of the Cold War era. At the time of publication of the Statewide Study in 2000, no military properties within the sub-themes of support for military personnel overseas and total Army and Navy coordination of Regular Forces, Reserve, and National Guard, had been found to be eligible to qualify for listing in the NRHP.¹⁸⁴

NAS Alameda continued to support carrier operations in overseas conflicts, and other overseas operations, during the Cold War era, as well as its main function of aircraft overhaul and repair, but the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of naval missions and activities during that time. The historical record did not illustrate a direct link between specific development, building / structure construction or alteration, shift in station planning, or alteration to components of the landscape tied to specific operations. Cold War resources on NAS Alameda, including components of its landscape, served general support functions for the fleet and its personnel. The history of the station during the Cold War, therefore, illustrates that neither the historic district, nor its contributing elements, nor any other components of the former NAS Alameda facility, had direct or important associations with historically significant Cold War-era themes.

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None of these facilities played an important role in the technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Navy operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and naval facilities around the nation.¹⁸⁵ Furthermore, none of the individual landscape features constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period.

No areas of the station's landscape evaluated within the context of the Cold War, therefore, meet the criteria for listing in the NRHP or CRHR because they do not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). These landscape features and areas of station do not exemplify important types, periods, or methods of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are they likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). None of the landscape on NAS Alameda has historic significance within the Cold War period of operations or functions of the station. This

¹⁸⁴ JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 8-1 to 8-60.

¹⁸⁵ JRP, "Historic Context: Themes, Property Types, and Registration Requirements."

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

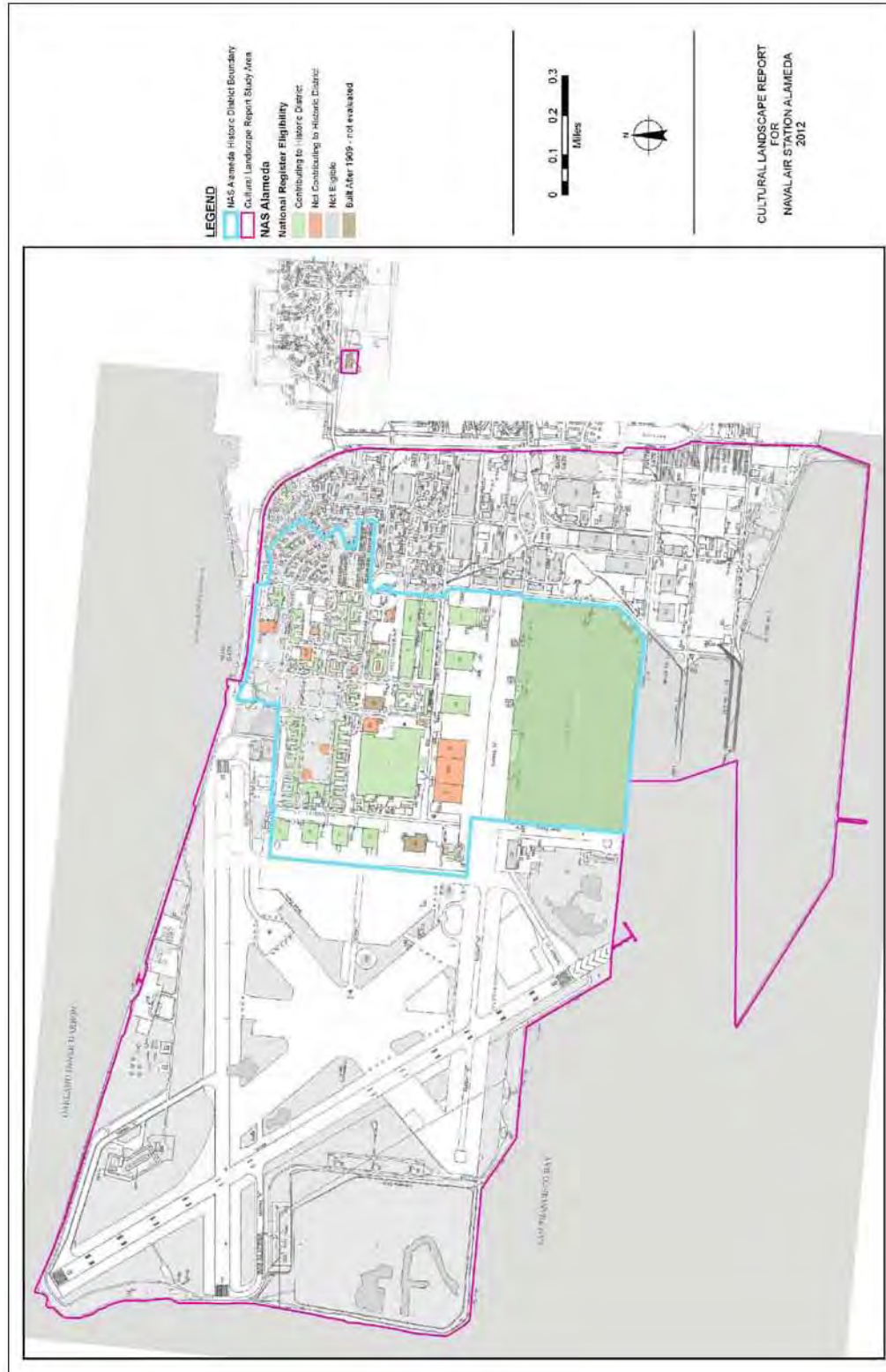
Continuation

Update

applied to landscape features considered individually on NAS Alameda, as well as to any potential collection of landscape features on station designed or built during the Cold War period. The lack of significance of the station during the Cold War in general, and of the separate landscape features on NAS Alameda, supports the conclusion that a distinguishable entity that has a significant concentration, linkage, or continuity of resources for a Cold War-era historic district does not exist on this facility.

Furthermore, some components of landscape on NAS Alameda were designed and installed after 1962 and are less than fifty years old. These resources were not only subject to the thresholds of significance described above, but were also subject to NRHP Criterion Consideration G for properties less than fifty years old, and the similar special consideration under CRHR. NRHP guidance dictates that properties less than fifty years old can only be eligible for listing if they: 1) meet one or more of the NRHP criteria of significance; 2) retain historic integrity; and 3) are of “exceptional importance,” the latter of which would require sufficient historical perspective and scholarly research to consider and provide an extraordinary level of significance. Resources on NAS Alameda dating to post 1962 fall within the context of the Cold War, and were evaluated for potential important associations within this context. While NAS Alameda served a vital support function during the Cold War era and there is sufficient historical perspective to evaluate these resources, none of these facilities rose to the level of exceptional importance as required to meet NRHP Criterion Consideration G (and similar CRHR special consideration).

Sketch Map:



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

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*Resource Name or #: NAS Alameda – Landscape Outside Historic District

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Oakland West Date: 1993 T

; R ; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec ; M.D.B.M.

c. Address:

City: Alameda

Zip: 94501

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

On former Naval Air Station (NAS) Alameda

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form addresses the landscape on NAS Alameda that is outside the NAS Alameda Historic District. The description of existing conditions of the cultural landscape outside the NAS Alameda Historic District is divided into three areas: the Administrative Core, the Shops Area, Residential / Morale, Welfare, and Recreation (MWR) Area, and the Operations Area. These functional areas are based on historic land uses on the former station. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP 34 (Military Property)

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) **Photograph 1:**
Oblique aerial 1990s camera facing northwest.

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
1938-1997, Naval Records

*P7. Owner and Address:
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

*P8. Recorded by: (Name, affiliation, and address)

PGAdesign, Inc. and JRP
Historical Consulting, LLC
(See Continuation Sheet.)

*P9. Date Recorded: September –
December 2009

10. Survey Type: (Describe)
Intensive

P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Cultural Landscape Report, NAS Alameda," prepared for NAVFAC Southwest, 2012.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) NAS Alameda –Landscape Outside Historic District

B1. Historic Name: NAS Alameda

B2. Common Name: NAS Alameda

B3. Original Use: Naval Air Station

B4. Present Use: Commercial, Industrial and Residential

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations) 1938-1941 initial fill and construction, 1943-1945 additional fill and construction, 1951-1955 Airfield expansion; 1966-1968 removal and reconstruction of housing; 1973 recreation area construction, 1987 entry oval addition

*B7. Moved? No Yes Unknown Date:

Original Location:

*B8. Related Features:

B9a. Architect: US Navy Bureau of Yards and Docks

b. Builder: Multiple

* B10. Significance: Theme:

Area:

Period of Significance:

Property Type:

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The landscape and areas outside the boundary of the NAS Alameda Historic District do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) as a cultural landscape. The NAS Alameda Historic District was determined eligible for listing in the NRHP in 1992 with a period of significance of 1938-1945. The landscape and areas outside of the historic district are inventoried and evaluated in the cultural landscape report cited in P11. Besides the historic designed landscape that is a contributor to the NAS Alameda Historic District (evaluated on a separate DPR 523 form), no other cultural landscape has been identified on NAS Alameda. Based on recordation of existing conditions and historical research conducted for this report, there are three factors regarding this conclusion regarding potential cultural landscape on NAS Alameda that are not part of the identified historic designed landscape. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References: US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Alameda City Hall West); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Allbrandt, "History of the Naval Air Station ... Alameda, California," AMDO Association (1996); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); *The Carrier*, 1941-1960; *Alameda Times-Star*, 1952-1988; *Oakland Tribune*, 1941-1967; see also footnotes, B10.

B13. Remarks:

*B14. Evaluator: C. McMorris / H. Norby

*Date of Evaluation: September 2010

(Sketch Map with north arrow required.)

(See Continuation Sheet)

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

*P8. Recorded by (cont.): Field recordation primarily preformed by PGAdesign, Inc., 444 17th Street, Oakland, California 94612, under the direction of Chris Pattillo. JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618, recorded portions with field crews led by Christopher McMorris.

*P3a. Description (cont.):

The description of existing conditions of the landscape outside the boundary of the NAS Alameda Historic District is divided into the Administrative Core, Shops, Residential / MWR, and Operations areas. While some fragmentary elements of the historic designed landscape exist outside the boundary of the historic district, they are not character defining of the cultural landscape. In many cases, the areas outside the historic district boundary were not included in the original station plan or planting plan and therefore do not have a strongly articulated design. Generally, the elements of the landscape outside the historic district are far less defined or have lost substantial historic integrity. The rigid cross-axis around which most of the station's orthogonal grid is sited is less of an organizing principle in the areas outside the historic district, particularly in those portions of the station in the Shops Area, Residential / MWR Area, and Operations Area. The formal planting found in the Administrative Core, Shops Area, and Residential / MWR Area of the historic district are also almost completely absent in the parts of the station outside the boundary of the historic district. Finally, the architectural styles found in the district are absent outside of the district where most buildings are simple functional or utilitarian structures with little or no stylistic detail.

ADMINISTRATIVE CORE

The portion of the Administrative Core not within the boundary of the historic district is the former enlisted personnel recreational area located north of West Redline Avenue and west of Lexington Street. This area includes the Enlisted Men's Swimming Pool (Building 76), Gymnasium (Building 134), a baseball playing field (Building 422) and bleachers (Building 381). An industrial waste pumping station (Building 562) clips the northeast corner of the playing field. A modern skate park has been built on the west side of the gymnasium and pool parking lot.

Spatial Organization

West Redline Avenue is the only street running through this area that is aligned with the main organizing axes of the station. The spatial organization of this area has changed with the removal of buildings on the north side of West Redline Avenue for the expansion of Runway 7-25 in the early 1950s. Historically, the area west of Building 134 was densely developed with nine buildings / structures and with twelve tennis courts north of Building 76.

Presently, a large percentage of the land in this area is sparsely developed with a large open paved area for surface parking and open space for a playing field.

Views and Vistas

The panoramic view from West Redline Avenue includes San Francisco, Yerba Buena Island, the Oakland-San Francisco Bay Bridge, and Mount Tamalpais (**Photograph 2**). This view is also present within the historic district.

Topography

The Administrative Core is essentially flat, except as noted.

Vegetation

The southwest corner of Building 134 has a similar setback planted with lawn found at other buildings in the Administrative Core, and is the only remaining original landscape feature in this area. Foundational shrubs along the south and east sides of Building 134 and flanking the entrance on the south side of the building appear to be modern

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

replacements. Weeds have grown in the area between Buildings 76 and 134. A row of trees are planted along the west side fence around Building 562. The playing field lawn and skate park lawn is maintained. A row of shrubs have been planted along the west fence line of the skate park.

Circulation

Circulation in this area is designed to accommodate vehicle and pedestrian traffic. Roads within this area are all two-lane, one in each direction. Pedestrian sidewalks wrap around the south and west sides of Building 134 and a sidewalk along the south side of the playing field connects to the sidewalk from main gate. A large parking lot with diagonal striping is located north of West Redline Avenue (**Photograph 3**).

Water Features

There are no bodies of water located within the Administrative Core.

Structures, Furnishings and Objects

The various buildings and structures present in the Administrative Core reflect the recreational land use found in this area. As previously noted, there is also a high proportion of open area in this part of the station. Buildings 76, 134, and 562 have little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station. Like other areas of the station, fencing is generally chain link. A half-barrel wood planter is located at the main entry of Building 134. A built-in concrete planter is located at the southwest corner of the playing field backstop, which is a raised concrete base with metal bleachers.



Photograph 2: West Red Line Avenue Building 134 at right, view of San Francisco in background.



Photograph 3: Large open paved area west of Buildings 76 and 134.

SHOPS AREA

The southeast area of the station is defined generally by the Shops and Operations areas of the station south of West Tower Avenue and east of the Seaplane Lagoon and waterfront area. Organized in terms of functions, it also includes a small rectangular area north of West Tower Avenue, between the Shops Area and the residential family housing, and a narrow strip of developed land between the west edge of the Seaplane Lagoon and a marshy area in the southeast corner of the Airfield. It does not include the areas south of West Hornet Avenue, east of Skyhawk Street, north of Oriskany Street, or east of Orion Street, north of West Atlantic Avenue, which are MWR Areas described in the Residential / MWR Area.

Spatial Organization

The southeast Shops Area of the station is laid out loosely on an orthogonal grid, but with a number of prominent exceptions. West of the East Gate, the oval lawn that traffic circulates around prevents West Atlantic Avenue from being a linear spatial organizer stretching from the north edge of the Seaplane Lagoon east through the East Gate. The diagonal path of the railroad running southwest to Pier 2 also visually and physically interrupts the orthogonal grid. The natural contour of the southern edge of the station creates the triangular wedge that makes up the southern portion of the Residential / MWR Area. West Tower Avenue is the only street running through this area that is aligned with the main organizing axes of the station. Other secondary streets like West Seaplane Lagoon, West Pacific Avenue, and West Ticonderoga Avenue form a grid, but the spaces do not read as strongly orthogonal. The sparsely placed buildings in this area also detract from the sense of a strong grid because there are not closely aligned buildings that create a straight “edge.” The small area west of the Seaplane Lagoon is only spatially tied to the rest of the station by the visual extension of Monarch Street south along the west edge of the lagoon; the few buildings in this area face this street.

A large percentage of the land in the southeast area Shops Area is sparsely developed (**Photograph 4**). There are many acres of land that are either fallow, open paved areas for surface parking, or enclosed by fencing for storage of equipment. As such these areas lack strong spatial definition. The roads are the predominant spatial organizing feature, and many of

them lack demarcating features found on other roads throughout the station, such as curbs, gutters, or sidewalks, and many also lack clear, visible striping to mark the driving lane.

The southeast Shops Area of the station is extensively paved in asphalt or concrete. Typically, spaces between buildings are paved and there are no curbs, sidewalks, or paths. The density of development is sparse in the southeast area of NAS Alameda, and the few large buildings are interspersed with larger vacant spaces (**Photograph 5**). The scale of buildings also varies from small storage containers to large, warehouse buildings such as Building 117. The size of the blocks also varies in the Southeast area. North of West Atlantic Avenue there are six blocks, generally of the same size and proportion – 990' east-west and 325' north-south. South of West Atlantic Avenue block size and orientation is inconsistent and generally larger.

A variety of land uses are currently visible in the southeast Shops area of the station. These uses include storage of equipment, vehicles, dumpsters, boats, boat trailers, shipping containers; as well as truck, trailer, and motor-home storage; a corporation yard; and various commercial enterprises including self-storage.

Several sets of railroad tracks traverse the Southeast area, running north-south, parallel to Orion Street, or diagonally between West Atlantic and the piers. This track draws a strong diagonal line through the area that detracts from the grid pattern of the streets and divides buildings and functional spaces. In the places where the railroad tracks turn, curved tracks subdivide blocks or spaces between buildings with arcs.

Views and Vistas

The relatively sparse and low-profile development in the southeast Shops Area of the station, and its proximity to the shoreline along the southern edge, provides the setting for many views of the environment surrounding NAS Alameda. A wide view from Ferry Point Road, north of Building 68, takes in the City of San Francisco, the Transamerica Building, both spans of the San Francisco Oakland Bay Bridge, the Marin Headlands, the Seaplane Lagoon, the seaplane hangar buildings, cranes in the Port of Oakland, the East Bay Hills, and downtown Oakland and Tribune tower. From West Atlantic Avenue at the East Gate there is a view of Bayporte Housing east of the station. The City of San Francisco is in view from West Seaplane Lagoon (**Photograph 6**). At Orion on West Atlantic Avenue, there is a view of the East Bay hills. Looking east on West Oriskany Avenue there is a view of trees in the City of Alameda.

Topography

The Shops Area is essentially flat.

Vegetation

Planting in the southeast Shops Area is sparse, reflecting the industrial nature of the operations located in this area. The only formally planted area is in the oval lawn just west of the East Gate. The other limited planned vegetation occurs in planters and along the rip rap edges of the station. Shrubs in raised planters accent three entries to Buildings 167, and iceplant, coyote bush and pride-of-madera grows in small clusters along the rip rap edge.

The formally planted area in the oval shaped lawn surrounded by the split of West Atlantic Avenue has a Monterey cypress with a trunk diameter measuring 8'6" in diameter (**Photograph 7**). This large, sculptural tree at the east end of the oval-shaped lawn is a focal point. Shrubs are used as an accent in a circular planting around the A-7 Corsair aircraft mounted on a pedestal in this lawn. There are a variety of flowering shrubs and perennials here including: Iceland poppies, pansies, pelargonium, woolly-blue-curls, euryops daisies, breath-of-heaven, lavender, and dusty miller.



Photograph 4: Buildings in the Southeast area are not a strong spatial organizer. Also note lack of curbing. Camera facing west at intersection of Skyhawk Street and West Pacific Avenue.



Photograph 5: Many spaces in the Southeast area are sparsely developed; facing northwest from West Oriskany Avenue, Building 169 in foreground, Building 168 in background.



Photograph 6: Looking west on West Seaplane Lagoon, east of Orion Street. Notice low density of building development, lack of vegetation, extensive paving, and view of San Francisco in background.



Photograph 7: Monterey cypress tree at oval-shaped lawn, near the East Gate; facing southwest.

Circulation

Circulation in the southeast Shops Area of the station accommodates heavy vehicles and trains, with very few sidewalks or paths present in this area.

Roads in the southeast Shops Area are typically straight, paved, and two lanes, one lane in each direction with faded striping. Some atypical roads are also present. In a deviation from the orthogonal alignment, the roadway curves around the oval lawn near the East Gate, and there are also two and three lanes in each direction around the lawn. East of the Piers 1-3 there is a poorly defined paved area, with unclear or non-existing markings for the driving lanes.

Several sets of railroad tracks run throughout the southeast Shops Area including the blocks between Ferry Point Road and Orion Street. Two sets of tracks run through Building 67.

Although curbs are largely absent from the southeast Shops Area of the station, there are a few segments of curbs at various locations. Often, long wooden beams are used as barriers in this area instead of formal curbing. Curbs appear north of Building 66, on West Seaplane Lagoon, Ferry Point Road, West Atlantic Avenue (with integral gutter) and Orion Street. On West Atlantic Avenue there is a 12" wide x 10" high curb on the south side of the road, and there is a 9" curb west of the fence on the east side of Skyhawk Street. Few ramps are present in the Southeast area to help facilitate circulation; one is present on the north side of Building 564.

This area has the most, and the largest parking areas on the station. As such, the design of the southeast Shops Area does not accommodate pedestrian traffic and there is only one formal sidewalk present in the area. There is a 12' concrete sidewalk on the north and south sides of West Atlantic Avenue. A curving path crosses the oval lawn at the mounted aircraft west of the East Gate. There is one example in this area of railroad tracks that have been converted to trails to accommodate pedestrians. A 4' wide concrete trail, paved between the railroad tracks, parallels West Atlantic Avenue through the site to Ferry Point Road north of Building 68.

Water Features

There are no permanent bodies of water located within the Shops Area; however, it is located adjacent to the Seaplane Lagoon.

Structures, Furnishings and Objects

The various buildings and structures present in the southeast Shops Area reflect the variety of land uses found in this area. As previously noted, there is also a high proportion of open or fallow area in this part of the station. Buildings vary in construction material and scale, with little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station.

Like other areas of the station, fencing in the southeast Shops Area is generally chain link, with and without barbed wire, with and without slats, and either 4', 6', or 8' tall. Other styles of fencing are present in specific areas. There is an ornamental iron fence at the East Gate, and at the entry to the commercial self-storage yard. A wood rail fence is present at the park area in the southeast corner of the station, and there is a solid board, wood fence at Building 414. Signage in the area is almost exclusively traffic signs.

Site furnishings in the southeast Shops Area of the station are a typical eclectic mix of utilitarian and recreational elements, similar to what is found in other areas of the station. Utilitarian features include various styles of trash receptacles, fire hydrants surrounded by bollards, vaults, and monitoring wells, shed structures, containers, tanks, loading docks and ramps, chain link enclosures, mailboxes, and an observation tower north of Building 292. There are eighteen

planters on West Atlantic Avenue west of Orion Street. Precast concrete bollards, 12" diameter and 3' high sit between each planter. Other elements in the Shops Area are tie downs, modular, and concrete pavers.

The only monument in the southeast Shops Area is the mounted aircraft near the East Gate.

RESIDENTIAL / MWR AREA

Most of the area of the station outside the boundary of the NAS Alameda Historic District to the east, and extreme southeast was devoted to residential family housing and MWR activities. The family housing area is located in the northeast corner of the station and is bound by Main Street to the north and east, West Tower Avenue to the south, and the edges of the Officers' and CPO Housing to the west. The area south of this to West Oriskany Avenue and bound roughly by Orion and Skyhawk streets, and the triangular shaped wedge south of West Hornet Avenue is an area previously used primarily for subsistence and recreational activities.

Spatial Organization

The 1960s family housing area is one of three types of residential housing found in the northeast corner of the station; the other two are Officers' Housing and CPO Housing, which are both within the boundary of the historic district. Each grade of housing is separated from the other with park-like open spaces. A large open space, now a community garden, is a buffer where the three types of housing meet (**Photograph 8**). The 1960s family housing area is further divided by rank into officers' family housing and enlisted family housing. This division occurs on Corpus Christi Road west of the CPO Housing, along Corpus Christi Road to Orion Street then south on Orion Street to Midway Avenue with officers' family housing north, and enlisted family housing south. Officers' family housing is further divided into single family homes along Pearl Harbor Road and Barbers Point Road, and multi-family homes south of the loop formed by Pearl Harbor Road and Barbers Point Road.

The density of development in the Residential / MWR Area is generally uniform, but there are subtle differences. The proportion of land covered by buildings in the multi-family housing area is the lowest density of all residential areas on the station. Although this area has the greatest amount of open space, it also has the highest density of population because of the use of multi-family housing units.

The streets within the officers' single family area echo the original Officers' Housing layout (**Photograph 9**), with single family homes orientated towards the street, although without a rigid set back. The street layout in the multi-family housing area is not as clearly defined as it is in the Officers' and CPO Housing areas. Here, the layout of the buildings, within large areas defined by major streets, is the primary organizing feature. The streets themselves are a mixture of curved and straight, with turnouts into off-street parking areas and carports. Trees in the family housing areas are generally sparse.

The layout of buildings in both enlisted and officers' multi-family housing creates central open spaces in each block (**Photograph 10**). These spaces provide communal play areas for children and most have playgrounds. They are planted with lawn and trees, and with occasional shrubs.



Photograph 8: Central community garden, camera facing west.



Photograph 9: Single family housing general view; camera facing northeast.



Photograph 10: Organization of multi-family area between Tower Avenue and Stardust; camera facing northwest.

Spatial organization in the MWR Areas within the southeast portion of the station is even less dictated by the axial layout than other areas. The Residential / MWR Area along the eastern boundary of the station is loosely organized into large blocks; however, building density is low and does not emphasize the grid. The other Residential / MWR Area at the farthest southeastern corner of the station deviates entirely from the orthogonal layout because it follows natural contours and is wedge-shaped.

Current land uses within the Residential / MWR Area include vehicular and pedestrian circulation, private backyards, ornamental planting, playgrounds, dumpster storage, trash and recycling bins, open space, clothes drying, community gardening, commercial activity, recreational soccer fields, auto hobby shop, a soccer club, a park, picnic area, and marina facilities. The marina facilities are a collection of features no longer in use with the bridges and docks fenced off. The park is associated with the Bay Trail and includes a 5' wide rails-to-trails path, an asphalt path out to and along the shoreline, a kiosk with notices, signage, picnic tables and benches, and boat tie downs.

Views and Vistas

Most views within the Residential Area are limited because the curvilinear streets prevent long views and irregular building orientation and vegetation prevents focal points. Along the northern edge of the Residential Area, the Port of Oakland and East Bay hills are visible between and above screening trees. Along Midway Avenue, one of the few straight streets in the area, Alameda Bayporte housing, is visible outside of the station (**Photograph 11**). The central community garden is visible from various locations throughout. Wide views of the San Francisco Bay and San Francisco are available from the MWR Area at the southern edge of the station.



Photograph 11: View along Midway Avenue, only long view within housing area, camera facing east.

Topography

The Residential / MWR Area is essentially flat with minimal pitch as needed for drainage.

Vegetation

Planting in the residential areas in the northeastern quadrant of NAS Alameda is the densest on the entire station but there are fewer trees and shrubs in the 1960s family housing areas than in the Officers' or CPO Housing areas. The MWR Areas are sparsely planted in relationship to formally planted areas of the station, even though they are the most planted parts of the southeast area of the station.

Lawns are characteristic of all residential areas on the station. Lawns fill the interior spaces enclosed by the multi-family housing buildings, which would have provided a protected play area for children, and an area surrounding each of the single family homes. The multi-family and single family units are deeply set back, as in other portions of the station, although their orientation towards each other does not clearly define the set back. Portions of the multi-family housing are no longer occupied and the lawns are not as well maintained as in other residential areas, and have died. This is the case in the unoccupied areas east of Orion Street (**Photograph 12**). There are planting strips between the curb and sidewalk on portions of West Midway Avenue and on Orion Street. In contrast, there is a well maintained area near the occupied apartments at West Tower Avenue and Moonlight Terrace.



Photograph 12: Typical vegetation in the enlisted family housing area; camera facing north.

Although trees do not strongly characterize the setting of the family housing area, there are instances where tree plantings do contribute to the spatial organization of the area. One of the most defined tree-rows on the entire station is a row of *Eucalyptus polyanthemos* on West Tower Avenue west of Orion Street. A row of myoporum also lines the north side of West Tower Avenue. Other trees in the family housing areas are mulberry on Stardust Place, sycamore on Rainbow Court and Orion Street east of Building 152, and sweetgum on West Midway Avenue at the gate. There is also a square of lawn east of Rainbow Court with four sycamore trees.

There are few to no shrubs throughout the family housing areas. The only hedges in the area are a row of photinia in the parking strip on the south side of West Midway Avenue that has not yet formed a hedge, and an escallonia hedge at a dumpster in the southwest quarter of enlisted family housing area.

There is a community garden between Main Street and Barbers Point Road in the officers' family housing area. Features include wire fencing, an outdoor oven, picnic tables, drip irrigation, fruit trees, berry vines, raised beds, plastic greenhouse, a storage container, a shade structure, compost, and a basketball backstop. To the north of the garden is a fallow open space, and north of that is a commercial nursery.

Plant types in the MWR Areas include thirty-six species of trees, and forty-four species of shrubs and perennials. Tree types include eight coniferous species, seven deciduous trees, twenty-one broadleaf evergreens and two palm species. Only two species are for flower display. There are much greater numbers of evergreen and coniferous trees and shrubs than species that lose their leaves in winter. Most tree species are found only at one location within the area. Trees used repeatedly include: black acacia, Monterey and Italian cypress, ironbark eucalyptus, Monterey pine, and Lombardy poplar. No particular species of shrub is used in great number.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

Tree rows include two groups of strawberry trees planted in concrete planters at the East Gate on West Atlantic Avenue. Rows of redwood trees are planted around the perimeter of the playing field just south of the East Gate. There is a row of mixed pepper trees in a 9' wide planting strip on the south side of West Hornet Avenue, and two rows of Lombardy poplars perpendicular to the pepper trees west of the Fleet Recreation Center.

Shrubs are used to feature entries at a few locations. The most extensive shrub plantings in this area are found at the East Gate and the south side of West Atlantic Avenue. They are also used in front of Building 608, at the entrance to the storage facility north of Building 608, and at the park entrance near Dock 5. A tall, lush hedge of Australian tea tree provides a good screen at the southeast corner of the station. There are a limited number of shrubs growing under the tree canopy in the park south of West Hornet Avenue.

The planting in the park associated with the Bay Trail at the south end of the station consists mostly of closely spaced trees and a few understory shrubs (**Photograph 13**). Predominant trees are Monterey cypress, allepo pine, redbud, oak, Italian stone pine and alder. Shrubs include lemonade bush, coyote bush, toyon, and pride-of-madera. The dense cluster of sizeable trees is in distinct contrast to most of the southeast MWR Area that is devoid of any kind of planting. East Bay Regional Park likely did this to distinguish the park from the rest of the station.



Photograph 13: Vegetation and Bay Trail present at recreational area at south end of station.

Lawn planted at either side of the East Gate on West Atlantic Avenue contributes to the effect of a formal welcome area. There are less formal lawns at the West Pacific Avenue entry, and south of the West Oriskany Avenue entry. Lawn is also planted in the sport field south of the East Gate and in the park south of West Hornet Avenue to accommodate recreation uses. There are planting strips with lawn at a few locations, but generally there are few if any sidewalks and no planting stripes between the curb and sidewalk.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

Generally, the condition of most plants in the Residential / MWR Area is good. Formal lawns are well maintained, shrubs are pruned or naturally low-growing and fallow areas are kept neat and trim. Species are well adapted to the marine environment and require minimal maintenance.

Circulation

Circulation in the Residential / MWR Area is designed to accommodate vehicle and pedestrian traffic. Roads within this area are all two-lane, one in each direction.

Many areas in the Residential / MWR Area do not have sidewalks. Where they occur they vary in width from 3' to 6', widening to 12' at corners. Sidewalks are present on only one side of the street in many areas. Sidewalks in the enlisted family housing area are not uniform in width. There is a 5' sidewalk on Stardust Place, and on Orion Street and Rainbow Court at Building 78, a 6' sidewalk on the north side of West Midway Avenue, and a 3' sidewalk on Sunrise Court. The area on the north side of Building 152 is paved from the back of the sidewalk to the face of the building. Many sidewalks in the area are in very poor condition. Remnants of a sidewalk are present along Serenade, and a 5' wide sidewalk in poor condition lines West Tower Avenue, west of Orion Street for half the block between Orion Street and Moonlight Terrace. On the south side of West Midway Avenue the planting strip has been paved over. The recreation area at the southernmost portion of the station is more accommodating to pedestrians. There is a formal sidewalk south of West Hornet Avenue, east of Building 542 to Dock 5 and there are three secondary paths to rectangular paved pads with 6' wood park benches and wood trash containers on the north side of the building. There is also another railroad track segment converted to a trail that parallels West Hornet Avenue at the sports field (**Photograph 14**).



Photograph 14: Rails-to-trails path along West Hornet Avenue.

Paths in the family housing area are typically narrow, and associated with open spaces. The single family officers' homes have short paths from the driveways to the front doors. These are the only paths in that area. Among the multi-family buildings, narrow paths, laid out in straight lines connect the various buildings skirting the edges of open spaces. These paths do not connect to the rear of any building, but to the front or side. There are typically 3' wide concrete paths on one

side of parking bays connecting the parking with the building entries. Notable paths include a 3' wide concrete path in the enlisted family housing bisecting the open space between West Tower Avenue and Stardust Place in the block west of Orion Street, and a 15' wide path connecting two buildings located at Moonlight Terrace and West Tower Avenue. The area west of Rainbow Court containing barracks Building 78 retains original orthogonal paths approaching four entries.

A few ramps in the Residential / MWR Area also facilitate circulation. Ramps lead up to doors and a set of stairs north of Building 152, and are also present north of Building 564, at the office trailer north of Building 608B, and on the south side of Building 90.

There are some off-street parking bays in addition to carport parking in the residential area. Communal parking in the multi-family housing areas is sometimes just off the street, but more often set back and accessed via a short drive between the road and parking area. Driveways are narrow with 6" curbs that transition from rolled to square curbs at parking bay approaches. The parking lot south of Building 613 is divided by five north-south running curbs.

Water Features

There are no bodies of water in the Residential / MWR Area on NAS Alameda.

Structures, Furnishings and Objects

Most of the buildings in the 1960s family housing areas are multi-family structures. There are some single-family officers' houses in the northern part of the family housing area. The single family homes are based on four floor plans, rotated or mirrored to create a greater sense of diversity in the landscape. The multi-family buildings also use standardized floor plans, although the diversity of plan is less visible on the outside. These buildings are generally uniform in plan and constructed in a very modest minimalist style. Structures present in the area include the typical mix of utilitarian structures present in other areas of the station as well as elements associated with residential family life, like tot lots and community gardens.

Fencing in the family housing area encloses small private yards behind the single family houses, leaving large open spaces between the rows of houses (**Photograph 15**). The fencing varies in style, materials, and heights. Metal fencing includes 3', 5', 6' and 8' tall chain link fencing, and one ornamental iron fence with a gate on West Midway Avenue near the entry. Wood fencing, generally unpainted, includes plain board fences, lattice fences, pickets, and combination board and lattice. Utilitarian chain link fencing surrounds Building 152.

Lighting in the enlisted family housing is a mixture of two styles, 12-15' black poles with "chinese cap" luminaire, and bollard lights with metal, angled light fixtures.

Lighting fixtures in the Residential / MWR Area are also varied. Box lights with bronze finish on round, wood poles are present at the parking lot south of Building 118 and along the rails-to-trails path. Cobra head lights on stainless steel poles occur in the parking area south of West Hornet Avenue. There is one double-headed cobra light on the east side of the gate at the East Gate on West Atlantic Avenue and one at Ticonderoga Avenue and Ferry Point Road. A large, boxy light on a green metal pole is present in the parking lot west of Building 608. Metal and acrylic box lights on wood poles are present in the camping and park areas at southeast corner of station.



Photograph 15: Fenced yards in single family housing area between Barbers Point Road and Pearl Harbor Road, camera facing southeast.

The family housing areas do not contain the eclectic mix of site furnishings found in the Officers' and CPO Housing areas. There are communal mailboxes, clothes line poles, newsstands, and a portable basketball standard north of West Tower Avenue, east of Sunrise Court.

Carports are common structures within the family housing areas. Each single family house has a carport and carports are either attached to the multi-family units or incorporated into the multi-family buildings. Freestanding carports are provided for the units on Lemoore Road opposite the community garden and open space (**Photograph 16**). A communal carport in the enlisted housing area, on Serenade Place, has a 30' wide entry drive. Typically, drives are narrow in this area; however, one other wide drive occurs on Moonlight Terrace north of West Tower Avenue.

Playgrounds in the family housing are located midblock, on the south side of West Midway Avenue; midblock, west of Orion Street; and north of Building 533. Amenities include climbing structures, slides, benches, trash containers, barbeque facilities, swings and fencing (**Photograph 17**). Most equipment is relatively new and in good condition. There are two shade structures near the tot lot on West Midway Avenue.

Common structures throughout the family housing area include wood message boards, traffic signs, various irrigation equipment, freestanding dumpsters, and concrete masonry unit (CMU) dumpster enclosures in the southwest quarter of the enlisted family housing area. Other structures present in the area are steel barriers protecting the utilities east of Building 152, shed structures at the north and south sides of Building 78, a wood shade structure at a kiosk on Rainbow Court, a small CMU structure on Moonlight Terrace north of Building 78, and two building foundations south of Stardust Place at Moonlight Terrace.



Photograph 16: Freestanding carports along Lemoore Road, camera facing southeast.



Photograph 17: Variety of amenities located west of Orion Street amid multi-family housing; camera facing northwest.

Site furnishings in the MWR Areas include a sitting area on the south side of Building 118, a shade structure, picnic facilities, and a sports field with equipment near Building 542. Picnic tables are present in the East Bay Regional Park areas. Planters adorn building exteriors in a couple of locations. Southwest of Building 90, seven 5' x 3' high precast planters line West Atlantic Avenue. Signage in the Residential / MWR Area includes an Alameda Point Leasing and Management sign in the lawn at the East Gate, a sign at the soccer field on Main Street, and a wood sign on telephone pole posts at the East Bay Regional Park near Building 342.

The hardscaping in the Residential / MWR is primarily patios, parking, curbs, swales, loading docks, and a recreation area. Multi-family buildings have a concrete pad, often enclosed by a fence, attached to each building that originally served as clothes drying yards (**Photograph 18**). In areas with slight elevations these may have a supporting retaining wall along one side.

Other hardscape features in the family housing area include concrete swales, a paved area north of Building 78 for parking or a court games, and a 20' x 20' concrete pad south of Sunrise Court with a narrow path connecting to West Tower Avenue.

Also present at the north side of Building 542 are the remains of a sign, three wood planters painted the same blue that is used in the Administrative Core, two precast planters (no plants), and news racks.



Photograph 18: Fenced drying yard.

OPERATIONS AREA

The Operations Area outside of the boundary of the NAS Alameda Historic District is comprised of the Airfield and waterfront area. The Airfield is located on the west half of the station. The land area generally forms a square measuring roughly 5,400' in the north-south direction and 6,100' east-west. Three sides of the Airfield are defined by a riprap edge at the water of the Oakland Inner Harbor to the north, and San Francisco Bay to the west and south. The west sides of landplane hangars Buildings 20 through 23, Building 24, and Building 19 define the fourth (east) side of the Airfield. The waterfront area includes the Carrier Piers Area located south of the Seaplane Lagoon.

Spatial Organization

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

Within the Airfield area, other than the paved runways and taxiways, development is very low. Buildings and structures are located at the periphery of the Airfield leaving the vast majority of the area open and without vertical features (**Photograph 19**).

The southwest corner of the Airfield is elevated, approximately twenty feet, and is dedicated to open space – ponds and marsh habitat. There are no buildings or structures in this portion of the Airfield. The southeast corner of the Airfield is also a pond and marsh habitat (**Photograph 20**). Depending upon the vantage point, the spatial organization of the Airfield appears either vague or very defined. From some positions the Airfield appears as undifferentiated fallow land or vast expanses of pavement (**Photograph 19**), but the view along Runway 13-31 provides a perspective of the spatial organization – a straight, unimpeded band of pavement 400' wide and 8,200' in length (**Photograph 21**). This organizing feature is repeated in each runway and taxiway with different orientations. Bold markings on the pavement reinforce these strong organizing features.



Photograph 19: The Airfield has extensive concrete and asphalt paving, few vertical obstructions, and panoramic views of the San Francisco Bay Area; facing northwest.



Photograph 20: Marsh at southeast corner of Airfield, Building 29 in background; facing southeast.



Photograph 21: Runways are a strong spatial organizer in the Airfield; north end of Runway 13-31 facing southeast.

In this vast landscape small features like a clump of willow or the tetrahedron provide orientation and focal points. The elevated earthen mound magazines, in an otherwise flat landscape also provide orientation and focal points. The north-south alignment of magazines Buildings 56, 57, and 58 and the east-west alignment of the pairs of Buildings 353 and 354, and 50 and 51 along with their associated access roads, introduce spatial organization to the westernmost areas of the Airfield on the east and north edges of the ponds area, and south of Taxiway H.

The treatment of the three coastal sides of the Airfield is also important to the visual definition of the area. The Airfield is revetted with non-uniform rip rap along the bay and channel edges. Most of the rip rap is irregularly shaped stone or concrete rubble (**Photograph 22**). Exceptions occur south of the pond area where cube shaped pieces are laid in a straight, level line, creating a visually strong edge, and at the southeast corner where very large boulders, carefully lined up, also form a strong edge. At one point in the southeast corner the rip rap is paved over with cracked concrete.



Photograph 22: Riprap along north edge of airfield, facing west.

Land uses in the Operations Area of the Airfield currently include jogging, ammunitions storage, weather monitoring, equipment storage, and a corporation yard.

The spatial organization of the waterfront area includes a density of support buildings near the Piers 1, 2, 3 and the wharf and a large expansive parking lot (**Photograph 23**). Additional modern shop buildings with large paved areas used for parking and storage are on the east side of the parking lot (**Photograph 24**). Within the waterfront area land uses include storage for vehicles, boats, boat trailers, shipping containers, and motor-homes (**Photograph 25**).



Photograph 23: 2005 aerial photograph showing the Waterfront area outside the boundary of the historic district.¹



Photograph 24: Parking lot in waterfront area with Building 584 in background, facing east.

¹ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE," available at www.atlas.ca.gov.



Photograph 25: Waterfront area with carrier piers in background, facing south

Views and Vistas

Most places on the Airfield provide 360 degree views of the surrounding environment (**Photograph 26**). There are particularly good views of the City of San Francisco, the San Francisco Bay, both spans of the San Francisco-Oakland Bay Bridge, the Port of Oakland, San Bruno Mountain, Marin, Mount Tamalpais, the East Bay Hills, and the east portion of the station, particularly landplane hangars Buildings 20 through 23. A particularly clear view is afforded from the elevated position provided by the levee at the southwest pond area.

From Pier 3 there is a wide view of the bay, the trees in the city of Alameda, the breakwater, an island to the southeast, and views of ships, piers, and barges. At the centerline of West Hornet Avenue the view is terminated by a warehouse in the east, but to the west the view runs down the south side of the *USS Hornet*. From this vantage point there are views of the Bay and breakwater, and all the ships, and cranes to the north over the tops of hangars. From Viking Street there are views of Piers 1, 2, and 3, San Francisco and South San Francisco, and the San Francisco - Oakland Bay Bridge.

Topography

The Operations Area generally has flat topography. The southwest corner of the Airfield is elevated, approximately twenty feet, and is dedicated to open space – ponds and marsh habitat.



Photograph 26: View from Airfield – views of San Francisco; facing west.

Vegetation

Although the vegetation exhibit for the Airfield shows a large proportion of green, essentially all of this area is vegetated with low grasses and other herbaceous plants in fallow or marshy areas. The extent of vegetation intentionally planted is very limited. Plant types include ten species of trees, and thirteen species of shrubs and perennials. Tree types include two conifers, two deciduous trees, and six broadleaf evergreens. One fig tree was found in the northwest corner, south of Taxiway C.

There are a few trees at the perimeter of the Airfield, including a grove of Monterey cypress in the marsh area in the southeast corner of the Airfield, a mixed mass of Sydney acacia and green wattle west of Building 353, and a mixed grouping of trees at Building 403 including a she-oak – the only example of this genus on the station. There is a row of black acacia beyond the north end of Runway 13-31 (**Photograph 27**), and eleven trees on the north shore along the Oakland Estuary east and west of Pier 4. One black acacia is growing on top of Building 443, which is a water tank. Two myoporum trees exist south of the Building 528 foundation.

Shrubs include a large mass of willow in one of the fallow areas south of Runway 7-25 and smaller groupings of willow west of Building 57, north of magazine Buildings 50 and 51, north of Taxiway B, and within the pond areas in the southwest and southeast corners. Pampas grass and coyote bush are found in the pond areas. Unlike the rest of the station, there are large areas of ground cover in this area. Iceplant is found throughout, mostly at the perimeter of the Airfield and in the pond areas. Iceplant is also planted on the berms that cover the ordnance magazines.

In addition to the planned fallow areas between runways, vegetation – grasses and other herbaceous species – grows up through cracks and joints in the paved areas of the runways and taxiways.

Plants on and around the Airfield are well-adapted to the environment and survive without maintenance.

The waterfront area lacks any formal plantings.



Photograph 27: Row of black acacia beyond the north end of Runway 13-31; facing north.

Circulation

Circulation features in the Airfield accommodate vehicles, aircraft, and pedestrians. Roads are all two-way, one lane in each direction, and paved with asphalt, except in the pond area in the southwest corner where they are one lane dirt roads. Interior "roads" in the pond area are difficult to discern. Jogging paths with signage on 4" x 4" wooden posts at various locations line the edge of the Airfield perimeter road. See Illustration 17 for runway and taxiway labels.

The concrete runways that form the Airfield are poured in segments of varying dimensions. Segments measuring 20' x 20' and 10' x 20' have tie-downs throughout. There are several different painted markings on the runways, including sets of broad white strips about 12' wide and a large yellow circle with an arrow. At the south end, just north of the wood pier, there is 2' wide yellow diagonal striping. Some green paint appears on Runway 7-25 and west of Taxiway E, which ran north-south perpendicular to Runway 7-25, parallel and between the landplane apron area and the Landplane Hangars. Taxiway F is composed of both concrete and asphalt. The fallow area north of the end of the taxiway is depressed so the taxiway can drain into the low area. Painted markings include large yellow crosses, striping, and a large letter "H." Asphalt paved shoulders line either side of Taxiway H, which is otherwise concrete and in good condition.

Within the waterfront area circulation accommodates heavy vehicles and trains, with no sidewalks present in this area. Roads are two-way, one lane in each direction, and paved with asphalt. A set of crane tracks run from Building 292 to Pier 3 and remnants of two rail lines begin from West Hornet Avenue and terminate at the western end of Pier 3. Rail line remnants area also found along the water's edge on Ferry Point Road and continue into two lines running the length of Pier 2. The large open parking area located in the waterfront area has curved and angled concrete curbing along West Hornet Avenue and Viking Street (**Photograph 28**).



Photograph 28: Asphalt parking lot in waterfront area, note curved curbing; camera facing southwest.

Water Features

There are permanent ponds in the southeast and southwest corners of the Airfield, as well as ponding and flooding at various other locations. The waterfront area includes the Breakwater, is adjacent to the Seaplane Lagoon, and extends into the San Francisco Bay.

Structures, Furnishings and Objects

Much of the Airfield is a vast paved area without curbs and without many obstructions. Large fallow areas have little or no planting. Many of the buildings on the Airfield are small sheds at widely dispersed locations around the perimeter. Structures present are primarily runway lighting, signs, fencing, magazines, trash and utility enclosures, various posts and pipe remnants, telephone poles, containers, uniformly spaced tie-downs, piers, and weather equipment.

Runways are lined by remnants of lighting systems that are typically only 10" to 20" high and set at various locations along the runways and taxiways. Six lights on tall poles are located at between Buildings 57 and 58. On the south side of the Airfield, box-like lights remain set into the runways. Signage in the Airfield primarily warns of hazards, and marks no-trespass zones, or identifies the borders of the Least Tern bird habitat present on the Airfield.

Site furnishings on the Airfield consist of wood bollards and a basketball backstop south of Building 133, a row of 6' tall metal posts, spaced 40' apart at the west end of Runway 7-25, and an 8' long picnic table east of foundation of former Building 83 and the north side of the airfield.

Fencing on the Airfield is mostly temporary or portable 6', 8', or 12' tall chain link, with and without barbed wire. It is used to block access to potentially contaminated areas, fences off most of the shore, and form various enclosures, including the bird habitat. There are fewer fenced enclosures on the Airfield than in the Shops and Operations areas.

Ordnance storage magazines are typical of the buildings on the Airfield. Multiple structures east of Taxiway C include five earth-covered magazines (about 50' long), four Quonset huts, a shed-like building, and two cylinder-shaped concrete

structures. Buildings 50 and 51 are earth-covered magazines with two large steel entry doors set in a concrete header wall that opens onto a blast protection berm with a concrete header wall.

There are a number of distinct buildings, structures, and objects associated with the Airfield on the apron: the tetrahedron (Building 480), a liquid oxygen facility (Building 407), a field lighting vault (Building 499), and a transformer vault. The tetrahedron is located on the apron, west of Runway 13-31 (**Photograph 29**). It is sheathed in aluminum, balanced on a concrete base on a metal pivot post and weighted on one end. The liquid oxygen facility is located southeast of the tetrahedron and northeast of the rinse facility. It is a concrete block building with a low-pitched gable roof. The liquid oxygen facility is adjacent to Building 272, a temporary structure that was relocated to the airfield in the 1950s. The field lighting vault is located northeast of the liquid oxygen facility and southeast of the compass rose. It is a one-story concrete tilt-up structure measuring 46' x 31' wide with a low pitched gable roof located at the southeast corner of the old runway system and aircraft apron.

Other elements includes a cluster of concrete objects in the pavement north of Building 50, and the remnants of a compass rose south of Taxiway F. The cluster of concrete objects includes a concrete foundation, concrete slabs, and a chunk of concrete with an I-bolt and chain loop. The remnants of the compass rose are a circle defined by a 10' wide concrete band with numbers representing compass points. The center of the circle is paved with asphalt and painted with radial lines. There is a 69" diameter, aluminum frame object in the center of the circle. Concrete paving connects Taxiway F to the compass rose.



Photograph 29: Tetrahedron; facing southeast.

Concrete-lined swales or drainage ditches are part of the utilitarian structures of the Airfield. A concrete-lined drainage ditch runs east-west, north of landplane hangar Building 20 and north of concrete pads on the north end of Monarch Street. Another ditch, east of the pond area, with a 30" corrugated pipe inlet at each end, starts near the south side of the ponds and ends at Building 57.

Other characteristic structures on the Airfield are located in the Special Weapons Magazine area on the northwest area of the Airfield. These include Building 497, a long rectangular magazine oriented from northwest to southeast measuring 202' long and 25' wide. Constructed of poured concrete, the west side has seven pairs of double metal delivery doors
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with strap hinges and louvered vents on either side located low on the wall. The north and south ends are sloped as is the east side. Building 498 is a two-story security tower on a square concrete column with a spot light on the flat roof located. The poured concrete square structure has corner windows on each side with rectangular openings to the center and below each window.

Other characteristic structures include weather equipment at the north edge of the marsh area in the southeast corner of the Airfield, and remnants of a two-part concrete blast wall. The blast wall, 60' long and 8'6" to the west, runs on the north diagonal north of Taxiway F. Another portion of blast wall, further south and just north of the center line of Taxiway F, is about 115' long.

Two piers are present on the Airfield, one on the north side and one on the south. Pier 4, on the north side, has wood railing and a light on a post. The unnumbered wood pier in the southeast corner of the Airfield is T-shaped and has a shack on the east end. The pier is constructed of 4" x 4" posts, 2" x 4" and 2" x 6" rails, and 2" x 12" decking members with round pier supports. Lights are mounted on the pier. A pole with a platform, light, and sign is in the bay west of this pier.

The various buildings and structures present in the waterfront area reflect its use as waterfront support operations: a pier utility boiler plant (Building 584), Public Works riggers shop (Building 292), pump house (Building 340), waterfront maintenance shop (Building 68), waterfront operations building (Building 621), hose maintenance (Building 612), storage buildings, electrical substations, and sewage pumps. As previously noted, there is also a high proportion of open area used for parking in this part of the station. Buildings vary in construction material and scale, with little or no stylistic architectural details. Structures consist of the general utilitarian infrastructural elements like fencing, lighting, signage, and utility enclosures found in other areas of the station.

Fencing in this area is generally chain link, with and without barbed wire, with and without slats.

Within the waterfront area, structural elements that are specific to this area include a series of three piers (Piers 1, 2, and 3) and two Wharves (Wharfs 1 and 2) that form the southernmost waterfront, and two navigation range towers.

Piers 1, 2, and 3 extend parallel into the San Francisco Bay from the southwest side of the Southeast area of the station. Pier 1, the northernmost and smallest of the three piers, extends into the water from the southeast corner of the Seaplane Lagoon. The concrete pier has a row of lights on the north side mounted on closely spaced galvanized poles. Concrete raised paths 9" high and 4' wide line both sides of the pier, and a concrete curb wraps around the end of the pier. A wood dock with gangplank access extends northeast toward Building 38. Two 40' x 50" square docks supported by steel pontoons with wood decking are evenly spaced on the north side of the pier.

Pier 2, south of Pier 1 and outside the Seaplane Lagoon, is also a concrete pier with concrete curbs and cleats on both sides. Of the three piers in this area, this one extends furthest west into the bay. The pier is equipped with an assortment of utilitarian features like ladders into the water, valves, tall galvanized steel poles with a group of "hat-like" lights, cranes, electrical equipment, ramps, and storage containers.

Pier 3, the southernmost pier in the area, is also a concrete pier with a walkway and curb around its perimeter. Railroads tracks run the length of the pier. The pier is also equipped with other standard features like cleats and bollards embedded in the pavement. There is an interpretive sign honoring Jimmy Doolittle and welcoming visitors to the USS Hornet Museum installed on the pier.

Wharf 1, located between Pier 1 and 2, and Wharf 2, located between Pier 2 and 3, have concrete curbs and metal cleats and bollards embedded in the pavement. Utilitarian features include ladders into the water.

There are two navigation range light towers in the area north of West Hornet Avenue, one 20' to 25' tall tower with a 4' x 5' platform north of Building 292, and a similar tower about 50' tall to the east, south of Building 530 (**Photograph 30**).



Photograph 30: Navigation range light in fallow area south of Building 530; facing south.

B10. Significance (cont.):

Historic Context

The Navy established NAS Alameda as a component of its national plan to strategically develop naval aviation and to position air stations across the country in the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and crucial role in the Pacific theater. The station grew rapidly to enable it to serve and support important wartime activities. NAS Alameda was one of three major air stations on the West Coast to support operations of aircraft carrier groups, patrol squadrons, and utility squadrons, and it conducted critical functions for aircraft assembly and repair. Under the theme of Pre-War Preparedness in the Statewide Study, NAS Alameda is listed among the permanent bases built during the period leading up to World War II. The Statewide Study notes that military facilities like NAS Alameda share characteristics, such as most were constructed in a short period of time and many were built following a “total base design” with adaptations required during rapid war time construction. The Statewide Study also observed that many late 1930s military facilities were built, like NAS Alameda, following construction and architectural trends of the period, many of which included reinforced concrete buildings.²

Following naval aviation’s successes in World War II, the Navy established the aircraft carrier as a central basis for naval operations, with operations and support activities for aircraft and carriers becoming standard Navy functions during the latter half of the twentieth century. NAS Alameda supported carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, and continued to carry out its main function of aircraft overhaul and repair. As noted in the Statewide Study, much of the focus for military development during the Cold War, however, was on research and development of innovative aircraft and weapons. While it conducted vital functions, NAS Alameda’s

² JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-1 and 7-2. As noted, the description “total base design” is not a phrase used historically to describe the master planning process on NAS Alameda. The phrase is presented in the Statewide Study and is applied to NAS Alameda in that document.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

support role was part of the Navy's standard operations during this period and thus the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of Cold War naval missions and activities.

This section presents the historic context for NAS Alameda and the historic development and evolution of features and functions of the landscape located therein. Please note, contemporary street names are used in this narrative context and its illustrations, rather than the historical number and letter street names.

Pre-World War II and World War II (1917-1945)

Establishment of NAS Alameda (1917-1940)

Experiments in naval aviation began as early as 1910 when the first biplane took off from the deck of the cruiser *USS Birmingham* (CL-2). During a 1913 naval exercise off the coast of Cuba, the entire naval aviation contingent participated in scouting and spotting mines and submarines, which marks the first use of Navy aircraft. Despite the growing usefulness of naval aviation – further demonstrated through the use of seaplanes for anti-submarine patrols in World War I, the 1921 demonstration sinking by aircraft of the former battleship *Ostfriesland*, and successful employment of aircraft in 1923 fleet exercises – funding to expand naval aviation activities was limited during a period of post-war low military spending and as the army and navy debated the merits and control of aviation for military purposes. Naval aviation was bolstered by the establishment of the Bureau of Aeronautics in 1921, which promoted integrating aircraft with fleet operations. Available funds for naval aviation were generally spent on aircraft during this period, creating overcrowding at the few facilities that served aircraft, and little money was spent directly on creating naval stations designed for aircraft operations. Two of the earliest naval facilities that had aircraft functions were in San Diego, which was established in 1911 and shared air facilities with an Army air field, and in Pensacola, Florida which was established in 1914 and was an adapted naval yard. Construction in the 1930s would place NAS Alameda on equal footing with these stations.³

Increases in Depression-era federal spending during the early 1930s and the growing concerns regarding national defense in response to geo-political changes in Europe and Asia boosted funding for naval aviation during this period. The Vinson-Trammell Act of 1934 helped expand naval aviation activities, providing for acquisition of aircraft to accompany new ships, and the improvement of naval bases. At the same time, the military expanded their presence in California. Before this time, a majority of military bases were located in the midwestern, southern, and eastern parts of the country. The Navy reorganized into Atlantic and Pacific fleets during the 1920s, spurring construction of naval facilities in California. California – and the San Francisco Bay Area in particular – offered a mild climate and undeveloped land, an excellent combination for naval operations and training. In 1935, Navy representatives met with Alameda city officials to discuss purchasing 1,000 acres of low, tidal land west of the city for an air station. The negotiations were successful, and in June 1936 Congress passed Public Resolution No. 19, which authorized President Franklin D. Roosevelt to accept the City of Alameda's offer for the land. By the end of the year, the Bureau of Yards and Docks was preparing a plan for development of the new station.⁴

³ Julie L. Webster, United States Army Construction Engineering Research Laboratory, "Historical and Architectural Overview of Military Aircraft Hangars," Prepared for United States Air Force Headquarters, Air Combat Command, 1999 revised 2001, 1-9 to 1-10, 2-13, 3-24 to 3-41, http://www.cecer.army.mil/TechReports/webster98/webster98_idx.htm (accessed September 15, 2009); Kirby Harrison, "U.S. Naval Aviation 75 Years of Pride and Tradition," *Naval Aviation* (May-June 1986): 4, www.history.navy.mil/nan/backissues/1980s/1986/mj86.pdf (accessed January 10, 2009); *Chronology of Significant Events in Naval Aviation, 1910-1915* (Washington, DC: Naval Aviation History Office, 1997) 4, 11; Charles J. Gross, *American Military Aviation: the Indispensable Arm*, (College Station: Texas A&M University Press, 2002) 48-50.

⁴ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, California Historic Military Buildings and Structures Inventory, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station DPR 523B (1/95)

The Navy had long considered the area at the western end of Alameda for naval operations. Beginning in the 1870s and continuing into the early 1900s, the City of Alameda (incorporated in 1872 and re-incorporated as a Charter City in 1884) had experienced significant infrastructure growth, attracted a number of industries, and grown in population. By the 1910s, local businessman John J. Mulvany began promoting Alameda as an attractive site for a military installation. He began pressing the Navy and Congress to establish such a facility at the low-lying area west of the city called Alameda Point.⁵ Mulvany's efforts led to the creation of a special congressional fact-finding committee headed by Admiral James Helm in 1917. The subsequent Helm Report, released that same year, recognized Alameda's advantages: local industry and transportation infrastructure, shallow waters to create as many acres as needed through dredging the sandy bay, access to deepwater, and its relatively isolated location. His report recommended that the Navy purchase land at Alameda for development of a supply station, comparable to the facility at Hampton Roads, Virginia that housed and supported Navy aircraft. The Alameda station was to be part of a chain of naval bases along the West Coast stretching from San Diego to Seattle.⁶

Despite local support and continued requests from the Navy, Congress did not approve construction of a naval base at Alameda for nearly two decades. In the interim, the City, private interests, and the Army developed parts of what became NAS Alameda. West of Webster Street in Alameda, the city allowed a private corporation to create 900 acres of filled land and to construct an airport along the Southern Pacific Railroad Mole that jutted into the San Francisco Bay from the western tip of the island. This later became the northwest corner of the station. The Alameda Municipal Airport opened in March 1929 (**Photograph 31**). The airport attracted to its facility the Curtis-Wright Corporation. Later, Pan-American Airways flew seaplanes from the peninsula, including the famous "China Clipper" in 1935 that inaugurated commercial trans-Pacific air service. The site of the aircraft's departure is commemorated by California Historical Landmark #968, located near the base flagpole in front of Building 1, although the actual site of the airport bay was to the west near the intersection of Runway 7-25 and the taxiway that connects it to Runway 13-31. Less than two weeks after the completion of the Alameda Municipal Airport, a private venture began construction of the San Francisco Bay Aerodrome on leased acreage in the area bound by Webster Street to the east, present day Atlantic Avenue to the south, and Main Street to the west. The Aerodrome was dedicated in August 1930.⁷

Alameda Historic District" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, January 2008), 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 11, 2009); "Construction of 2 Dirigibles By Navy Urged," *Oakland Tribune*, (November 16, 1936): 4.

⁵ Alameda Point is the historic name of the west Alameda area. This name is also being used for current planning efforts on former NAS Alameda. This historic name is not be used further in this report so as to avoid confusion with the current planning efforts. For historic reference see: Frederick L. Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Sue Lemon, "Alameda, Calif., Naval Air Station, 1938," in *United States Navy and Marine Corps Bases, Domestic*, ed. Paolo E. Coletta, assoc. ed. K. Jack Bauer (Westport, Conn: Greenwood Press, 1985), 9; and Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

⁷ Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245. The Navy later used the Airdrome property and this area east of Main Street was an annex to the NAS Alameda station. Most of the former annex / Airdrome property has been transferred out of Navy control and is not addressed in this report.



Photograph 31: Alameda Municipal Airport, 1936.⁸

During that same year, the Army began building its own airfield, Benton Field, on 128 acres of what had been partially submerged lands between the San Francisco Bay Aerodrome to the east and the Alameda Municipal Airport to the west. The Army dredged and infilled 100 acres in the area that became the northeast corner of the NAS Alameda (**Illustration 1**). With the assistance of the Works Progress Administration in 1935, the Army constructed roads, railroad spurs, utilities, a small runway, and well in the land now occupied by the administrative core of NAS Alameda.⁹ None of the facilities associated with these early aviation activities remain on station.

The Navy acquired the Alameda Municipal Airport in June 1936 and obtained the unfinished Benton Field from the Army in October 1936, with authorization the following year for the Navy to spend what the Army would have spent for their air base. All of the more than 2,000 acres of the acquisition was submerged or was fill. Natural land west of Main Street, that was to become part of NAS Alameda and was originally part of the Mexican-era Peralta land grant, was privately owned at this time and subsequently acquired / leased. Congress appropriated \$15 million for the construction of a facility at Alameda to support naval aviation in 1937, but Pan-Am required time to move from Alameda Municipal Airport, and so did the Army from Benton Field, delaying commencement of construction for the new naval air station.¹⁰

⁸ Alameda Airport- Sunnyvale, Calif., proposed seaplane base, December 18, 1936, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Lemon, "Alameda, Calif., Naval Air Station, 1938," 9; IT Corporation, "Final Comprehensive Guide to the Environmental Baseline Study Alameda Point, Alameda California" (prepared for Department of the Navy Southwest Division, Naval Facilities and Engineering Command, San Diego, 2001), Figure 6-20; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, Record Group 181, National Archives Pacific Region (San Francisco) [hereafter RG 181, NARA (San Francisco)]; and Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 18.

¹⁰ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2-3; Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245 and 249; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np.

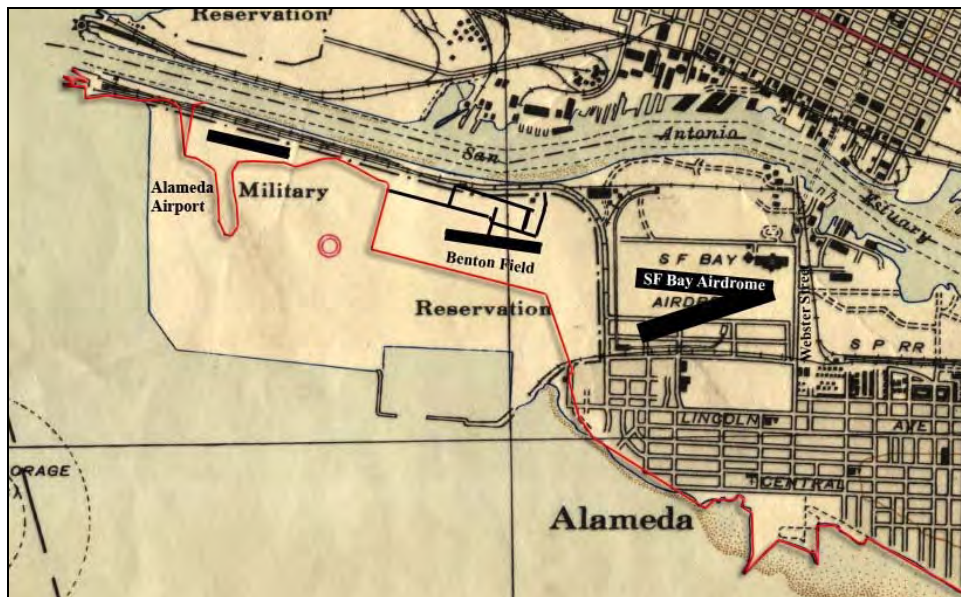


Illustration 1: Circa 1938 data overlaid on 1942 USGS Map. Data added to map: location of shoreline (red), Alameda Airport, Benton Field, and San Francisco Bay Airdrome. ¹¹

Meanwhile, as military tension around the world increased, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur Japay Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. Its work, set forth in the Hepburn Report of 1938, directed Navy expansion. Among its recommendations was the establishment of three types of naval air facilities: 1) major air stations with the ability to assemble and maintain aircraft, along with management of regular operations; 2) secondary stations designed only for regular operations; and 3) training stations. The Hepburn Board boosted the status of the new navy property in Alameda by recommending establishment of NAS Alameda as one of the major air stations on the West Coast supporting both operations and aircraft assembly and repair (A&R). Major stations were planned to accommodate two to four carrier groups, three to six patrol squadrons, and two utility squadrons. The plan called for NAS Alameda to support two carrier groups (with possible expansion to four carrier groups) and five patrol squadrons, along with functions to perform aircraft overhaul.¹² NAS Alameda was one of six major naval air stations that the Hepburn Board recommended for construction. The other stations included NAS Norfolk (Virginia), NAS San Diego (North Island), and NAS Seattle (Sand Point), which were already in use for naval aviation activities, and were expanded in response to the Hepburn Report. NAS Alameda, along with NAS Jacksonville (Florida) and NAS Quonset Point (Rhode Island), were completely new stations recommended for construction under this program, although Congress had already approved funding for NAS Alameda. The design and construction of NAS Alameda occurred around the same time as NAS Jacksonville and NAS Quonset Point. The assertive conclusion of the Hepburn Report was that the need for

¹¹ USGS, *Oakland West, Calif.* 1:62,500, topographic map, 1942; Ace and Judy Campbell, *Map of Alameda Airport, Benton Field, and San Francisco Bay Airdrome, circa 1938*, Waterfront Action, www.waterfrontaction.org/history/55_lagoon.htm (accessed July 2010).

¹² Capt. Albert L. Raithel Jr, USN (ret.), "Patrol Aviation in the Pacific in WWII," *Naval Aviation News* (July-August 1992): 32, <http://www.history.navy.mil/nan/backissues/1990s/1992/ja92.pdf> (accessed January 10, 2009); Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-22 to 4-23, 4-28; and United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1 (Washington, D.C.: United States Government Printing Office, 1947), 232.

additional aircraft facilities was greater than for other military craft and the result of the report was that aviation was given priority in naval operations and planning.¹³

Station Planning and Design

The Navy's BuDocks, Department of Planning and Design, designed the new Alameda station with civilian architects, engineers, and planners under the direction of Captain Thomas Trexel. In general, plans for the station's design followed hierarchal and organizational planning doctrines used for military bases and naval air facilities of the period that had evolved during the early twentieth century. Plans for NAS Alameda – drafted during peacetime – envisioned a 1,000-personnel facility that would house 200 aircraft and serve as home port for two aircraft carriers. Because early military aircraft were shipped in parts for on-site assembly, the station's original plans featured an A&R Department. The layout and construction of NAS Alameda was conducted under a master planning process that has been referred to as a "total base design."¹⁴ The station's original design received an award for functional planning at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939.¹⁵ Within a couple of years, the importance of the station's functional design became apparent when the station needed to adapt and expand its operations and increase personnel during war time mobilization. Similar to efforts made by the Army, the Navy adopted this master planning approach to design in the years between World War I and World War II as a way to improve the efficiency and function of its facilities, and to provide greater coherence between naval bases. BuDocks and the design team utilized standardized designs for some buildings that were developed during the previous two decades by the Bureau of Aeronautics (BuAer) and the Bureau of Ordnance, which had standards for siting and constructing structures for various functions. BuDocks employed these standards and plans for many buildings and structures as it developed each station. Following completion of the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations with local conditions necessitating alterations for improved functionality at given locations.¹⁶ NAS Alameda followed many of the standards and requirements of the period. Yet, NAS Alameda has a more formal plan and different architectural character – both of which have been retained – than any of the other stations recommended for construction by the Hepburn Report.

BuDocks developed an approach for NAS Alameda that placed activities and functions in relation to each other, with organization of, and circulation between, station activities and functions receiving highest priority. Following the planning principles of the period, planners located piers, seaplane functions, landplane services, industrial facilities,

¹³ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, available online at: Aerospace Maintenance Duty Officers' Association, <http://www.amdo/history.html> (accessed September 2009); United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 229.

¹⁴ H.C. Sullivan, "Base Planning," *U.S. Navy Civil Engineer Corp Bulletin 1*, no.5 (April 1947):118-122; US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory*, 6-1 – 6-4; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-2 – 7-3.

¹⁵ US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco).

¹⁶ Charles F. O'Connell, Jr., "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer> accessed January 26, 2010, 39-45; United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 3-9, 61-70.

storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. As a result of this organization, naval air stations designed and built in this period share similar organization. This can be seen in the comparison of the general layout of NAS Alameda and NAS Jacksonville, both designed and built starting in the late 1930s (**Illustration 2** and **Illustration 3**). Landing areas for both landplanes and seaplanes are at the edges of the bases. Hangars, both seaplane and landplane, adjoin the landing areas. The A&R facilities are within easy access of both types of hangars. On the opposite side of A&R from the hangars are the storage and materials areas. Administrative functions are placed at the center of the station, between the operational areas and residential areas. Enlisted quarters are closest to the work areas so that enlisted personnel could easily access their assigned duty. Officers' and family quarters were placed further from the operational activities of the stations. Enlisted personnel and officers each had their own separate recreational areas. For safety, hazardous materials and ordnance were furthest from the residences, some of which were on the landing fields. The location of natural features relating to the docks and seaplane facilities determined the final placement of this interlocking system of activities. Important to the master planning was consideration of future expansion, which led some areas to be left undefined in initial plans for station, such as the area east of the Seaplane Lagoon on NAS Alameda.¹⁷

The NAS Alameda base plan also had a comprehensive functional organization. Early plans for NAS Alameda show a station arranged along intersecting axes and divided into functional areas, although without details that would emerge during the station's early years. In the early plans from 1939, the north-south axis ran from the Main Gate bisecting the entry mall and the Administration Building (Building 1) with an east-west axis dividing the administrative / residential area on the north side of the station with the industrial and operations on the south side. This east-west axis was an open area that was to align with the middle of the Airfield on the west end of the station, with landplane hangars flanking this axis. There was also another east-west axis in the original plan that bisected the BEQ quadrangle (Buildings 2, 3, and 4) and crossed the north-south axis in the middle of the entry mall in front of Building 1 and then continued along the median of what is now West Essex Drive (**Illustration 4**). The BEQs with their Galley / Mess Hall (Buildings 2, 3, and 4) were shown in their current location. Bachelor Officers Quarters (Building 17) were to be two mirrored buildings facing a central green space similar to that of the enlisted quadrangle. Officers' Housing was the only non-axial portion of the station, planned as an irregular loop in the northeast corner. The original A&R facility (Building 5) was planned at half its eventual size and the location of several functions were not yet assigned, such as much of the recreation facilities and some of the residences. Early plans for station do not include some support / storage facilities or facilities that required siting and design input from specialized departments. As dictated by their secondary function and/or for safety, some facilities were not placed within the formal hierarchal planning of the station's major functions or were placed away from more densely occupied portions of the station. These included magazines, locomotive repair shop, paint / oil storage, and engine test cells.

¹⁷ Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-26; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); JRP Historical, "The History and Historic Resources of the Military in California, 1769-1989," 6-22, 6-23; H.C. Sullivan, "Base Planning," *Civil Engineering Corps Bulletin* (April 1947): 118-122.

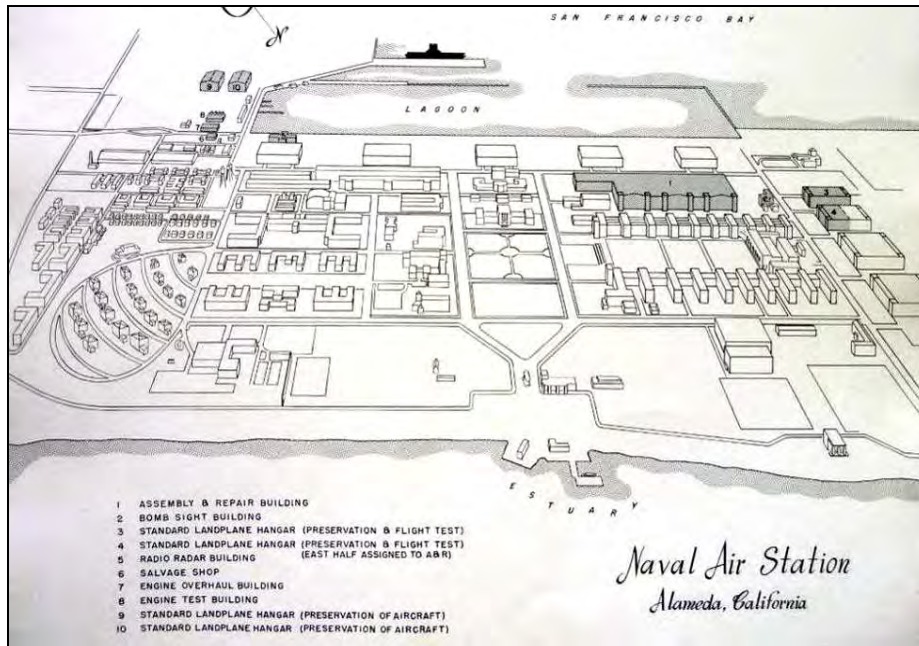


Illustration 2: General plan of NAS Alameda at the end of World War II. Airfield is to the right, off the map. A&R buildings are shaded.¹⁸

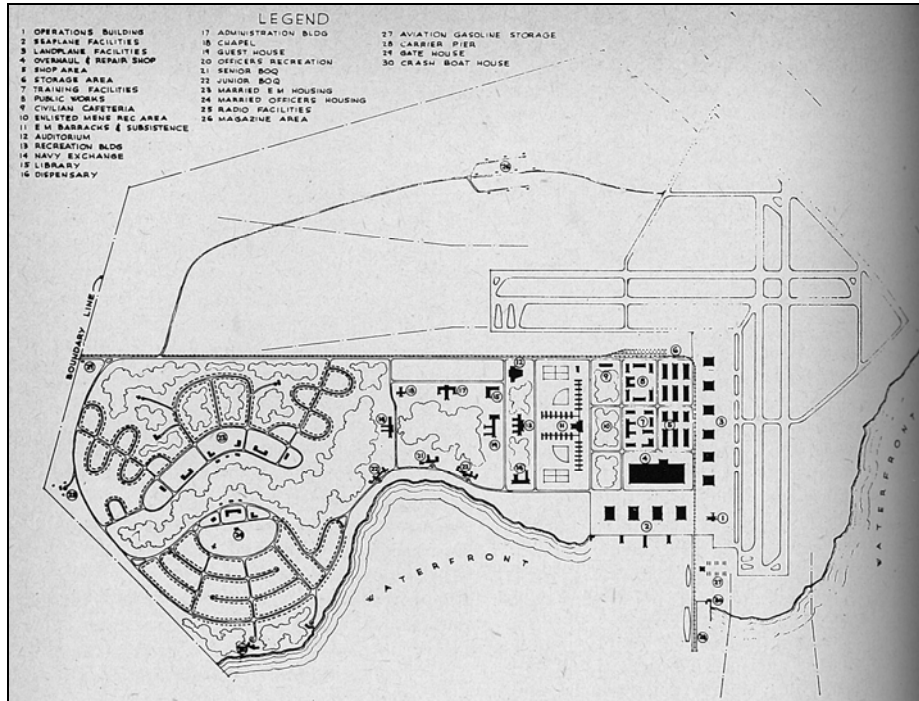


Illustration 3: General plan of a naval air station master planning. Shown here is a plan for NAS Jacksonville from 1939. Design elements and functional areas are similar to those found on NAS Alameda.¹⁹

¹⁸ "Naval Air Station Alameda, California Map," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np; The hangars listed as 9 and 10 were under construction and part of the post-war planning to preserve aircraft returning from the Pacific theater.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

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Functional and departmental requirements led to specific siting of some facilities and changes in the station's design and plans during the planned phased construction of the new station. The landplane hangars were repositioned parallel to the Airfield and aligned with a secondary axis (**Photograph 32**), and later the open space along the original east-west axis was filled with additional buildings. Placing the additional buildings in that space situated them near the industrial and storage facilities thereby maintaining functional efficiency. The axis from the BEQ quadrangle across the entry mall stretching to the Officers' Housing area thus received prominence. Station planners also increased the number of officers that could be housed in the northeast corner of the station by altering the original single-street loop to an egg-shaped configuration with curved streets (see **Illustration 4** and **Photograph 32**). This modification to the 1939-plan maintained the design concept of setting the Officers' Housing apart from the axial plan and orthogonal grid. Almost all of east side of the station, and its temporary type construction, emerged only with the demands of war. Despite these changes, the evolution of the station's layout during both the initial years of construction prior to U.S. entry into World War II and during the war left intact much of the station's original planning and its important principles of organization, functionality, efficiency, and hierarchy, adapting well to the enormous demands of war. The initial plans for a 1,000 personnel facility evolved during the war to function with 18,000 Navy personnel and 9,000 civilians working on the station.²⁰

¹⁹ Oswaldo A. De La Rosa, "The Planning of Naval Air Facilities," *Civil Engineering Corps Bulletin* 6, no. 3 (March 1952): 68. Current aerial photographs show that NAS Jacksonville has only some elements of this layout. It is unclear what components of this design were initially constructed and which were altered over time.

²⁰ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former Alameda City Hall West, NAS Alameda, Alameda, California [hereafter Plans and Maps Room, Building 1 on former NAS Alameda]; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

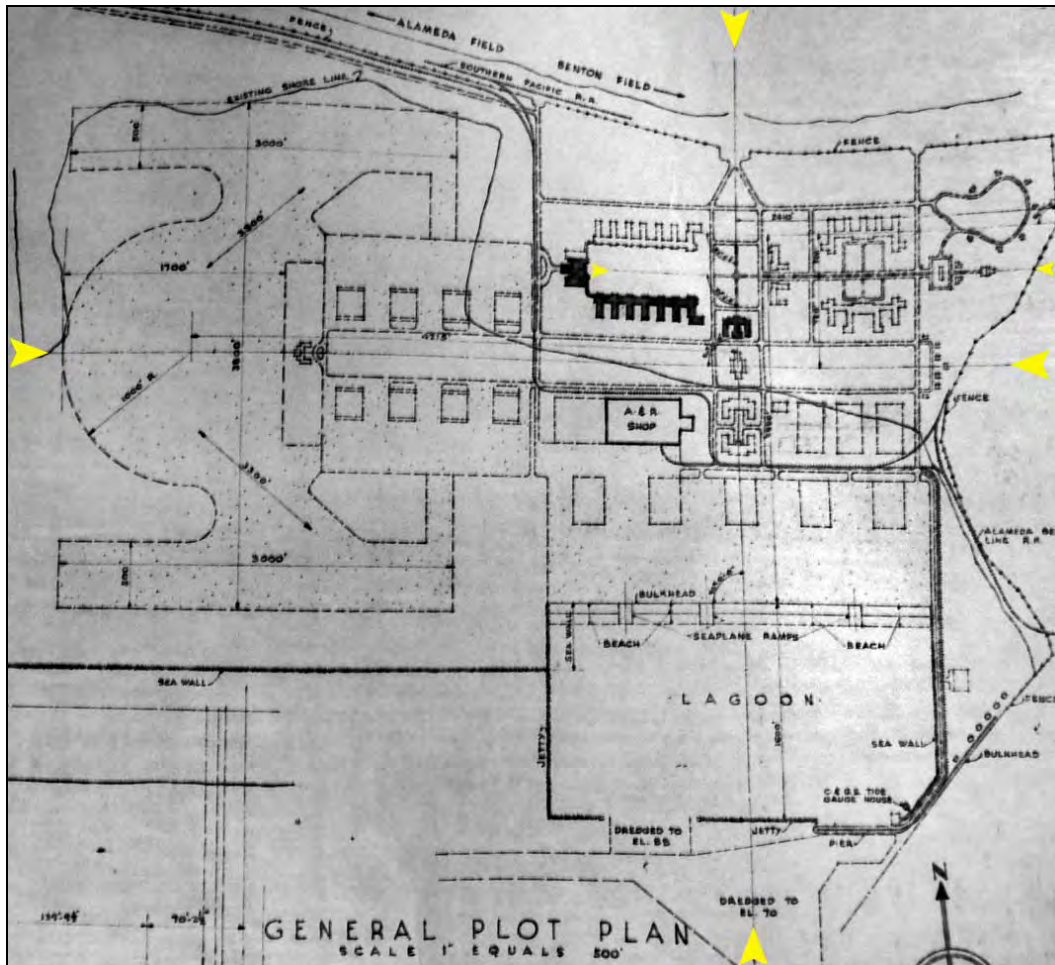
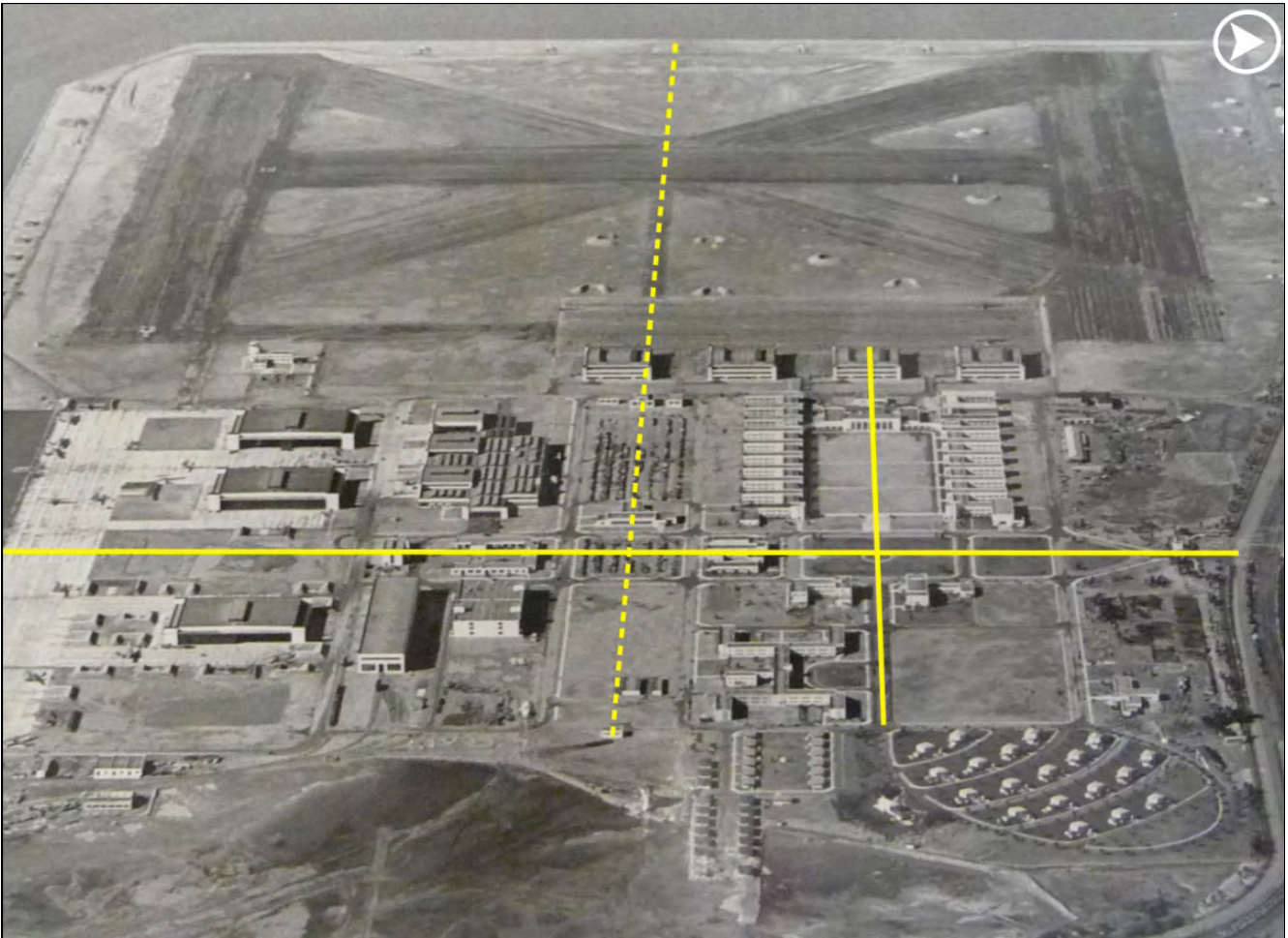


Illustration 4: 1939 Station Plan. Primary axes highlighted with large arrows; secondary axis highlighted with small arrows.²¹

²¹ Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California.



Photograph 32: January 28, 1942. Note landplane hangars, realigned from 1939 station plan, oriented to what was originally a secondary axis (solid east-west line), rather than the original primary axis (dashed line).²²

²² "NAS Alameda alt. 5000 ft. horizontal distance 15,000, 8 ¼ in. lense loking west, passive defence photo," January 28, 1942, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
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Construction of NAS Alameda

The construction of the air station began in February 1938 under the supervision of Commander E.C. Seibert of the Civil Engineer Corps. Working from a small shack, Seibert administered contracts to 25 companies for demolition of extant buildings and structures on site, dredging submerged land, and construction of the new facility. The grounds of the station were scarified in preparation for filling and grading, and fill was obtained through dredging the future sites of the ship channel, turning basin, and Seaplane Lagoon. Before dredging took place, a stone rip-rap seawall was constructed to contain the fill and help convert submerged and partially submerged lands. A suction dredge then drew silt from the three sites and deposited the material on tidal flats and marshes located within the seawall. More than 15 million cubic feet of fill was ultimately used to build the station.²³ **Photograph 33** and **Photograph 34**, taken in January and November of 1941, respectively, show the progress of the fill. Once crews completed filling and grading, underground utility installation and building construction began.

The Navy phased construction of buildings at the station. (See Combined Specific Buildings Evaluation / Cold War Era Evaluation Report for additional discussion regarding construction of buildings and structures on NAS Alameda). Individual barracks, mess halls, and operational buildings were constructed in increments, with planned expansions. For example, only seven of the ten wings of BEQ Building 2 and two of the three mess halls in Building 3 were built in 1939. BEQ Building 4 and the third mess hall were shown on base plans, but construction and contracts were phased to allow growth in operations. Site plans and blueprints indicate that the General Storehouse (Building 8), Aircraft Storehouse (Building 9), Paint and Oil Storehouse (Building 13), Engine test cells (Building 14), and Bachelor Officers' Quarters (Building 17) were similarly phased (**Photograph 35**). Additional locations for hangars were also indicated on the initial plans. Building 1, the Administration Building, was completed in November 1938. By early 1940, many of other buildings were under construction – including Buildings 11 and 12, the seaplane hangars north of the lagoon.²⁴

The construction of the Seaplane Lagoon and two of the seaplane hangars prior to building landplane hangars and the Airfield indicates the relative importance for the Navy, at the time, of seaplanes or 'flying boats.' These aircraft lacked the speed and maneuverability of land-based aircraft, but were excellent patrol, rescue, and transport craft. Prior to the widespread use of radar, patrol aircraft located targets for their assigned ships. Seaplanes moved slowly, but could stay aloft for long periods covering large areas of oceans. Their ability to land on water made it possible for them to search for, and rescue, downed aviators and sailors. The large boat hull allowed them to transport materials to locations inaccessible to other aircraft. Each of the air stations established or improved under the Hepburn Board plan included seaplane facilities. The Seaplane Lagoon on NAS Alameda was formed by dredging rather than utilizing a natural feature. Seawalls for the lagoon were formed with two sizes of rock and backfilled with dredged materials in two stages.²⁵ Construction of the lagoon was integral to the dredging operations and it was largely complete by 1940, when the first of the seaplane ramps were installed (**Photograph 36**).

²³ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California*, np; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 3.

²⁴ Bureau of Yards and Docks, "US Naval Air Station Alameda, Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed; "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

²⁵ David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes and Amphibians* (London: Robert Hale, 1984), 70, 73, 102, 160; Bureau of Yards and Docks, "US Naval Air Station Alameda, Bulkheads, Jetties, Seawall, Dredging and Filling, Location Plan and Sections," Yards and Docks #125969, December 29, 1937, Drawer A-11 Pier no. 1 Brows-Camels, Plans and Maps Room 143, Building 1 on former NAS Alameda, Alameda, California.



Photograph 33: Aerial Photograph of NAS Alameda January 20, 1941.
Note the rows of dredged materials on what is now the Airfield.²⁶



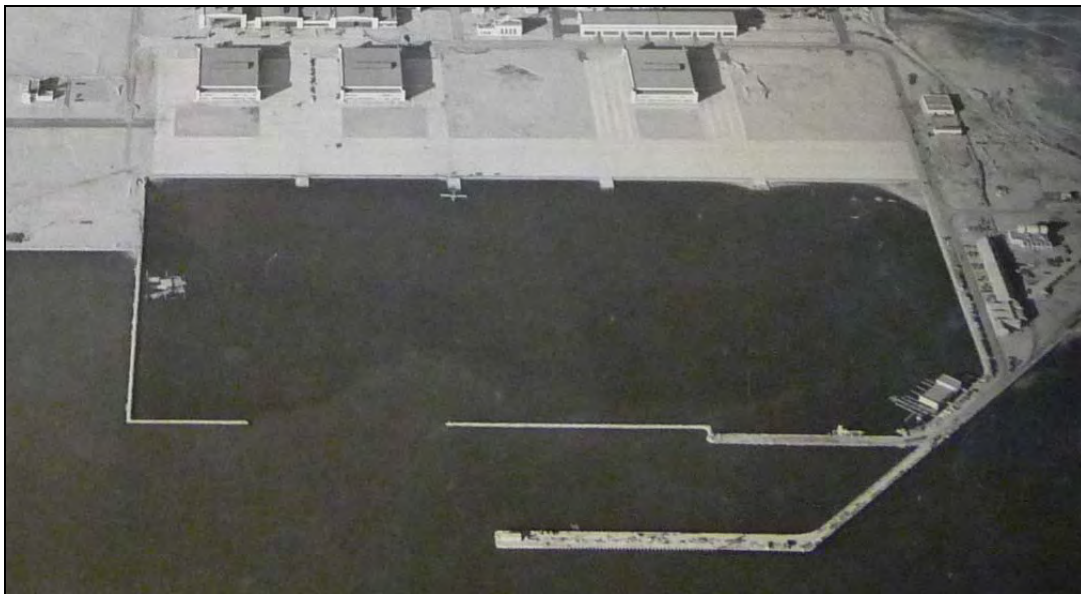
Photograph 34: Aerial Photograph of NAS Alameda November 12, 1941, showing infill and construction progress within the year.²⁷

²⁶ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum.

²⁷ Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum.



Photograph 35: Aerial photograph of NAS Alameda 1941 showing construction of BOQ (Building 17).²⁸



Photograph 36: Seaplane Lagoon, November 12, 1941.²⁹

²⁸ "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

²⁹ US Navy, Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum, Port Hueneme.

The beginning of hostilities in Western Europe in September 1939 stimulated the Navy to quicken the pace of construction on NAS Alameda. In July 1940, a month after Germany invaded France, Belgium, and the Netherlands, Congress approved an additional \$17 million for work on NAS Alameda. Johnson, Drake & Piper Construction Company was awarded the major contract to hasten the station's completion. The company, with main offices in Minneapolis, Minnesota and satellite offices around the nation, secured military construction contracts across the country and overseas during World War II. Whereas the Navy previously issued contracts for individual buildings or structures, Johnson, Drake & Piper's contract covered 35 items. Additions to the contract continued through 1942, and as a result Johnson, Drake & Piper was responsible for constructing most of the station.³⁰

On November 1, 1940, although still incomplete, NAS Alameda was commissioned and placed under the command of Captain Frank R. McCrary, with Rear Admiral A.J. Hepburn in attendance at the opening ceremony. The new base was expected to boost the local economy, but few expected the station to become as large as it did as a consequence of World War II. In February 1941, three months after the base opened, the author of an article appearing in the *Alameda Times-Star* speculated that nearly 800 local residents would work on NAS Alameda. The paper could not have anticipated that by the end of the war the thousands of military and civilian personnel stationed and working on the facility. The station's opening also prompted the creation of a number of on-base trade schools for aircraft maintenance, including the Aviation Metalsmiths' School, the Aviation Machinist Mates' School and the Aviation Radiomen's School. These training centers educated civilians as well as enlisted personnel in Building 132 (since demolished), which was located near the enlisted personnel pool.³¹

The first operational aircraft, a squadron of seven seaplanes, arrived on NAS Alameda in January 1941 along with the seaplane tender ship *USS Pelican*. These were the first of 200 aircraft to be assigned to the station.³² This squadron was able to operate from the completed Seaplane Lagoon, while dredgers were forming the land for runways. Dredging to create the runways continued until September 1941 although runway construction began on the filled land in April (see **Photograph 33** and **Photograph 34**).³³

Architectural Design on NAS Alameda

In addition to the careful master planning for the station following principles of organization, functionality, hierarchy, and efficiency, the Navy also designed prominent buildings on the station in a manner that corresponded with the efforts to create a modern and organized facility. This was achieved by adhering the station's plan to a Beaux Arts formal spatial layout and by designing most of its prominent buildings in the Moderne style, which blended neo-classical proportion, symmetry, and order with modern design concepts of the time.³⁴ The planning and architecture on NAS Alameda

³⁰ "Construction News," *Southwest Builder and Contractor*, August 2, 1940, 107; NOy-4165: contract; *Additional Aviation Facilities at the Naval Air Station Alameda California*, re: Johnson, Drake & Piper, Inc 3 July 1940- 25 July 1943, Box 25, NOy Contracts, Record Group 12, Bureau of Yards and Docks (1862-1966), NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme. Johnson, Drake & Piper ceased operations in the 1960s.

³¹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 3; Building 132, Box 59 Property Cards, RG#11.2.3, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

³² "First of Navy Planes Arrive" *Oakland Tribune*, January 4, 1941.

³³ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

³⁴ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320. The buildings on NAS Alameda have also been described as being Art Deco. The architectural styles of Art Deco and Moderne are sometimes used interchangeably, but this obscures the differences between them and the development of the modernistic styles in the United States during the 1920s, 1930s, and early 1940s.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

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demonstrate trends that BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.

The NAS Alameda station plan had a comprehensive aesthetic design based on the Beaux Art planning used in City Beautiful planning. The City Beautiful movement heavily influenced planning in the United States in the first half of the twentieth century, and can be seen in city planning as well as institutional settings such as college campuses. The movement borrowed planning concepts from the French Ecole des Beaux Arts and organized elements through the use of primary and secondary axes, such as those employed on NAS Alameda. Various *partis* or shapes, such as courtyards, would then be arranged in harmony with the overall axial plan. Beaux Arts planning influenced civic planning and the design of public, governmental, and military facilities across the nation during the first half of the twentieth century. Important local examples of Beaux Arts plans include the Civic Center of the City of San Francisco built after the 1906 earthquake, the Pan Pacific International Exhibition (San Francisco) in 1915, and the Golden Gate Exhibition on Treasure Island in 1939. Early development of the campus for the University of California in Berkeley was also influenced by Beaux Art design. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. In many nineteenth century and early twentieth century examples of such plans, the buildings were also in the Beaux Arts style with Classically-derived ornamentation, but as styles evolved, buildings constructed on such plans were of a variety of styles, including the developing Moderne style used on NAS Alameda. The U.S. military had employed Beaux Arts inspired plans since World War I and continued to use such plans throughout the period between the two world wars.³⁵

Axial, orthogonal plans organized by bilateral symmetry such as the one present on NAS Alameda are particularly well suited for flat locations because the axial lines do not need to curve around natural features as they would in a hilly or mountainous area, a lesson earlier city planners learned through trial and error. In 1905-06, Daniel Burnham, the director of works for Chicago's 1893 Columbian Exposition, and early city planner known for his successful Chicago Plan (1909), designed a plan for a summer capital in a rugged region of the Philippines. In the design, he attempted to impose a geometrical and orderly arrangement onto the land for which he has been harshly criticized by his later peers. While this type of orderly arrangement was successful at the Columbia Exposition, on the flat lands by Lake Michigan, it did not translate well to hilly environments. In his 1971 study of landscape design, Norman T. Newton remarked, "Had it not occurred to [Burnham] that ground-consuming bilateral symmetry, and unduly extensive level areas, would prove unmanageable in this intricately rugged mountainous terrain...?" Newton further commented that a geometrical and orderly plan could have been worked out, but not with the bilateral balance that Burnham was trying to impose upon the mountainous land.³⁶ In the same period, Burnham also designed a plan for San Francisco that was never executed because the 1906 earthquake and fire halted the planning process. Although this plan paid some attention to the hilly topography of the city, with wide diagonal boulevards converging on hilltops, the plan essentially called for another system of linear streets and diagonal boulevards imposed over the already extant grid system. Again, Burnham placed higher ideals of balance and order above the reality of the natural topography.³⁷ In contrast, the flat land the Navy built at Alameda provided an ideal slate on which to design a plan using geometric shapes with bilateral balance and symmetry.

The field of landscape architecture had a closely parallel history with the City Beautiful planning movement following the influential 1893 Columbian Exposition. Shortly after the exposition renewed American interest in classical design and architecture, Charles A. Platt exerted considerable influence on the expanding field of landscape architecture in the United

³⁵ Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320.

³⁶ Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Massachusetts: Belknap Press of the Harvard University Press, 1971), 419-420.

³⁷ Gray Brechin, *Imperial San Francisco: Urban Power, Earthly Ruin* (Berkeley: University of California Press, 1999), 151-154; Newton, *Design on the Land*, 416-417.

States, leading to a shift away from the relatively formless, romantic style “landscape gardens” that were the norm in the nineteenth century until the 1880s when architectural forms became more geometric and landscape designers integrated those geometric forms with buildings. This was the beginning of the Country Place Era of landscape architecture over which Platt exerted considerable influence. After an extended trip to Italy where he studied the character and form of the Italian Villa, Platt returned to the United States with an appreciation for the integration of indoor and outdoor space, and the integration of architecture and landscape architecture, each fit to their natural sites and designed to suit the needs of the period. Norman T. Newton noted that in both Platt’s work, and in the Italian Villa, space was organized based on a pair of fundamentals, lines of sight connecting one space or a series of spaces with one another, giving the observer a sense of inter-relationship, structure, and strength, and, defining or implying the boundaries of these visually connected spaces with vertical planes so that each individual space read as a distinct entity. In his landscape designs, Platt used geometric, usually rectilinear forms for individual spaces in order to achieve structural form. Integrating buildings and grounds resulted in strength and continuity of design. While bilaterally symmetrical spaces did occur in both Platt’s design, and the Italian Villas upon which he drew inspiration, this was not crucial to his designs, rather the sight-lines were the essential part of the design. Not only was Platt known for the overall strength of his design, but for attention to the smallest detail, which earned him the respect and admiration of a young generation of landscape architects through the 1920s. So astute was he at the integration of building and landscape, that in some cases he was commissioned to design plans for both. One of the first such commissions was an institutional project, Timberline at Bryn Mawr College. From the 1910s to the early 1930s, Platt was involved in many institutional projects where, working both solo and collaboratively, he created some outstanding works of landscape architecture to add to the design of existing buildings. He worked on plans for the University of Illinois, University of Rochester, and Phillips Andover Academy. The overall station design and planting plan for NAS Alameda reflects many of the principles of design popularized by Platt.³⁸

At the same time, Beaux Art and City Beautiful planning remained popular and prominent in civic and military design, architects worldwide began to abandon historical revival styles during the late 1920s and especially during the 1930s in favor of designs that consciously illustrated modernity and technological progress using simplified geometric forms and ornamentation. This trend developed mostly from European modernistic art and industrial design, but transferred to architecture wherein it presented sleek and spare designs. Often buildings designed in the new style(s) of the period retained proportion, symmetry, and order found in buildings inspired by Classical architecture, but without direct allusion to historical styles. Materials such as concrete, metals, and glass block – all of which were used on NAS Alameda – were prominently used to illustrate a directness regarding building fabric to help portray the machine / technological-inspired aesthetic. The “modern” architecture of the time evolved through various phases and was called by several names. Art Deco was the earliest phase. Its buildings often emphasized verticality and included intricate geometric ornamentation like stylized floral decoration or patterns such as chevrons. Prominent nearby examples include the Paramount Theatre on Broadway in Oakland. Many of the major buildings at the Golden Gate International Exposition on Treasure Island held in 1939-1940 were also in the Art Deco style. This was followed by Moderne (also referred to as Art Moderne or Streamline Moderne) that was less ornamental than Art Deco. As seen on the nearby Alameda Theater on Central Avenue in Alameda and on NAS Alameda, it expressed modernity by using curving wall surfaces and columns with highlighted simplified geometric ornamentation such as the wall panel striations (**Photograph 37**) and stylized Pegasus and eagle figures in the BEQ quadrangle (Buildings 2, 3, and 4) (**Photograph 38**). Aspects of the station’s Moderne design were also implemented on operational buildings, such as the hangars, the designs of which included broad rectangular corner piers with decorative horizontal bands running from pier to pier across the façade, long industrial steel sash windows, and prominent copper flashing / roofing (**Photograph 39**). The International Style was also evolving during the 1930s, striving to create an aesthetic purposely devoid of any ornamentation in favor of highlighting efficiency in design as well as material and functional honesty. The three terms apply to the early modern architecture in the United States. Art Deco and Moderne were most prominent prior to World War II and International Style ascended to prominence following the

³⁸ Newton, *Design on the Land*, 344-346, 372, and 416-417.
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war, as seen in the Ordnance & Optical Shop at Hunter's Point Naval Shipyard (built in 1948) and in the Oakland and San Francisco skylines of the 1950s and 1960s.³⁹

The rapid evolution of aviation and other forms of transportation during the 1920s and 1930s particularly inspired designers to illustrate in architecture and industrial design modern society's departure from the past that seemed apparent, or was being sought, at the time. The expansion of civilian and military aviation was symbolic of modern technological achievement and streamline forms appeared in, and influenced the design of, seaplane and landplane aircraft as well as in the buildings of the growing nationwide network of civilian airports. The airport in Long Beach, California built in 1941 is a well known example of a civilian airport built in the Moderne style. Other examples include the Washington-Hoover Air Terminal in Washington, D.C. and the Swan Island Airport in Portland, Oregon, both of which were built in the late 1920s, Dinner Key Terminal in Miami, Florida built in 1934, and the Marine Air Terminal that became LaGuardia Airport in New York built in the late 1930s.⁴⁰ This design trend may have influenced design decisions BuDocks made for its new aviation facility at Alameda.

Architects working on Federal contracts during the 1930s developed a "style" that sought to maintain form, symmetry, and organization of the classical traditions that had guided Federal design since the early years of the Republic, but which drew upon the evolving modern styles of the decade that were increasingly popular in private construction. Various architectural historians have attempted to develop a specific name for this style, including "Starved Classicism" and "PWA Moderne." The latter of these terms denotes the use of the style for buildings constructed from the Public Works Administration program, such as the Alameda County Courthouse in Oakland.⁴¹ This is the style of the NAS Alameda Historic District, particularly in the Administrative Core Area. The style is found throughout California, particularly in the dozens of post offices built during the 1930s.⁴² The style was rarely used, however, in the design of military buildings, and as a result they are treated as their own property type within the Statewide Study as "Concrete, Art-Deco Influenced Permanent Base Designs."⁴³

³⁹ The development of Art Deco and Moderne is discussed in many general works on American architectural history and guidebooks of San Francisco Bay Area architecture, including: Sally B. Woodbridge, *California Architecture: Historic American Buildings Survey* (San Francisco: Chronicle Book, 1988); Carla Breeze, *American Art Deco: Architecture and Regionalism* (New York: W.W. Norton & Company, 2003), 9-33 and 222-277; Mark A. Wilson, *A Living Legacy: Historic Architecture of the East Bay* (Lexikos, 1987), 42, 56, and 59; David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties: 1931-1941*, 2nd edition (Los Angeles: Hennessey & Ingalls, Inc, 1989), 75-91; David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California*, (Salt Lake City: Gibbs-Smith Publisher, 1985), 576-579. For discussion of International Style Modernism in Northern California see: Pierluigi Serraino, *Icons of Northern California Modernism* (San Francisco: Chronicle Books, 2006).

⁴⁰ Donald J. Bush, *The Streamline Decade*, (New York: George Braziller, 1975), 26-42 ; Gerrie Schipske, *Early Aviation in Long Beach*, (Charleston, SC: Arcadia Publisher, 2009); Allastair Gordon, *Naked Airport: A Cultural History of the World's Most Revolutionary Structure*, (Chicago: University of Chicago Press, 2008); Geza Szurvoy, *The American Airport*, (St. Paul, MN: MBI Publishing Co, 2003), 70, 82, and 90-95.

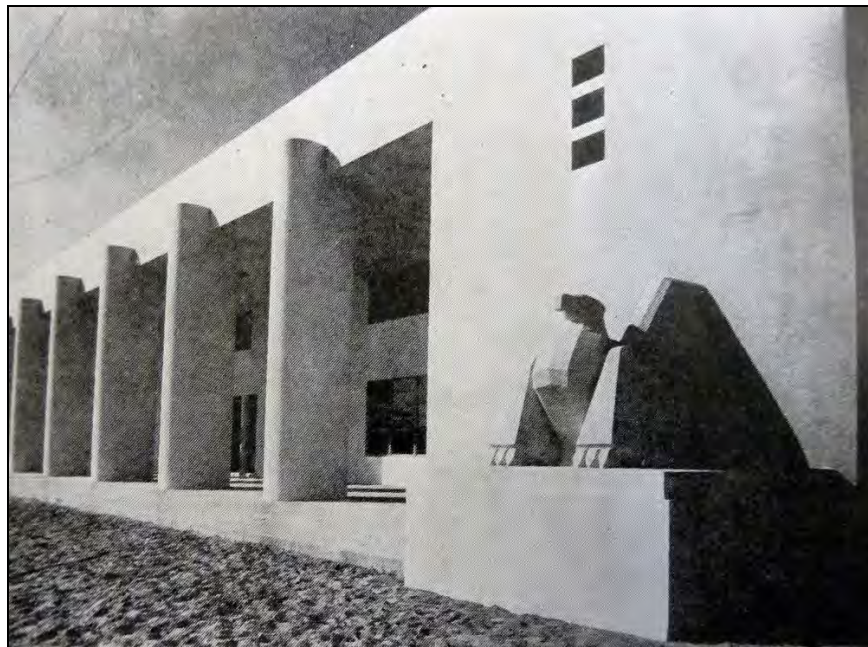
⁴¹ See, for example, Lois A. Craig and Staff of the Federal Architecture Project, *The Federal Presence: Architecture, Politics, and Symbols in U.S. Government Building* (Cambridge, MA: MIT Press, 1984); David Gebhard, et al, *A Guide to Architecture in San Francisco & Northern California*, (Santa Barbara: Peregrine Smith, Inc., 1973); David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California* (Salt Lake City: Gibbs-Smith Publisher, 1985). The Alameda County Courthouse was featured in the PWA publication: C.W. Short and R. Stanley-Brown, *Public Buildings: Architecture under the Public Works Administration, 1933-1939* (New York: A Da Capo Paperback, 1939, republished 1986), 62-63.

⁴² Some of the best examples of this federal PWA Moderne / Starved Classicism style (also referred to as "Stripped Classicism) are found in Los Angeles, as discussed in David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties, 1931-1941* (Los Angeles: Hennessey & Ingalls, 1989).

⁴³ JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-43 – 7-44.



Photograph 37: Building 16, photo dated 1945.⁴⁴



Photograph 38: Building 3, circa 1940.⁴⁵

⁴⁴ "Building 16," November 13, 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁴⁵ *Oakland Tribune Yearbook*, 1941, 29.



Photograph 39: Building 23, circa 1945.⁴⁶

In California, there appear to be only two other examples of this style on military bases or buildings. One – another Navy-owned property – is the Naval and Marine Corps Reserve Center in Los Angeles. The other property, most comparable to NAS Alameda, is McClellan Air Force Base near Sacramento. The Reserve Center was designed by a private architect, Stiles O. Clements, while the buildings at McClellan AFB were designed directly by the Quartermaster Corps, at the time the Army's equivalent of the Bureau of Yards and Docks.⁴⁷

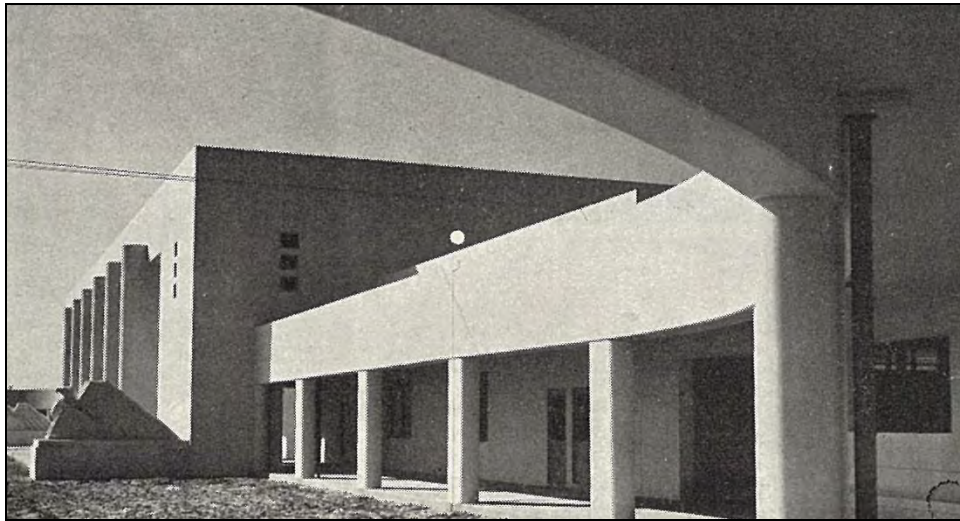
BuDocks' efforts to pursue modernistic design trends in the late 1930s and early 1940s was noted in design literature at the time and celebrated on NAS Alameda soon after the station's construction. BuDocks and NAS Alameda are highlighted in an issue of *Architectural Forum* from November 1940 that presents the growing demand in military construction for national defense during the buildup prior to the United States' entry into World War II. The "Naval Air Station, West Coast," as NAS Alameda was labeled, was featured in a two-page photograph spread (**Photograph 40**) and touted as representing the "forward-looking trend in naval building."

The article went on to point out BuDock's exceptional efforts to create efficient designs following modernistic design trends, especially for standardized officers housing, rather than following the traditional architectural expressions of Colonial Revival or Spanish Revival for housing seen elsewhere on military facilities.⁴⁸ The proposed standardized designs illustrated in the *Architectural Forum* article have remarkable similarities to the officer housing on NAS Alameda (**Illustration 5** and **Photograph 41** and **42**).

⁴⁶ "Preservation & Flight Test Hangar (No. 23) A.A.&T Division," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

⁴⁷ Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 7-8; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, 7-47.

⁴⁸ "Military and Naval Buildings," *Architectural Forum*, November 1940, 342-373. The photographs of NAS Alameda and BuDocks officers housing designs are on pages 356-359. The entire issue is focused on building for national defense.



Photograph 40: Building 3, circa 1940.⁴⁹

As previously noted, the station's original design received an award at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939. One description of that award stated that the prize was for BuDock's design that combined "modern architectural beauty and simplicity of line with maximum effect."⁵⁰ Furthermore, a few years after the station's construction, the Navy boasted about the modernity of its facilities in the station newspaper, observing several aspects of the design that contribute to its Moderne character. The BEQs and their quadrangle were noted for their symmetry, "classic lines," and "wide and circular arcade" that was "a pleasing study in squares and curves." The effect was promoted as being "modern in every respect."⁵¹

Alameda was not the Navy's only naval air station that was designed in the Moderne style. Both NAS Jacksonville and NAS Quonset Point, the other two naval air stations newly built in response to the Hepburn Report, also had multiple buildings constructed using architectural language similar to NAS Alameda (**Photograph 40**, **Photograph 43**, **Photograph 44**, and **Photograph 45**). The BuDocks designs for Alameda may have influenced the architecture on Jacksonville and Quonset Point, as well as influenced the work toward standardized officers housing illustrated in *Architectural Forum*. No specific documentation identified for this report links the three stations architecturally, but available photographs and plans show there were distinct similarities that were even continued by private architect Albert Kahn for his designs on Quonset Point, albeit in brick rather than concrete. The implications of the similarities, along with the BuDocks design trends noted in *Architectural Forum*, are that the Navy was purposely employing modernistic designs as part of their expressed efforts to enhance efficiency and functionality at its new naval air stations in the late 1930s and early 1940s.

⁴⁹ *Architectural Forum*, November 1940, 356. Some of the photographs taken for *Architectural Forum* were republished in the *Oakland Tribune Yearbook*, 1941, 28-29.

⁵⁰ US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); WPA Writer's Program, *Alameda: The Island City*, 118 (available at the Alameda Free Library).

⁵¹ "Through these Portals," *The Carrier*, December 15, 1944, 2.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

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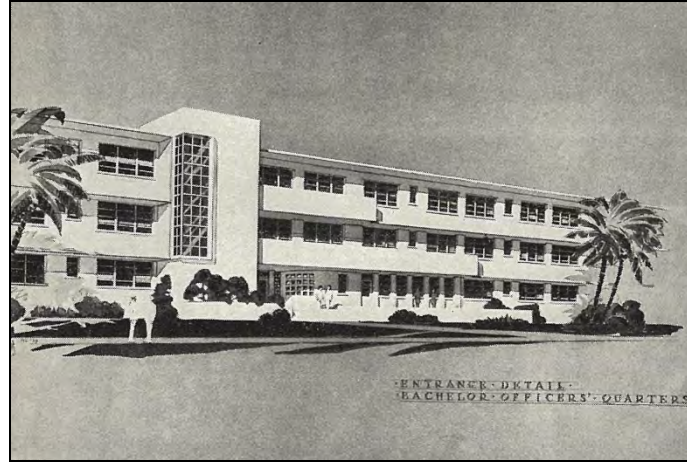
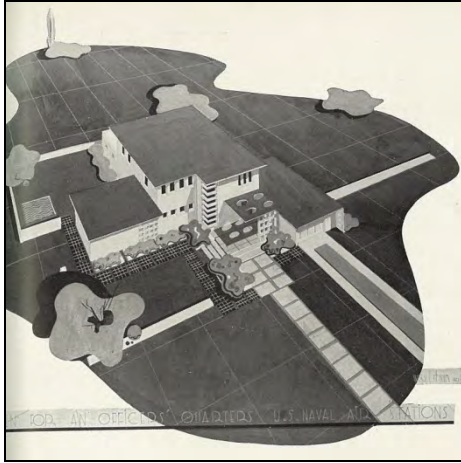


Illustration 5: BuDocks Officer Housing Designs, *Architectural Forum*, November 1940.



Photograph 41 and Photograph 42: NAS Alameda, Officer House B and Building 17, BOQ, 2009 and 2010.



Photograph 43: NAS Quonset Point, RI, Building 7, Administration Building, 1979.⁵²

⁵² "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.
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Photograph 44: Buildings 30 and 31, NAS Alameda, 2009.



Photograph 45: Buildings 10 and 850, NAS Quonset Point, RI, 1979.⁵³

⁵³ “Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15,” Historic American Engineering Record, Library of Congress, Washington D.C., <http://memory.loc.gov/habshaer>.
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Planting Plan

Initial plans for NAS Alameda did not include a designed planting plan; however, the need to vegetate the newly created land quickly became apparent to those living and working on the station. Because this end of Alameda was largely marshland and the station had been built on fill, it was susceptible to soil movement and erosion. Blowing winds created dust-storms that were abrasive to machinery, and also made it difficult to maintain acceptable standards of cleanliness for a military installation (**Photograph 46**). To alleviate the situation, in 1940 Johnson, Drake, and Piper contracted Emery A. LaVallee to design a planting plan for NAS Alameda that would cover the open areas of the station with vegetation. LaVallee was a landscape architect who designed the planting plan for the Sunnyvale Naval Air Station and who worked as an assistant horticulturalist for the 1939 Golden Gate International Exposition (GGIE). The plans for Alameda were completed in early 1941 and at that time, the Navy only made a small appropriation for planting the station. Fortunately, however, the GGIE was simultaneously being dismantled at Treasure Island, just a short distance northwest of NAS Alameda. Because Treasure Island had also been built on fill, the plants selected for that location were also ideally suited to NAS Alameda, and because the distance of transport was short, it was not an expensive proposition to move plants from Treasure Island to Alameda. Rather than transferring some of the delicate ornamental plants that had been sold after the exposition closed, the Navy transferred heartier plants: ice plant, acacias, coastal pines, and cypress. Ice plant had been used at the GGIE to create a stunning array of color referred to as the “Magic Carpet” (**Photograph 47**). Although the Navy transferred the plants from the exposition, planting plans for the ice plant on NAS Alameda depicted an orderly segregation of color, rather than the wild array planted on Treasure Island. The commanding officer of the station, Captain Frank R. McCrary, had a personal interest in gardening and was reportedly active overseeing the station planting. By June 1942, approximately one-fifth of the station was under cultivation, and the Public Works department maintained an on-site nursery where they grew iceplant and young acacia trees to line the streets of the station.⁵⁴

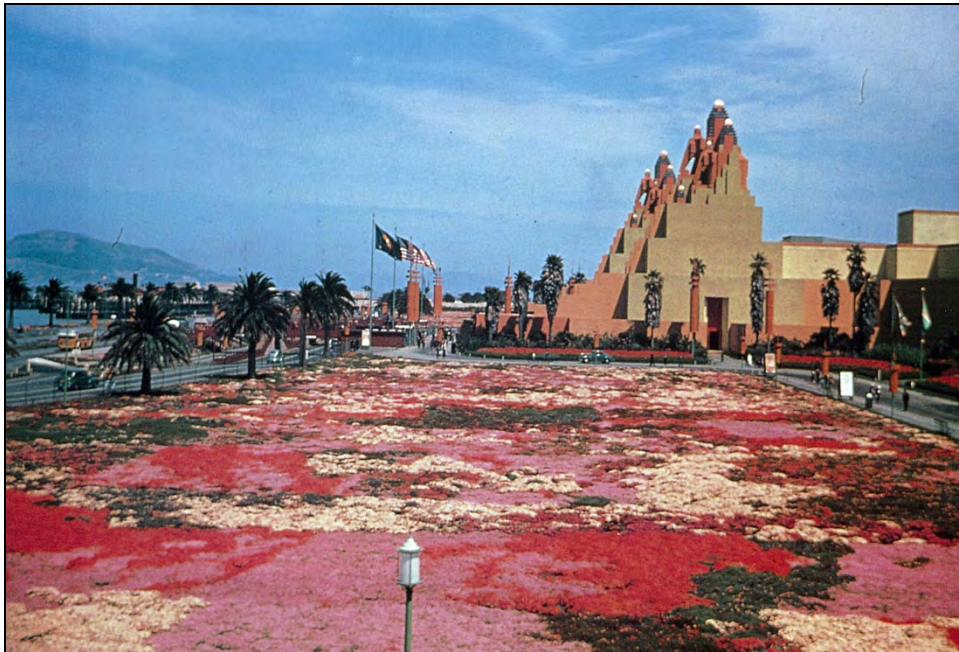
LaVallee designed a traditional planting plan for NAS Alameda that complemented the master station plan, existing buildings, and landscape by emphasizing the axes and orthogonal layout that organized functional areas and reinforced hierarchical distinctions. The planting plan also left the open sightlines intact along the main entry mall and BEQ quadrangle that visually tied different functional areas of the station together. LaVallee used a palette of plants in his plan that included a wide variety of species, many of which were drought-resistant, and not native to California. Although research revealed little information about LaVallee, it is likely that he gained a wide knowledge of plant species that thrived in the San Francisco Bay Area climate while working at the GGIE. The varied palette of plants that LaVallee drew upon resulted in a rich, yet still traditionally designed planting plan.

The planting plan focused on the northern portion of the station in the administrative areas, housing (for both officers and enlisted personnel), and northern station border (**Illustration 6**), including the Main Gate. This formally designed plan called for single species tree-lined streets laid out with consistent spacing and setback from the sidewalk, street trees flanking building entries, ground cover, consistently spaced shrubbery at building foundations, and clusters of trees punctuating the corners of the large quadrangles at the station core. At the entry mall in front of Building 1, the plan included a patterned arrangement of different colors of ice plant (*mesembryanthemum*) with the center circle planted with gazania and trees accenting the corners of the space (**Illustration 7**).

⁵⁴ Johnny Noble, “Hundreds of Plants Hold Down Naval Air Station,” *Oakland Tribune*, June 24, 1942, 13; US Navy, “Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44,” Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum; Bureau of Yards and Docks, “Landscaping Street Tree Planting Plan,” December 1941, Drawer 170, Plan and Maps Room, Alameda City Hall West.



Photograph 46: January 1941, note lack of vegetation throughout station.⁵⁵



Photograph 47: “Magic Carpet” of ice plant at main entrance to GGIE on Treasure Island, ca. 1939.⁵⁶

⁵⁵ Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.

⁵⁶ Photograph credit: Karl Jacobs in Patricia F. Carpenter & Paul Totah, eds., *The San Francisco Fair, Treasure Island: 1939-1940* (San Francisco: Scottwall Associates, 1989), 26.

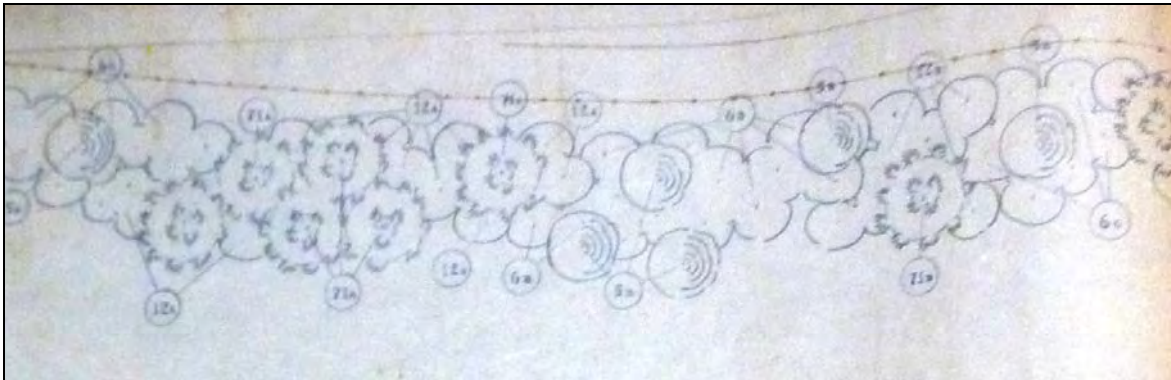


Illustration 6: Portion of the 1941 planting plan for the north border of the station. This dense line of trees was designed to extend from the Main Gate, northeast along the station border.⁵⁷

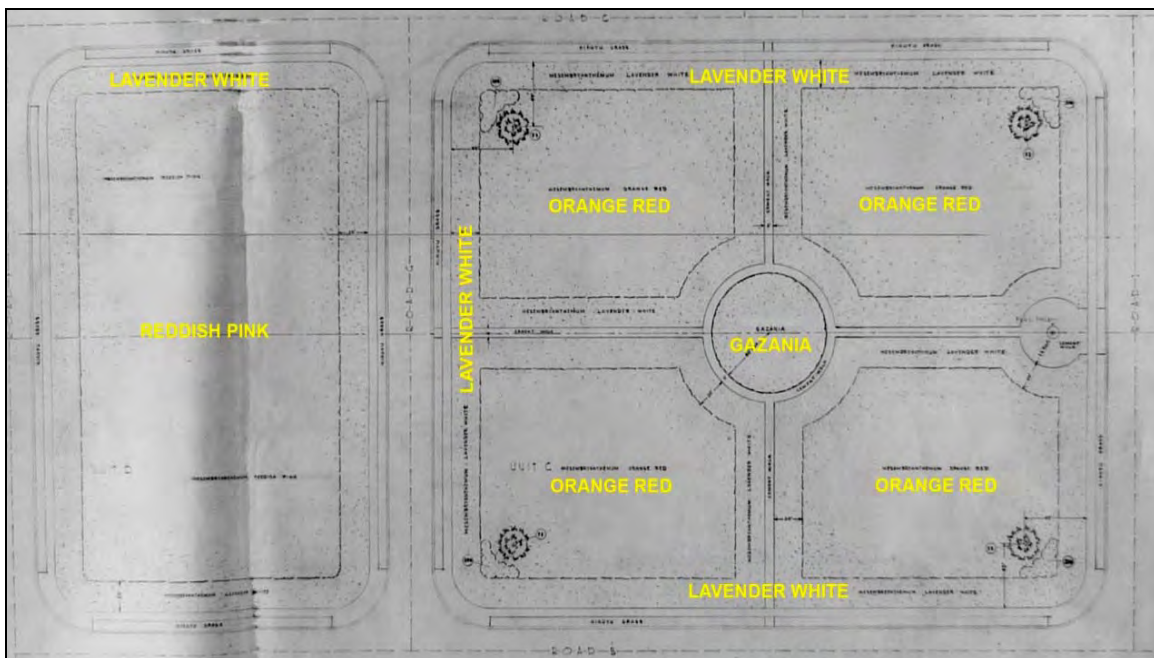


Illustration 7: Entry mall, 1941 planting plan. Indicates color scheme of ice plant (*Mesembryanthemum*); also note trees punctuating the corners of the main quadrangle. It is unclear whether gazania was ever planted in the center circle.⁵⁸

Decoratively designed plantings of ice plant (*mesembryanthemum*) were also slated for the circle drive on the north side of the BOQ (Building 17). As with other orthogonal blocks in the administrative and residential areas of the station, the plan for this block also featured tree-lined streets and shrubbery at the foundation of the building. Other plantings planned for this block included a single tree in each of the two triangular spaces between the north side of the building and the circular drive, and trees lining the parking areas on the east and west ends of the block (**Illustration 8**).

⁵⁷ Johnson, Drake, and Piper, "Landscaping Section 1, Unit A – Pt. 3 Planting Plan," July 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

⁵⁸ Johnson, Drake, and Piper, "Landscaping Section 7 Units C & D Planting Plan," illeg. 1941, Aperture Card 49627, BRAC PMO West Caretaker Site Office, Treasure Island.

The planting plan for the BEQ quadrangle (Buildings 2, 3, and 4) mirrored the bilateral symmetry of the open space formed by the surrounding buildings. Rows of broadleaf trees lined the walkways on the interior edges of the quadrangle. Paired plantings demarcated the pathways approaching each of the building entries and clusters of Monterey Pines accented the western corners of the quadrangle. The plans called for the quadrangle to be planted with Kikuyu grass (*Pennisetum clandestinum*), the preferred turf for the station (**Illustration 9**).

Planting just south of the Main Gate continued the planting scheme of the entry mall into the triangular shaped area, calling for a lavender white ice plant around the perimeter and golden ice plant within. Single conifer trees were placed at the two southern points of the triangle. Trees lined the streets south of the gate, and dense vegetative cover wrapped around the curved parking area. Kikuyu grass filled in the open spaces between scattered clusters of trees of either side of the triangle (**Illustration 10**).

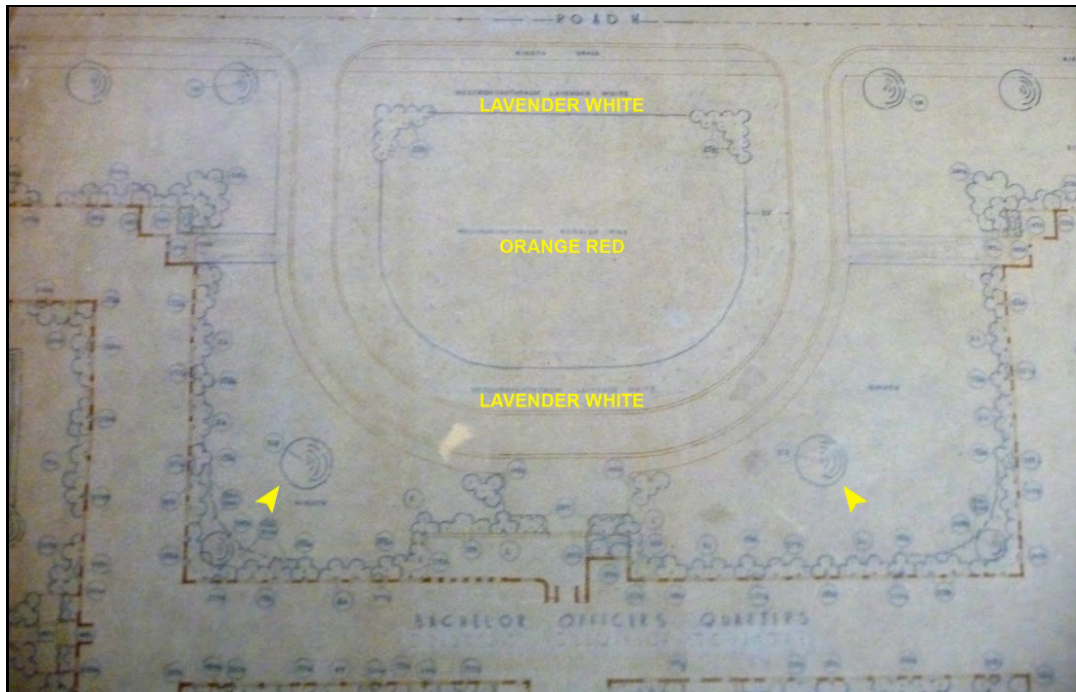


Illustration 8: Portion of BOQ (Building 17) block, 1941 planting plan. Note decoratively planned planting of ice plant within bilaterally symmetrical space formed by circular drive and single trees emphasizing spatial symmetry.

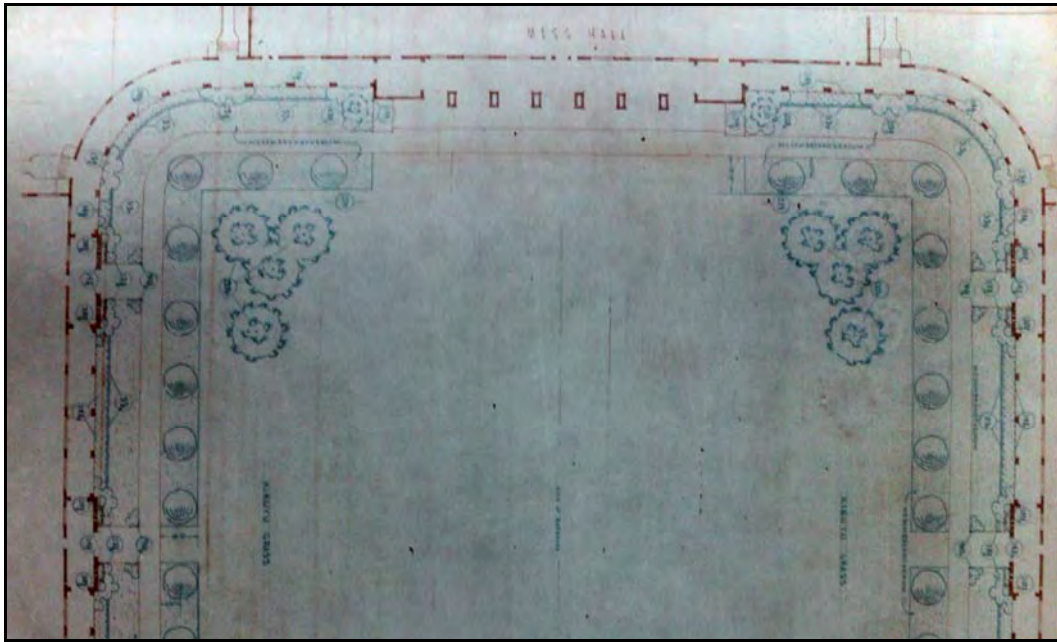


Illustration 9: Portion of 1941 planting plan showing west end of BEQ quadrangle. Note bilaterally symmetrical plan with tree-lines along walkways, paired trees at building entries, and two clusters of trees punctuating corners of the quadrangle.⁵⁹

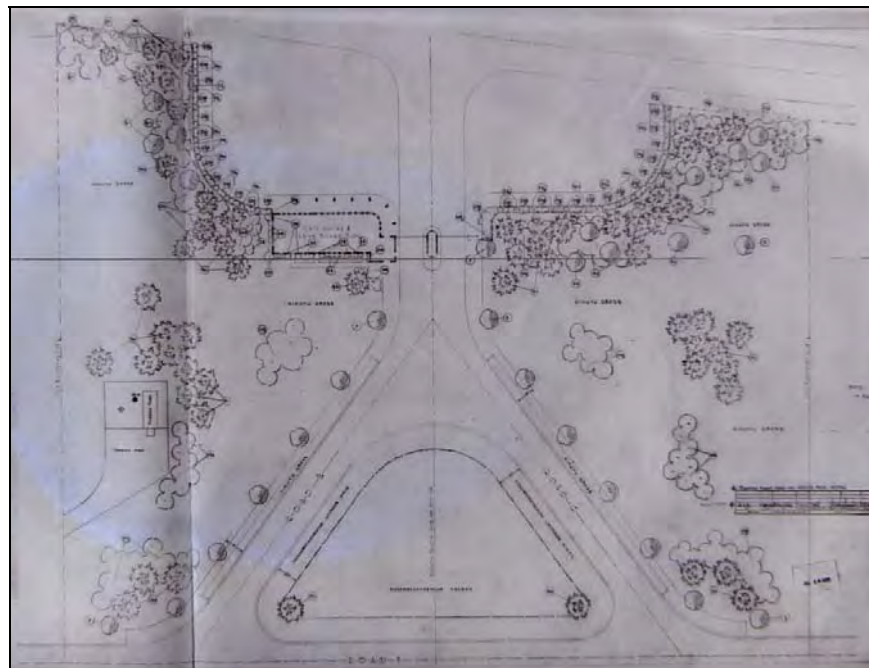


Illustration 10: Portion of 1941 planting plan showing Main Gate. The patterned planting of ice plant extends north from entry mall into the triangular area.⁶⁰

⁵⁹ Johnson, Drake, and Piper, "Landscaping Section 7, Unit A – Pt. 1 Planting Plan," August 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.

⁶⁰ Johnson, Drake, and Piper, "Landscaping Section B – Unit C Planting Plan," July 1941, Aperture Card 49574, BRAC PMO West Caretaker Site Office, Treasure Island.

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Tree lines, particularly those composed of black acacia (*Acacia melanoxylon*), were designed to line many of the streets in the northern part of the station, particularly in the administrative and residential areas, which emphasized the orthogonal layout of the station plan. Also common to the planting plans for the administrative and residential areas were mixed varieties of shrubbery placed at building foundations. Plans laid out street trees on all sides of the orthogonal blocks that contained Buildings 1, 16, and 18 (**Illustration 11** and **Illustration 12**).

The planting plan accentuated the median demarcating West Essex Drive as a main axis, rather than a typical interior roadway, with a single line of plantings of fan palms (*trachycarpus*), cross-leaved speedwell (*Veronica decussata*), and New Zealand Flax (*Phormium tenax*) (**Illustration 13**).

The plans also called for tree lines along the curvilinear interior streets of the Officers' Housing and formal gardens behind each officer's house. In addition to the gardens, each officer's house also had an informal sheltered drying yard to the side of the residence (**Illustration 14**).

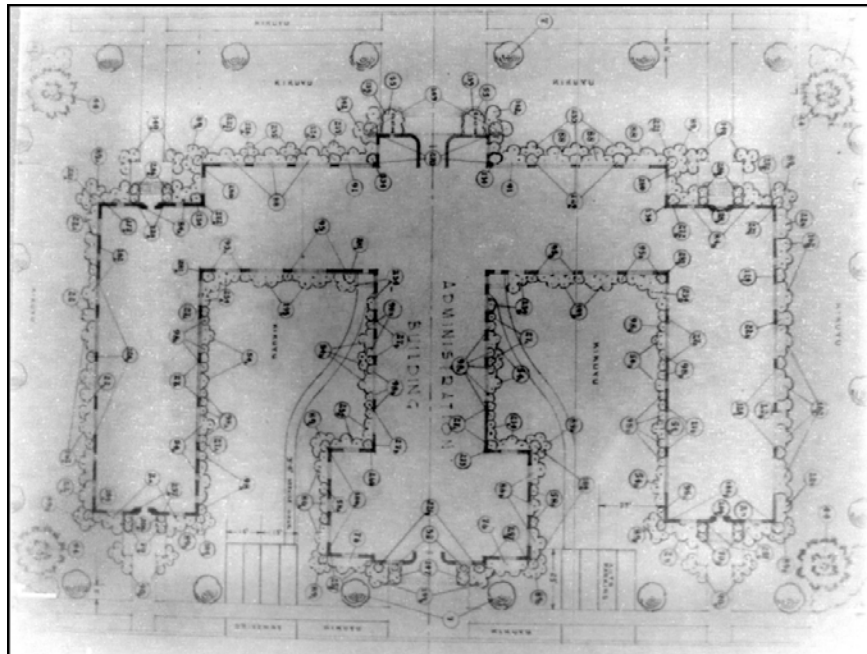


Illustration 11: Building 1 from 1941 planting plan.
Note tree lined streets and foundation shrubbery.⁶¹

⁶¹ Johnson, Drake, and Piper, "Landscaping Section 7 – Unit B Planting Plan," April 1941, Aperture Card 49628, BRAC PMO West Caretaker Site Office, Treasure Island.

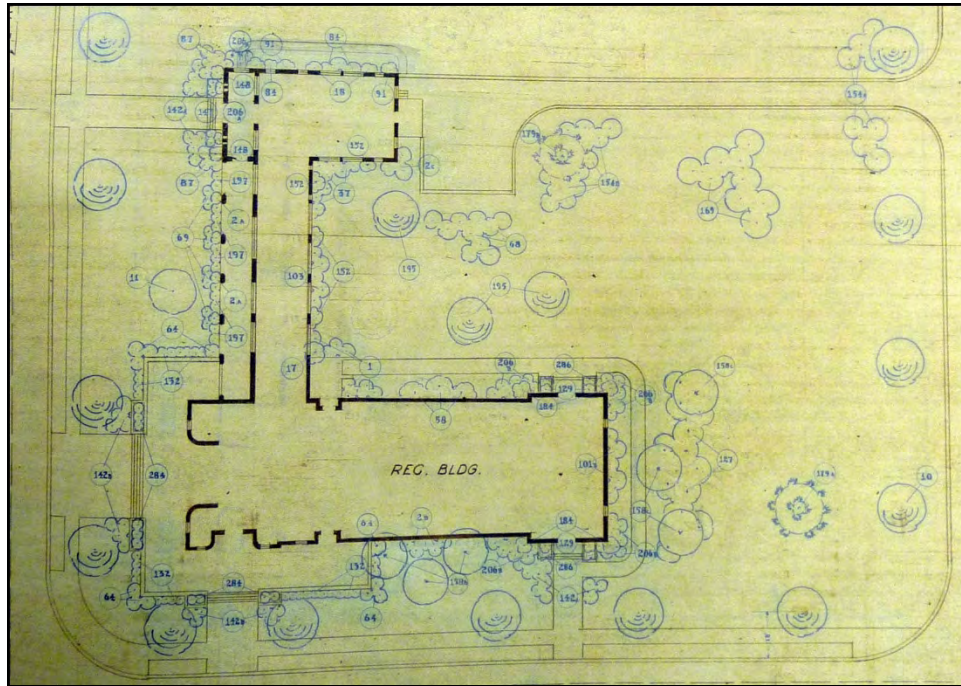


Illustration 12: Building 18 from 1941 planting plan. Note tree lined streets and foundation shrubbery.⁶²

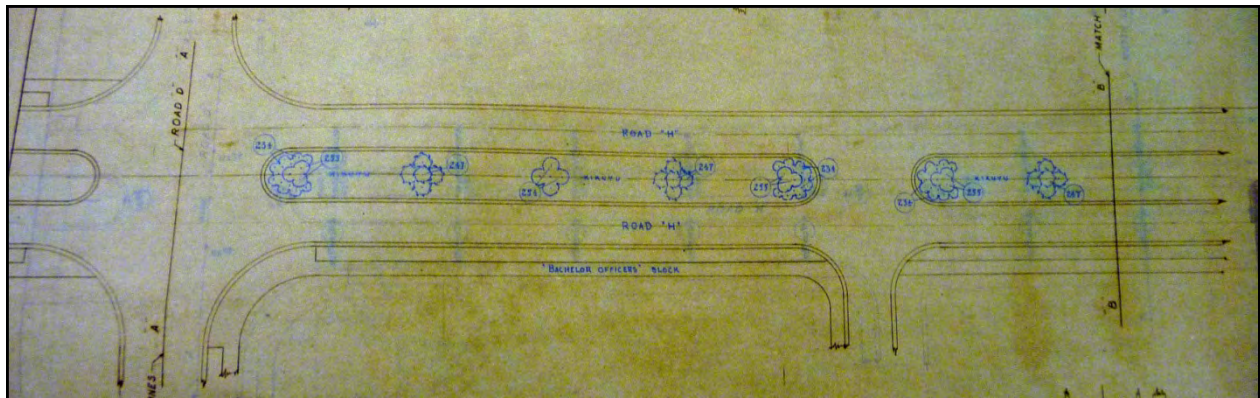


Illustration 13: The only median on the station was located on West Essex Drive.

⁶² Johnson, Drake, and Piper, "Landscaping Section – 1 – Unite – C, Planting Plan," August 13, 1941, Drawer 141, Plan and Maps Room, Alameda City Hall West.
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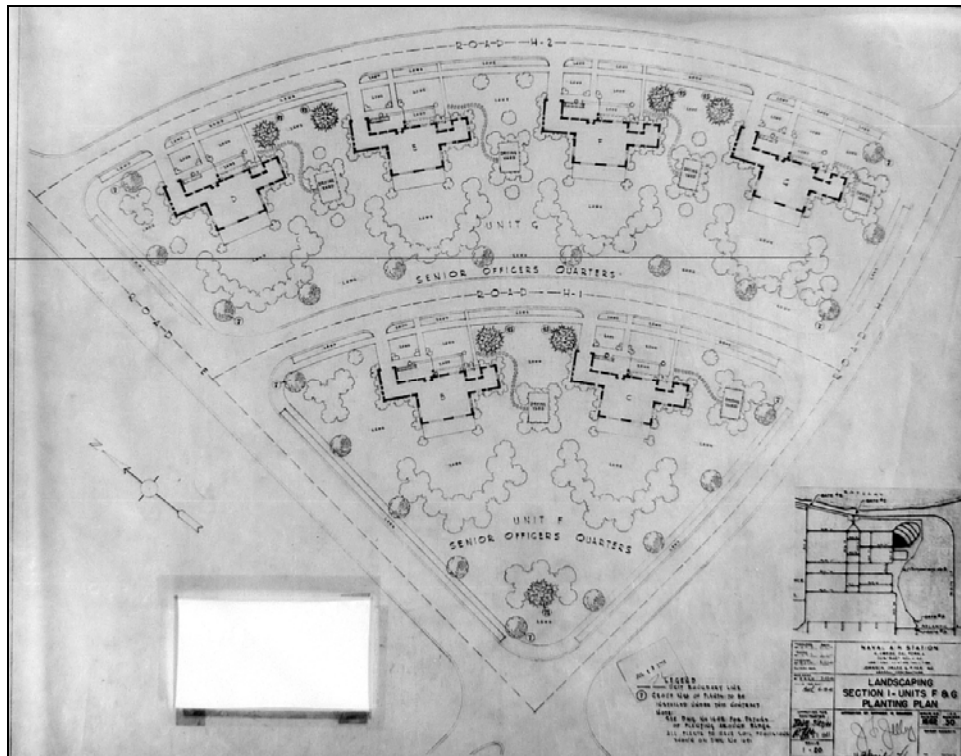


Illustration 14: Portion of the 1941 planting plan for the Officers' Housing.⁶³

Although wartime contingencies prevented full installation of LaVallee's planting plan because funds and effort focused on completion of buildings, housing personnel and vital station activities, the administrative and residential areas of the station all received at least modest, and in some instances, modified implementation of the plan, as discussed herein.

World War II (1941-1945)

The demands on naval aviation during World War II transformed NAS Alameda dramatically, requiring the new station to adapt to increased demands and an expansion of its capability. This resulted in additions to and alterations of the station's original design, particularly in the intentionally unplanned, secondary spaces. Although adjustments to the original plan were necessary to accommodate wartime mobilization, the primary elements of the plan – axial layout, spatial relationships, land use, circulation pattern, sightlines – remained generally unaltered from the original execution of the plan during the initial phases of construction. After transferring trees and plants from the GGIE in Spring 1941, the Navy began executing the planting plan Johnson, Drake, and Piper subcontracted Emery LaVallee to design.

In some cases, the need for additional facilities resulted in modifications to the station's original 1939 plan. In peacetime the Navy had a phased program to build the station, which likely would have taken years to complete. Many of these phases were rapidly sped up and completed during the war years. Pre-war construction tended to be of permanent concrete construction, while most buildings constructed under President Roosevelt's national emergency declaration and wartime contingencies were of temporary, wooden construction.⁶⁴ Along with different building designs and materials, the changing war needs resulted in additional construction and modifications to the station's original 1939 plan. Original plans called for the primary east-west axis to create a wide spatial division between the administrative and industrial

⁶³ "Landscaping Section 1- Units F & G Planting Plan, June 1941," Aperture Card No. 49587, Plans Room, Treasure Island.

⁶⁴ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

functions of the station (see **Illustration 4** and **Photograph 32**). Although this axis was first abandoned before the first phase of construction when the landplane hangars were aligned parallel to the Airfield, during the war, the space was filled with shops and training facilities (**Photograph 48**). Initial construction through the space was small, consisting of two engineering buildings (Buildings 42 and 44) and a small weapons shop (Building 43) at the west end. Construction continued in the area with the civilian cafeteria (Building 62) in 1942, Ground Training Building (Building 101) in 1942, Ordinance Office (Building 102) in 1943, Public Works Shop (Building 114) in 1944, and Storage Racks (Building 191) in 1944.⁶⁵ The last portion of this axis to be filled was the northern expansion of Building 5, the Interim Overhaul Building, in 1945, which was usually referred to as Building 5A. This addition had not been included in the original station plans and nearly doubled the size of Building 5. Construction through the space originally slated as the primary east-west axis further elevated the primacy of the east-west axis stretching from West Essex Drive through Building 3.⁶⁶

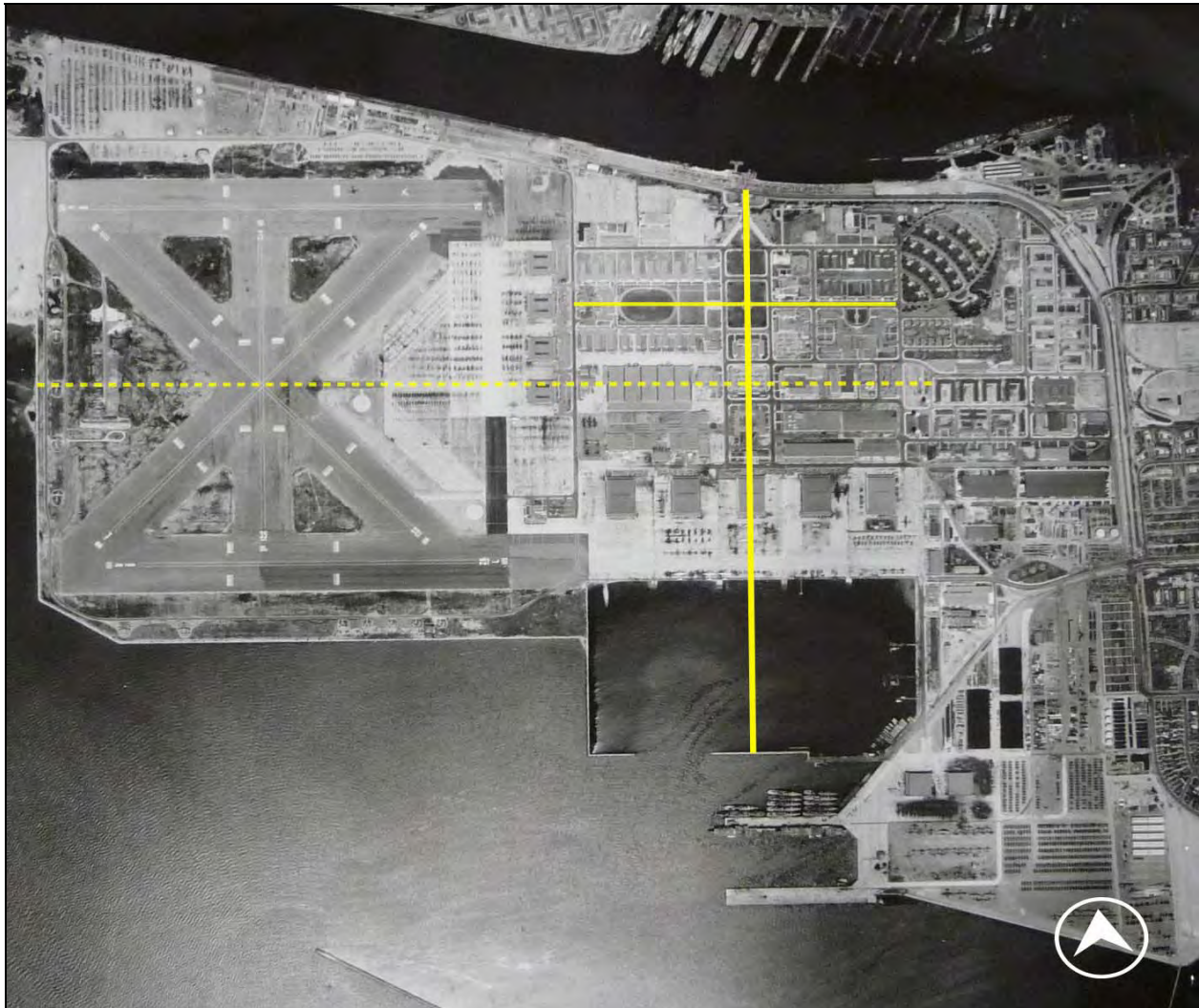
Some wartime construction completed the station's 1939 plan, as some buildings were placed appropriately within the functional layout of the station's original plan, and many buildings were constructed during the war in areas that had been previously unplanned. The Navy, for example, expanded Building 10 in 1945 into the area between Lexington Street (Second Street) and Saratoga Street (Third Street) in order to accommodate additional generators. This building completed the symmetrical design that had been intended for that location.⁶⁷

The expanding Supply Department constructed wooden warehouses (Buildings 91 and 92), built in alignment with Buildings 8 and 9, filling in space that had been intended for storage facilities. Increasing numbers of personnel during the war made necessary the expansion of the Enlisted Barracks (Buildings 2 and 4) from 14 to 20 wings, completing their original designs. Previously unplanned buildings included temporary buildings, like the corrugated metal Armco Huts and wood frame barracks.

⁶⁵ Buildings 42,43,44,62,101,102,114,191,United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Bureau of Yards and Docks, "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Jones & Stokes, "Historic Properties Inspection Report for the Naval Air Station Alameda Historic District Alameda, California, Final" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, July 2007), 6-73.

⁶⁶ Bureau of Yards and Docks, "US NAS Alameda, California, Interim Overhaul Building, Elevations and Sections A, B, C, D, &E," Yards and Docks #291658, December 16, 1945, Drawer 47, Maps and Plans Room 146, Building 1 on former NAS Alameda, Alameda, California.

⁶⁷ US Navy, "History of U.S. Naval Air Station Alameda, California, First Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 – 1992, RG 181, NARA (San Francisco).



Photograph 48: NAS Alameda axes illustrated on 1948 aerial photograph. The dashed line is the station's initial east-west axis that was not built.⁶⁸

Growth in station personnel and activities pushed the Navy toward quicker development of unplanned, secondary spaces outside the original design's axial and formal layout. This initially occurred in the triangular shaped area on the east side of the Seaplane Lagoon delineated by railroad tracks and spurs, hemmed in by marsh and undeveloped land (**Photograph 49**). The tracks roughly paralleled the extension of Atlantic Avenue west of Main Street before turning southwest to the single pier that was built with the Seaplane Lagoon. A spur turned northwest providing service to the supply department's buildings in the southeast quadrant of the station core. The original East Gate was located west of where it eventually was placed. It was originally located on the extension of Atlantic Avenue where Orion Street is now. This entry was the apex of the triangular land form. The initial plans had treated the area as secondary to the station's main functioning, placing hazardous facilities in the area, such as paint and oil storage and engine test cells. The angular borders prevented a clear orthogonal plan.

⁶⁸ Aerial photograph of NAS Alameda, 1948, Box 1, RG 10, CEC / Seabee Museum, NBVC, Port Hueneme.
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Photograph 49: June 1943. Triangular area east of Seaplane Lagoon (area indicated with yellow arrow) was secondary to the station plan. As the Supply Department expanded during the war, the area developed a utilitarian layout and landscape.⁶⁹

During the war, the Navy expanded the Supply Department in this triangular shaped area, east of the Seaplane Lagoon. Assembly and Repair (A&R) would not have been functional without the Supply Department, established on station along with A&R in 1940. It managed purchase and inventory control of aircraft and parts for A&R, aviation supply for forward overseas stations, and station supplies for the exchange, mess halls, and cafeterias. As NAS Alameda's operations expanded, the Supply Department also provided material for the system of outlying fields and auxiliary fields that provided safe landing and operational bases for patrol and carrier squadrons attached to NAS Alameda.⁷⁰ In 1941 the supply staff grew from 50 to 100 and its materials on hand increased from several hundred items to over 20,000. During the first year of the war the department received over \$1.5 million worth of materiel a month and doubled in physical size. Tons of equipment were accepted and shipped from NAS Alameda and sent to the Pacific theater. To support this activity the supply department began warehouse operations in Building 105 (since demolished) along the east side of the Seaplane Lagoon in 1940.⁷¹ In 1942, four new support buildings (Buildings 66, 67, 77, and 98) were constructed in this area east of the Seaplane Lagoon.

In 1942 – 43, the Navy also expanded the station into the former Peralta land grant between the tide lands and Main Street (**Illustration 15**).⁷² Dredging added land to the station east of Piers 1 and 2 (**Photograph 50**). This allowed for the construction of the two wharfs and Pier 3 in 1945. The original East Gate was moved eastward to its current location (and the location where the East Gate buildings were removed in the 2000s, near Building 90). New buildings constructed in this eastern portion of the base were utilitarian and standardized types, and not in the station's cohesive Moderne architectural style.

⁶⁹ Aerial photograph of NAS Alameda, June 17, 1943, Box 27, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme

⁷⁰ "Know Your Station: The Story of Supply" *The Carrier*, December 29, 1944, 8.

⁷¹ US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958," Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco).

⁷² Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

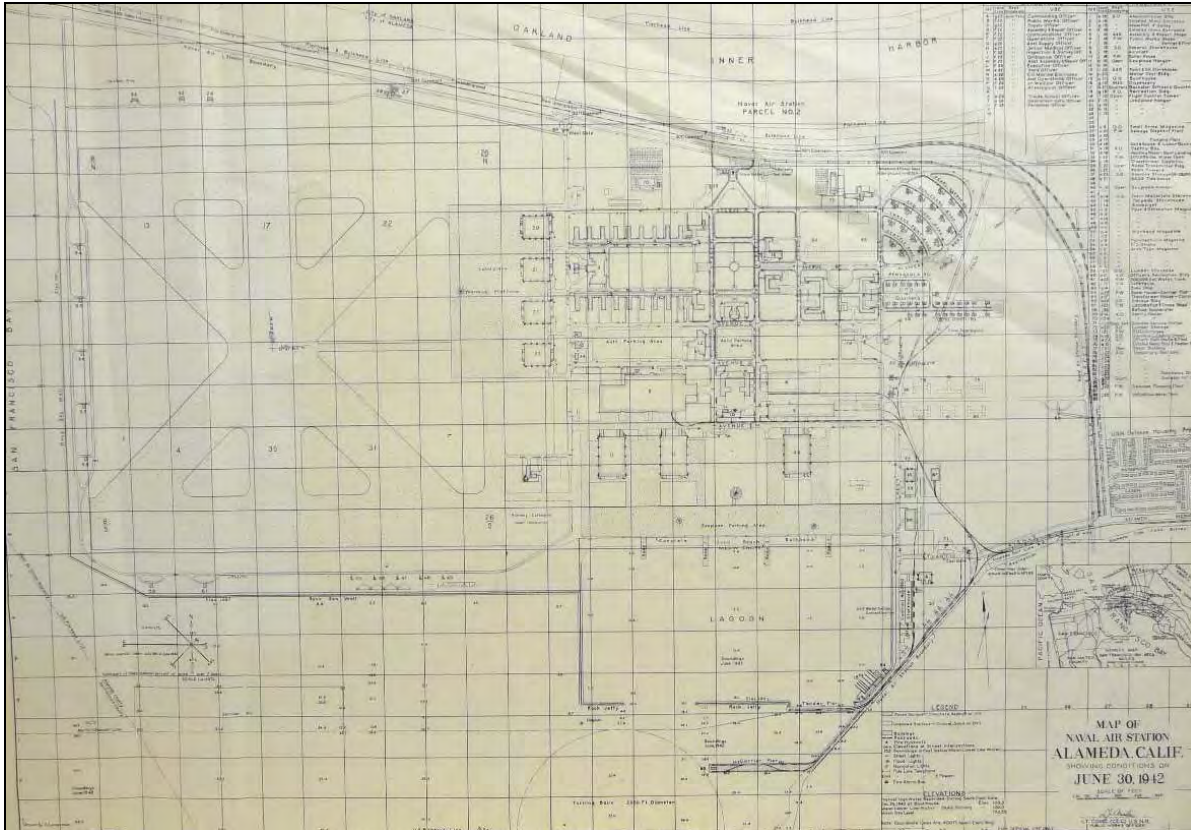


Illustration 15: 1942 Station map showing the encroachment onto Peralta grant land and the addition of buildings east of the Seaplane Lagoon.⁷³

This area was also outside the boundary of the planting plan LaVallee designed for the primary parts of the station. This newly reclaimed land was immediately divided into a grid, but unlike the main station north of the Seaplane Lagoon, this area did not have a major central axis, nor did it correspond directly to the station's major north-south axis. Its street and block layout was further differentiated in that the blocks south of Atlantic Avenue and the East Gate were oriented in a more north-south direction, while those in the core area of the station were oriented east west.

The railroad tracks following Atlantic Avenue running diagonally across this portion of the station also disrupted the grid pattern. These tracks pre-dated the Navy's occupation of the site and had determined the southeastern corner of the Seaplane Lagoon and the angle between Piers 1 and 2. The Navy needed rail service and retained them, as well as constructing new spurs to serve Pier 3. Railroad spurs constructed to serve the supply area of the station aligned with the orthogonal plan in the area west of Pan Am Way.⁷⁴ Other changes to the overall size and shape of this part of the station included improvements to navigation that addressed silting in the pier area and turning basin⁷⁵

⁷³ Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum.

⁷⁴ Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial photograph, 1943, NOy 4165, folder 23 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum.

⁷⁵ "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).



Photograph 50: November 1944. Newly dredged and filled southeast portion of the station. This area was outside the original station plan, and outside the original planting plan. (Numbers and labels from original photo identification.)⁷⁶

These new east and southeast areas of the station, largely built as part of the Navy's response to World War II, provided additional space for the supply and A&R departments on NAS Alameda. Warehouses and outdoor storage occupied most of the area south of Atlantic Avenue and the landscape and architecture reflected this utilitarian use (**Photograph 51**). Areas surrounding the additional warehouses and shops were paved to provide easy access for loading and unloading materials into them and the remaining area was either paved roadway or fallow. Southeast of Pier 2, the area remained open for aircraft parking.⁷⁷

⁷⁶ "NAS Alameda Homoja Housing looking southwest, Alt. 1000," November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁷⁷ NAS Alameda ceased using the Homoja housing in 1968 although the Quonset huts remained in place for several more years. The Navy dismantled the civilian labor camp shortly after World War II. Aerial Photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum; Aerial View Alameda, California, 1944, Folder 1-21, Box 1, RG 10, CEC/Seabee Museum; United States, Building the Navy's Bases in World War II, 374. According to *Popular Science* in March 1946 (page 67), Homoja is a compound word derived from the names of Admirals Horne, Morcell, and Jacobs.



Photograph 51: September 1945. Southeast portion of the station retained a utilitarian appearance throughout World War II, distinct from the formal design of the core of the station. (Numbers from original photo identification.)⁷⁸

The need for station housing – like almost every aspect of activities on the station – increased throughout the war. In 1942 the Navy planned for five new temporary barracks on NAS Alameda.⁷⁹ They were also located in one of the unplanned, secondary spaces of the original station plan, south of the original east-west axis and east of the storehouses. The five temporary barracks (Buildings 78 through 82) were constructed according to the Navy's B-1 plan for H-type barracks.⁸⁰ The Navy had adopted the B-1 barracks design at the end of World War I, and used it through 1942. Only one of these barracks (Building 78) remains on NAS Alameda.⁸¹ These barracks did not solve the housing problem, so the Navy built additional standard barracks south of Midway Avenue (Avenue C), again in one of the originally unplanned spaces. These barracks used the B-1-B standard plan developed after 1942 that utilized fewer construction materials.⁸² On NAS Alameda, three rectangular B-1-B barracks were arranged in U shapes. These were constructed in two phases in 1943 and 1944, and filled the remaining northeast corner of the station from Tower Avenue (Avenue F) to Main Street (**Photograph 52**).⁸³ Quonset huts were erected south of the East Gate under the Homoja Program for temporary housing

⁷⁸ "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).

⁷⁹ US Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 48.

⁸⁰ USGS, *Oakland West Quadrangle* (Washington, D.C.: USGS, 1949); US Army Corps of Engineers, *World War II Temporary Military Buildings*, 50.

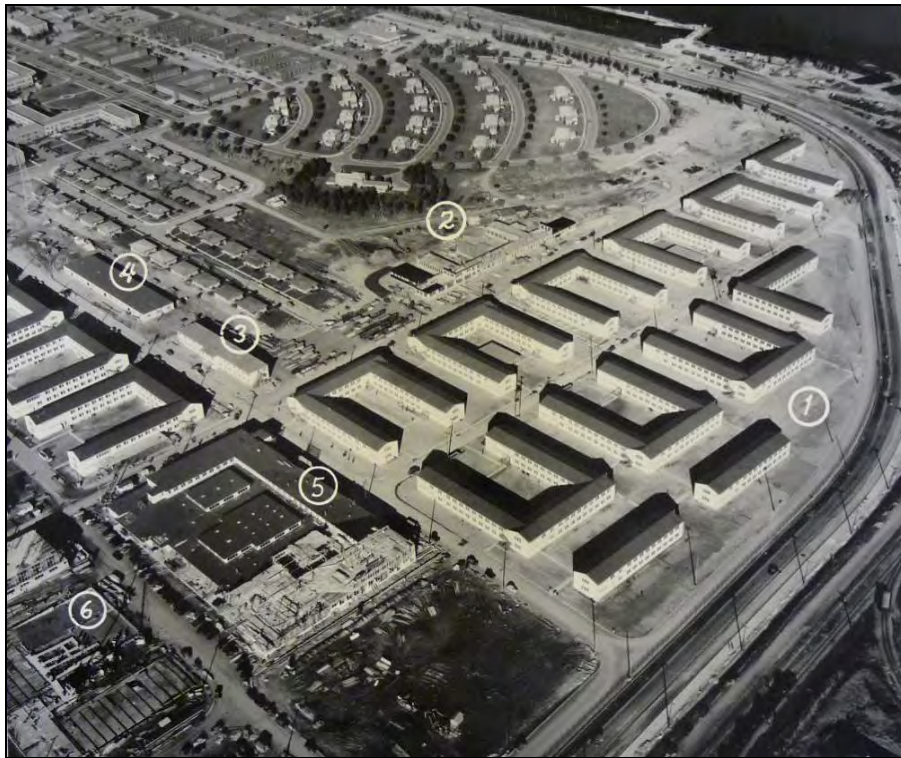
⁸¹ US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48; Building 78, *iNFADS*, 2008.

⁸² US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.

⁸³ Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks Triple Unit Plan and Details," Yards and Docks Specification # 12146, November 24, 1943, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks, Bachelor Officers Quarters and Sea Plane DPR 523B (1/95)

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of sailors' families staying on base for 60 days or less.⁸⁴ All of the temporary housing in the east portion of the station bound by West Midway Avenue to the north, Orion Street to the east, West Tower Avenue to the south and Moonlight Terrace to the west, except Buildings 78, 135 and 137, were subsequently demolished over several decades following World War II.



Photograph 52: Construction of temporary style barrack on east end of NAS Alameda, 1944. Numbers indicated specific projects on original photograph.⁸⁵

Completion of the runway system on NAS Alameda was a pressing wartime concern. Dredging and landfill created the Seaplane Lagoon and central portion of the station first, with construction starting on station buildings before the Airfield was complete. The initial runway layout was a sideways W shape; however, the Navy modified this plan by 1940, opting for a layout of five runways that resembled a capital "I" superimposed over a capital "X." Two short runways ran west to east and formed the top and bottom bars of the "I" and a single, north-south runway formed the center stem of the "I." Two runways, running northwest to southeast and southwest to northeast respectively, formed the "X." The center axis of the three runways was aligned with the main east-west axis of the station (**Photograph 53**). The number of runways and their alignment were designed to ensure that aircraft could operate regardless of wind direction. Construction of the Airfield lagged behind the rest of the station as the extensive dredging project worked to generate enough fill to create more than 348 acres of land. Dredging continued until September 1941 and two months later, despite work having barely begun on the Airfield, the Navy began using it. Entry into World War II hastened completion as station authorities quickly built earthen revetments on the Airfield and near the hangars for the protection of aircraft and materiel. The Navy also installed weapons magazines around the edge of the Airfield to keep hazardous items a safe distance from other

Hangar Foundation Plot Plan Barracks Area," Yards and Docks # 317552, April 10, 1944, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

⁸⁴ United States, *Building the Navy's Bases in World War II*, 374.

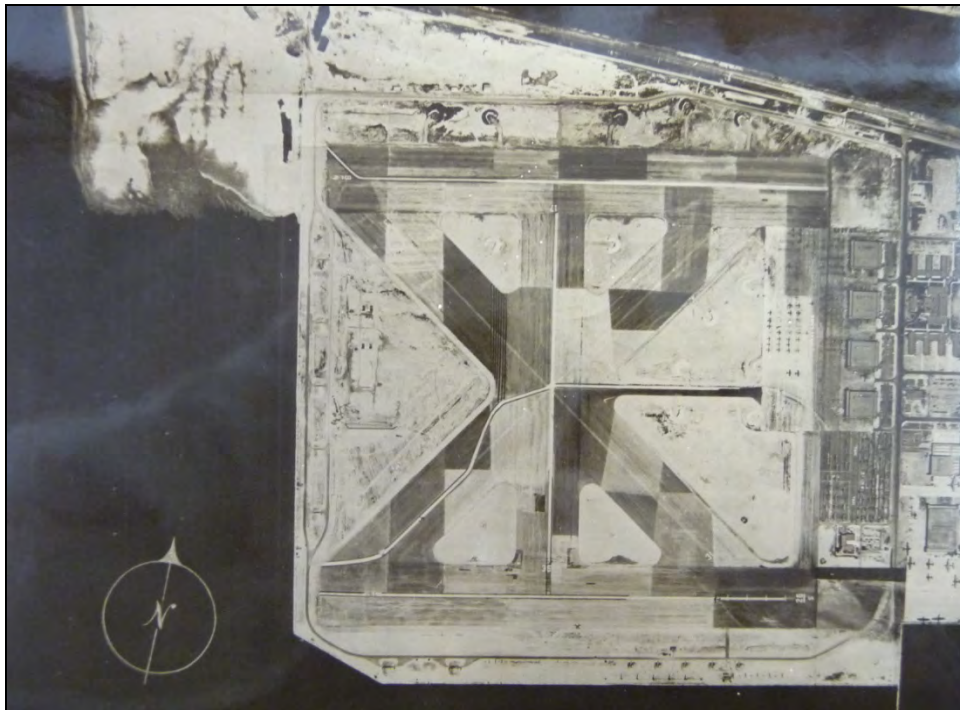
⁸⁵ NAS Alameda B1B Barracks Looking NW, Alt. 1000', November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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station activities. Despite its flat appearance the grade of the Airfield was slightly domed to assist drainage. By November 1942 the combined I and X shaped runway system was complete and was installed with no traditional landscaping.⁸⁶

During the war the Navy further modified the Airfield to accommodate growing station activities. The warm-up and parking apron was increased from a rectangle in front of Buildings 20-23 to a larger triangular shaped area set between two diagonal runways. On the north edge of the Airfield, there was storage for aircraft requiring repair and a supply department salvage yard. The station landfill at the northwest corner of the Airfield continued to expand the station's landmass.⁸⁷



Photograph 53: The Airfield in 1943.⁸⁸ Note shape and size, compared to modifications made in the 1950s (see below). Also note that it is a vast, paved space without formal plantings.

The station workforce expanded to 18,000 military personnel and 9,000 civilian workers during the war, putting a strain on available transportation and newly established circulation patterns on station.⁸⁹ The orthogonal organization of roads within the station continued to function well; however, the need to get civilian workers efficiently on and off station challenged officials. Public transportation in the form of buses, trains, and ferries, left workers at the station gates, and the

⁸⁶ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; and Michael D. Roberts, *Dictionary of American Naval Aviation Squadrons* (Washington, D.C: U.S. Department of the Navy, Naval Historical Center, 2000), 737.

⁸⁷ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC / Seabee Museum.

⁸⁸ "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁸⁹ Jean Ebbert and Marie-Beth Hall, *Crossed Currents: Navy Women from WWI to Tailhook* (Washington, D.C: Brassey's, 1993) 27-34; Susan H. Godson, *Serving Proudly: A History of Women in the U.S. Navy* (Annapolis, Maryland: Naval Institute Press, 2001), 106-112, 117-119; and Allbrandt, *History*, 5; "Wave Lengths," *The Carrier*, January 28, 1944; "Wave Lengths," *The Carrier*, May 5, 1944; "Girls in Blue Perform Many Tasks at NAS," *The Carrier*, August 20, 1945, 3.

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increasing numbers of workers who carpoled to the station parked at the north and later east gates, also had to walk relatively long distances. Inadequate parking space was a problem from the beginning and continued to plague the station throughout the subsequent Cold War era. Parking was originally provided for officers in their housing areas and there was some limited parking in the administrative areas, but it fell woefully short of the spaces needed. Station officials developed an early solution by creating additional parking along the former east-west axis and around shop facilities. A transportation hub was created in the center of the station just south of the Administration Building (Building 1) at the center of the main axis (**Photograph 54**). Parking in the administrative area increased significantly south of Building 16 (where Building 7 now sits) during the war (as well as during the 1950s to 1980s), and filled a quarter of the block. The station constructed parking for the CPO Housing in 1945, just as the war came to an end. Throughout the changes made to address the growing need for parking, the station retained the open spaces at the entry mall and BEQ quadrangle.



Photograph 54: War time shift change at Building 5 showing transportation pool behind Building 1 and Building 6 on the right. Also note building setback, lawn and foundation shrubbery at Building 6.⁹⁰

Execution of the Planting Plan during World War II

By January 1942, one month after the United States entered World War II, many of the trees transferred from Treasure Island, and called for in LaVallee's plan, had been planted on the station. Black acacias lined the curvilinear streets of the Officers' Housing, clusters of trees punctuated the four corners of the entry mall, the south corners of the triangle south of the main entry, and the west end of the BEQ quadrangle, and the median along West Essex Drive had an evenly spaced row of plantings (**Photograph 55** and **Photograph 56**).

⁹⁰ *The Carrier*, December 15, 1944.
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Photograph 55: January 1942. Street trees in Officers' Housing (1); Plantings along West Essex Drive (2); Clusters of trees planted at west end of BEQ quadrangle (3); Clusters of trees planted at four corners of entry mall (4); and trees planted at south corners of entry mall triangle (5).⁹¹



Photograph 56: Housing for married officers circa 1945 as seen from back (southwest side). Implemented landscaping included foundation plantings and shrubs and street trees.⁹²

⁹¹ Graphic base from "NAS Alameda, Alt. 5000 ft horizontal distance 10,000 8 1/4 in lens looking west, passive defence photo," January 28, 1942, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁹² Photograph 121-3, circa 1945, RG5, CEC / Seabee Museum.

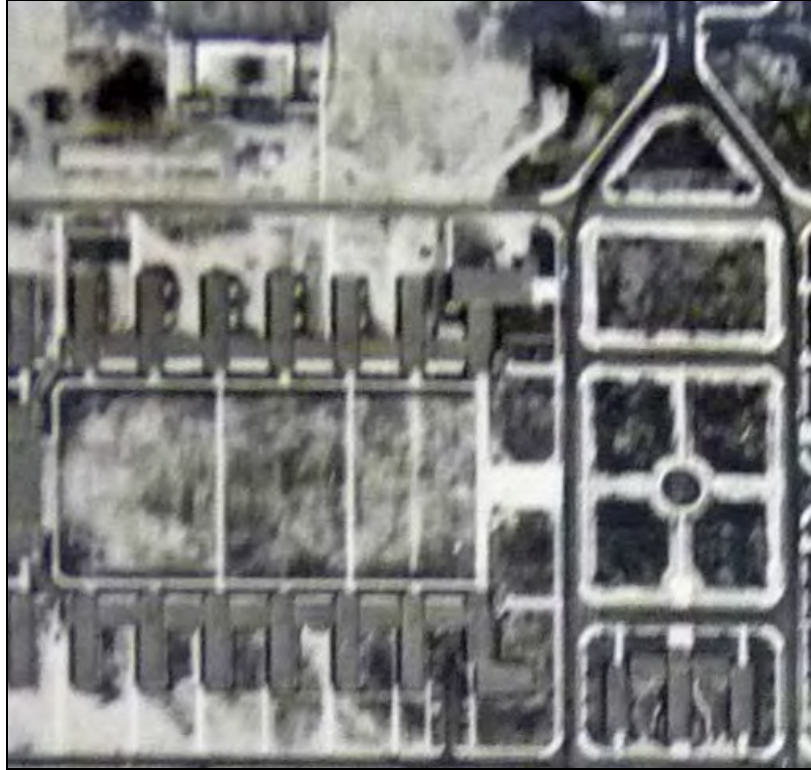
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Continuation

Update

Aerial photographs indicate that by 1943 the Navy had implemented the planned decorative planting of ice plant throughout the entry malls and triangle (**Photograph 57**). Colorized postcards depicting the station feature the ice plant prominently, exaggerating the vibrancy of the colors (**Photograph 58** and **Photograph 59**). By 1945, historic photographs indicate that the iceplant had become rather unruly with an uneven, un-manicured appearance (**Photograph 60** and **Photograph 61**).



Photograph 57: 1943.⁹³ Monochromatic sections of ice plant plantings visible around edges of entry mall and through paths and around circle large quadrangle.

⁹³ "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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Continuation

Update



Photograph 58: Period postcard depicting Building 1, circa 1943. Colorized postcard exaggerated the vibrancy of ice plant in entry mall.



Photograph 59: Period post card depicting Building 94, circa 1943. Colorized postcard produced contemporaneously with **Photograph 58**. Again, vibrancy of the color scheme of ice plant is exaggerated. The photo does, however, indicate that the bi-chromatic planting scheme was executed.



Photograph 60: 1945. Photo taken from northeast side of large entry mall facing west toward BEQ quadrangle. Tree at right foreground is at the northeast corner of the entry mall; trees at right background are those located at northwest corner of entry mall. Also note un-manicured groundcover in entry mall and sporadic coverage in planting strip in foreground.⁹⁴



Photograph 61: 1945. Building 1, facing south from circular space in the center of the entry mall.⁹⁵

⁹⁴ “General View of Enlisted Barracks & Mess,” May 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

⁹⁵ Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California., 27.*

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The formal entry mall was not the only area of the station that received vegetation during World War II. As the war progressed, the Navy made continued progress executing the primary elements of the planting plan in the designed areas. Administrative buildings and major buildings in the Administrative Core received formal plantings – street trees, foundation shrubbery, and ground cover. Neatly tended grass, foundations shrubs, and street trees were planted at buildings along the entry mall. Paired plantings were found throughout the planting plan, and many of these were also executed during the war, particularly flanking the walkways at the approaches to the BEQ (**Photograph 62**, **Photograph 63**, **Photograph 64**).⁹⁶

The Shops Area, a functional area expanded during the war, also had some formally planted areas, particularly at the buildings adjacent to the main north-south axis, Buildings 6, 8, 62 (see **Photograph 62**), and 114. Buildings at the northwest corner of the Shops Area – Building 42, 43, 44 and 102 – also had deep setbacks planted with lawn and foundation shrubbery.⁹⁷



Photograph 62: 1944. In addition to the plantings present by January 1942, this photograph indicates the presence of foundation shrubbery around the east ends of Buildings 2 and 4 (1), and on the south side of Building 18 (2). Street trees are present around Building 1 (3). Also present are paired plantings flanking the pathways approaching the east ends of Buildings 2 and 4 (4) and the BEQ quadrangle (5). Parts of the Shops Area also had formal plantings, as seen here at Building 62 (6).⁹⁸

⁹⁶ Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/Seabee Museum.

⁹⁷ Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/Seabee Museum.

⁹⁸ "Assembly & Repair Department, NAS Alameda- January 1, 1944," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.



Photograph 63: 1945. Building 4 at left, camera facing west. The tree line depicted in the planting plan had been executed (right), and like other buildings in the Administrative Core, Building 4 had foundation shrubbery.⁹⁹



Photograph 64: 1945. Building 18 taken from center circle of entry mall. Note consistent spacing of foundation shrubbery on west side of building and free-standing concrete planter left of entry.¹⁰⁰

⁹⁹ "Alameda, California NAS, Enlisted Bks, and Mess," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰⁰ "Theater," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

Between 1944 and 1945 adaptations were made to the large quadrangles in the Administrative Core, both the entry mall, and the BEQ quadrangle. The east-west path bisecting the large entry mall was extended through the circular center circular path, creating a more direct route across the quadrangle. In the BEQ quadrangle, the westernmost path was removed and a sporting field was added. The addition of the field did not appear to have disrupted other plantings in the immediate vicinity (**Photograph 65**).



Photograph 65: September 1945. The western pathway bisecting the BEQ quadrangle was removed to make room for a sporting field. Also note the extension of the path through the circular area in the center of the entry mall.¹⁰¹

Summary of the World War II Era

By the end of the war, the station had grown to accommodate 158 buildings with remarkably little interruption to the original 1939 station plan. The operational units remained intact, with only minor adjustments to their boundaries (Shops Area expanded north to West Midway Avenue) as the Navy built core portions of the original layout. Extensions of the functional areas were developed during the war in the southern and eastern portions of the station. Station personnel and employees, of course, quickly nicknamed various areas. The massive concrete BEQ constructed before the war was known as the “Marble Mansion,” whereas the temporary wooden barracks became known as “Splinterville.”¹⁰² Splinterville, first used to orient quickly-inducted Navy personnel to military life, was initially the Receiving Unit, and operated semi-autonomously. Later official records refer to the area as East Barracks.¹⁰³ Land at the northern edge of the Airfield where damaged aircraft were stored before overhaul was commonly known as “Siberia.”¹⁰⁴

¹⁰¹ Graphic base from: “Assembly & Repair Buildings, NAS, Alameda-September 1, 1945,” Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

¹⁰² Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

¹⁰³ US Navy, “History of U.S. Naval Air Station Alameda, California First Quarterly Installment, 1945,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁰⁴ Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Throughout the war the Navy continued construction to increase the operational capacity of the station. Pier 2, the aircraft carrier pier, was constructed of reinforced concrete on cast concrete pilings in 1941.¹⁰⁵ Pier 3, a second, larger carrier pier, was added in 1945 late in the war to accommodate the Navy's ever larger ships. Navigation in the station's channels was hampered by silting in the pier area and turning basin. In 1945 the Navy hired the Basalt Rock Company of Napa to build another mile-and-a-quarter breakwater south of the piers, to protect them from storm damage and reduce silting in the channel and turning basin.¹⁰⁶ The new breakwater was the result of three years of design and testing by the Army Corps of Engineers.¹⁰⁷

Vegetation was added throughout the Administrative Core, the Residential Area, and to a lesser degree, the Shops Area. In most cases, the vegetation that was planted followed the planting plan LaVallee designed in 1941, however, adjustments, modifications, and editing also occurred in the implementation of the planting plan.

Throughout the war years, NAS Alameda served a valuable role in naval operations and demonstrated the critical role aviation had within Navy strategy and operations. Swarms of Navy and civilian personnel carried on activities aimed at providing support services to the striking arm of the fleet. Its training facilities prepared service personnel for duties in forward areas, and air crews in flight operations. Its shops and repair facilities assembled aircraft and returned battle-damaged aircraft to the fight. It provided a homeport for combat ships, and a resupply and service location for their crews and equipment. In all of this, NAS Alameda was like the many naval facilities around the San Francisco Bay, along the Pacific Coast, and along the Atlantic seaboard – it helped keep the Navy fighting.

Cold War Era (1946-1989)

At the end of World War II, the United States and Soviet Union emerged as the world's two major powers. Fueled by a clash of ideologies, a new state of hostile relations between the United States and its allies against the Soviet Union, the Peoples' Republic of China, and their client states developed into a "Cold War" of propaganda, economic pressure, and covert actions. From its beginning in 1946 until the dismantling of the Berlin Wall in 1989, the Cold War era was a period of great military expansion to meet the perceived threat from the nation's adversaries. While the United States followed its policy to contain communism, the international community widened its influence in dealing with conflicts around the world through the efforts of the United Nations. In the United States, the race to develop and deploy advanced weapons for defense and deterrence led to the rise of an extensive defense industry, which provided the military with a flow of new technologies and improved equipment. Although the Cold War was marked by expanding nuclear capabilities, conventional weapons and strategies were the major instruments used by the U.S. military to shape the outcome of conflicts throughout the period. Specialized facilities of this period – for example what is now Naval Air Weapons Station China Lake – contributed to the improvement, development, testing, and evaluation of new weapon technologies; however, NAS Alameda, like most stations, continued to support active military and routine missions and operations. Through the early Cold War, NAS Alameda and other air stations adapted to service new technologies and equipment developed elsewhere by adding facilities to accommodate and maintain jet aircraft and other conventional weapons. However, technology outpaced the station's development. The expansion of San Francisco Bay Area urban development, expense of maintaining facilities, and reorganization of Naval shore establishments with changing missions and military requirements led to the eventual decommissioning of the station after the Cold War ended.

¹⁰⁵ Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

¹⁰⁶ "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁰⁷ R. A. Jackson and R. Y. Hudson, United States Department of the Army, Corps of Engineers, Mississippi River Commission, *Technical Memorandum No. 2-242, Breakwater Location U.S. Naval Air Station, Alameda, California, Model Investigation* (Vicksburg, Mississippi, Waterways Experiment Station, December 1947), 1-2.

The conclusion of World War II with the atomic attacks on Japan encouraged a belief that future conflicts would involve strategic nuclear bombing. The Army and Air Force took the view that the Navy, despite its successes in World War II, was obsolete. The Navy struggled for survival, focusing on efficiency, modernization, and fighting limited to conventional warfare. During this period the Navy increased carrier capacity to accommodate strategic bombers, updated aircraft technology, and initiated guided missile programs. This placed the Navy in a strong position when the Korean War, a limited conventional war, began in 1950.¹⁰⁸

In the years immediately following World War II, NAS Alameda's main role was storage. Seventeen ships of the Pacific reserve fleet were moored at the station. The A&R department continued to process aircraft, applying coating parts to preserve them. The Navy stored aircraft and aircraft components both on the station and in other repositories nationwide. Meanwhile tons of equipment, supplies, and parts were returning from the Pacific Theater and the supply department processed these for sale or reuse.

NAS Alameda, like many other military installations in the immediate aftermath of World War II, experienced a rapid reduction in force. The Navy's demobilization plan called for the service to shrink to one-third its 1945 size. By August 1946, a year following the Japanese surrender, the station's force had been reduced from 18,000 military personnel to 187 officers and less than 1,800 enlisted personnel. Aircraft and aircraft parts were preserved and stored for future use; and seventeen vessels, including two decommissioned aircraft carriers, *Enterprise* (CV-6) and *Hancock* (CV-19), were moored at piers on NAS Alameda as part of the Pacific Reserve Fleet. The reduction in staff and material led to a station-wide emphasis on efficiency and the goal of completing more with less. Consolidation of activities and the development of new services helped keep NAS Alameda an active part of the Navy's operations.

The elements of the landscape that had taken shape during initial construction and wartime – station layout, circulation patterns, land use areas, sightlines and view sheds, and implementation of the planting plan – remained intact during this period of NAS Alameda's development. The planting plan, the most transient of landscape elements, matured in the early years of the Cold War, and elements of the original planting design were modified, particularly in the entry mall. Rather than the wide swaths of ice plant bisecting the entry mall as depicted in the original design and implemented by 1943, shortly after the war, the swaths were replaced by two lines of plantings running north-south through the entry malls (**Photograph 66** and **Photograph 67**).

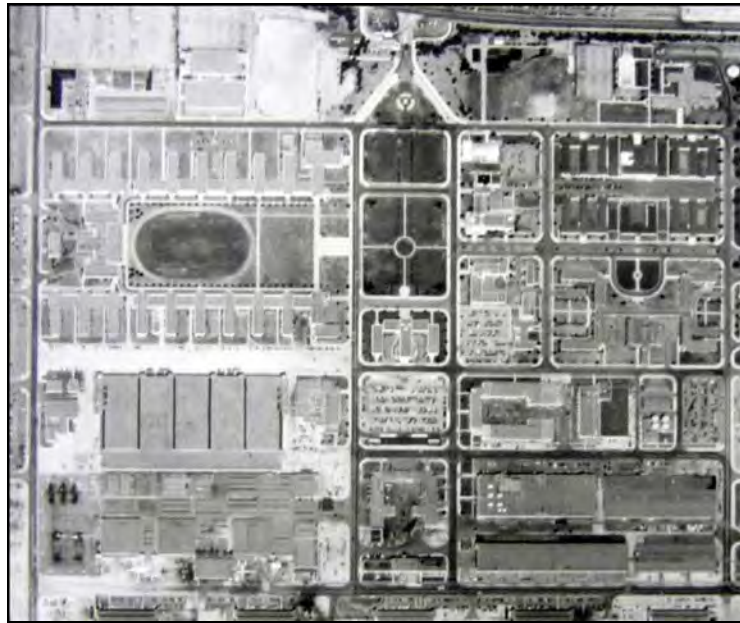
By the early 1950s, the Public Works department on NAS Alameda had a crew of 24 workers whose job was to keep the grounds of the station in "park-like shape." In 1951, *The Carrier* published an article that listed the inventory of vegetation on station as 60 acres of lawn, 8,000 – 9,000 trees and shrubs, and acres of flower beds. The gardener in charge of the greenhouse was tasked with making sure there were always enough plants available to "replace plants past their peak or to go into new locations."¹⁰⁹

NAS Alameda entered the jet age as a well-organized and complete air station at rest, but the Korean War catapulted the station back into action. In June 1950 communist North Korean forces crossed the 38th parallel and invaded South Korea. The United States, in conjunction with United Nations forces, came to the defense of South Korea. Unlike the nuclear war for which the Air Force and Army had prepared, this was a limited conventional war. Because of small targets and fewer bases in the combat theater for bombers, most aerial combat operations fell to the Navy and its aircraft carriers. Successful operations in Korea resulted in additional funding for the Navy, construction of the larger *Forrestal* class aircraft carriers, and accelerated conversion to jet aircraft.¹¹⁰

¹⁰⁸ Nathan Miller, *The US Navy: A History* (Annapolis, Maryland: Naval Institute Press, 1997), 247-250.

¹⁰⁹ *The Carrier*, "PW Crew Keeps Station Green," June 1, 1951: 6.

¹¹⁰ Miller, *The US Navy*, 251 and 253.



Photograph 66: Ariel Photograph, 1948.¹¹¹ After World War II, vegetation matured, more trees were planted along the northern border, and the planting plan in the entry mall was altered.



Photograph 67: Oblique aerial photograph, 1950.¹¹² Entry mall, facing south. Planting plan has been altered from original design to include the lines of plantings running north-south through the entry mall. Also note installation of new planting around monument in triangle.

¹¹¹ "N.A.S. Alameda, Calif. Vertical alt. 10,000' F-6," May 10, 1948, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

¹¹² *The Carrier*, October 19, 1950: 1.

The outbreak of the Korean War in 1950 prompted the Navy to expand operations on NAS Alameda. With President Harry Truman's authorization of U.S. air and sea forces to assist South Korea, NAS Alameda-based Carrier Division 3 launched the first air strikes against North Korean troops. The station itself returned to a wartime footing with well-understood organization, both administrative and spatial. NAS Alameda inaugurated a 48-hour workweek and the O&R Department (name changed from A&R to reflect the change in tasks that did not include aircraft assembly) instituted 10-hour shifts. The Navy brought back into service nearly 270 mothballed aircraft, re-commissioned previously decommissioned ships, and called in reservists. A thousand additional civilians were hired to meet expected wartime demands for aircraft repair and support. By the fall 1951, NAS Alameda was the largest naval air station in the county with 15,000 military and civilian personnel in eight departments.¹¹³ As during World War II, NAS Alameda teemed with activity as an industrial facility, airfield, and small city. There was constant activity on base, punctuated by civilian employee commuting rush hours that were handled in three shifts to accommodate the great number of personnel coming aboard and leaving the base (**Photograph 68**). Most of the activity occurred in the facilities that had been built and used during World War II.¹¹⁴

Aircraft technology had changed since the beginning of World War II through the outbreak of the Korean War and as a result, NAS Alameda updated its facilities to accommodate these new aircraft. The new faster, larger, and heavier aircraft required longer runways and maintaining them required larger engine re-work facilities and test facilities. Modifications would change the relationship between the Airfield and the rest of the station and continue filling the entire station with operational facilities.



Photograph 68: Overhaul & Repair Department shift change, Building 5A, ca. 1954.¹¹⁵

The changed position of the United States in the world meant that demobilization following the Korean War was more limited than that following World War II. This new position, along with the introduction of new technologies to the

¹¹³ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 9-10.

¹¹⁴ Baack, oral history interview, December 8, 2009; Bronson "Chief" Parry, former Navy Chief Petty Officer who served on NAS Alameda (1966-1976), oral history interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 22, 2009.

¹¹⁵ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

military continued the expansion of NAS Alameda that began during the Korean War into the following decade. The station received additional facilities to support jet aircraft and updated facilities for nuclear powered ships. Between 1947 and 1952, the percentage of jet-powered Navy aircraft increased from less than one percent to almost 20 percent. By the late 1950s, more than half of the engines that propelled Navy aircraft were either turboprop or turbojet. The Navy operated nearly 10,000 aircraft, making it the third largest air force in the world behind the U.S. Air Force and the military of the Soviet Union. By the early 1960s, NAS Alameda was no longer servicing propeller aircraft. More sophisticated jet aircraft had more demanding maintenance requirements, and NAS Alameda was among the Navy's facilities best suited to do so.¹¹⁶ The Navy's growing reliance upon new technology also required a highly trained support staff. Retention of military personnel with such expertise required upgraded housing, morale, and recreational facilities.

Following the end of the Korean War, the United States and Soviet communist forces met largely in proxy wars using conventional weapons. The Navy continued to be an important tool in these conflicts because it was able to project force around the world, illustrating support for U.S. allies. This period, however, was exemplified by deployment of many new, technologically-advanced weapons developed in the previous years. The launch of Sputnik in 1957 accelerated the arms race. No longer were aircraft required for the delivery of nuclear warheads. The Air Force, Army, and Navy all developed their own Intercontinental Ballistic Missiles (ICBMs). The Navy's Polaris ICBM could be launched from a submarine. The Navy constructed new nuclear powered ships armed with guided missiles. Throughout this period the Navy, like the other service branches, focused on developing and deploying these and other new military technologies.¹¹⁷

Although American military advisors had been involved in Vietnam since the 1950s, direct involvement in the conflict of personnel stationed on NAS Alameda did not occur until North Vietnamese torpedo boats reportedly fired upon two American destroyers operating in the Gulf of Tonkin. The incident resulted in passage of the Gulf of Tonkin Resolution by Congress in August 1964. Thereafter President Lyndon Johnson increased the United States role in 'containing' the North Vietnamese Communists. The Navy participated in bombing targets in North Vietnam and operated blockades and patrols in the Mekong Delta. With increased involvement in Vietnam, the Navy faced the challenges and increased demands were placed upon military personnel. Physical and mental hazards as well as casualties increased, and repeated deployments to Vietnam were challenging for personnel and their families. During this time, Secretary of the Navy Admiral Elmo Zumwalt initiated a program focused on paying more attention to MWR needs of personnel. NAS Alameda worked to improve its MWR facilities on station, as well as repair and supply facilities, to support military personnel during increased Vietnam operations. As part of the morale boosting efforts of the station when incoming carriers from Vietnam came to port on NAS Alameda, there was an effort to honor returning military personnel with large welcoming crowds.¹¹⁸

Following the Vietnam Conflict the U.S. military entered a period of uncertainty as the nation's foreign policy adapted to new conditions. After 1977, President Carter's administration focused on supporting the North Atlantic Treaty Organization rather than exceeding the Soviet military build-up. As a result, Congress cut budgets for new ships and deferred improvements to the Pacific Theater forces. The military also became a completely volunteer force, necessitating changes in recruitment, retention, and advancement policies for military personnel. This continued the demand for increased attention for MWR facilities. The trend for reduced spending and the European focus of the late 1970s was completely reversed in the 1980s by the Regan administration, with increased spending on new and technologically-advanced ships and submarines. The new focus was on technologically superior weaponry, and quick military responses required the use of naval forces to dispel unrest around the world through the end of the Cold War. Congress again cut military spending in the late 1980s and the Cold War ended with the dismantling of the Berlin Wall that accompanied

¹¹⁶ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 12 and 15.

¹¹⁷ Nathan Miller, *The US Navy*, 255-260; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-6 – 8-10.

¹¹⁸ Nathan Miller, *The US Navy*, 263-270; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-10 – 8-12; Baack, oral history interview, December 8, 2009.

shifts in power in Eastern Europe in 1989. Contracts for new ships, submarines, and aircraft were cancelled. During this period, Congress initiated a process known as Base Realignment and Closure (BRAC) to reduce the number of military installations to sustainable levels.¹¹⁹

Evolution of the NAS Alameda Landscape during the Cold War

The following discussion addresses the evolution of and changes over time to NAS Alameda and its landscape during the Cold War period (1946-1989). It is presented by functional area, corresponding with the description of existing conditions. The functional areas are: Administrative Core, Shops, Residential / MWR, and Operations. These functional areas were first established as an organizational tool for understanding the station's design in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District." This CLR changes the name for one of the functional areas. The Hangars Area from the 1997 report is now the Operations Area, reflecting the wider functions of the area in which the hangars are situated and their relationship with adjacent spaces including the Seaplane Lagoon and the Airfield. The Operations Area also includes the waterfront / piers area.

Administrative Core

Through the Cold War period, the entry mall continued to serve NAS Alameda as a formal space at the center of the Administrative Core. By the late 1950s, aspects of the entry mall had been altered, perhaps to provide a suitable space for parade grounds. A photograph dated May 1958 shows that the decorative plantings bisecting the entry mall that were present in the early 1950s, until at least 1954, had been removed and the ice plant had been replaced with turf throughout the entry mall (**Photograph 69** and **Photograph 70**). Also visible in the 1958 photograph are sailors in formation on the streets around the entry mall. The following year, another photograph shows the sailors in marching formation in the entry mall itself (**Photograph 71**). This photograph also indicates that the planting strips originally designed and constructed around the entry mall had been removed to create wider perimeter sidewalks. At this point, vegetation in the large entry mall also included trees flanking the east-west walkway on the west side, trees along the south border, and low shrubbery bordering the quadrangle on the east and west sides. The pathway bisecting the circular area in the center of the quadrangle had been removed and the area was planted with groundcover encircled by turf and the walkway.

The permanent versus temporary nature of the housing in the east side of the Administrative Core became apparent during the Cold War period. The Navy removed most of the temporary barracks north of West Essex Drive, however, the BOQ (Building 17) remained relatively unchanged through the Cold War. In 1952, the BOQ appeared much as it did at the end of the war, and much as it does today. Both vegetation and circulation features accentuated the symmetry of the building. Carefully manicured hedges lined the curved drive on the north side of the building, and paths in the courtyards on the east and west ends of the building were mirror images of one another (**Photograph 73**). Over time, the introduction of new plants at new locations around the building, and reduced maintenance altered some of the vegetation around the building.

¹¹⁹ Miller, *The U.S. Navy, 272-278*; JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-13 – 8-15.



Photograph 69: Photograph featured in 1954 NAS Alameda Yearbook; note long views down main north-south streets, Lexington and Saratoga.¹²⁰



Photograph 70: May 1958. Entry mall, looking south from Main Gate. Note that decorative plantings bisecting the entry mall have been removed, and ice plant appears to have been replaced with turf throughout the entry mall..¹²¹

¹²⁰ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

¹²¹ *The Carrier*, May 23, 1958.



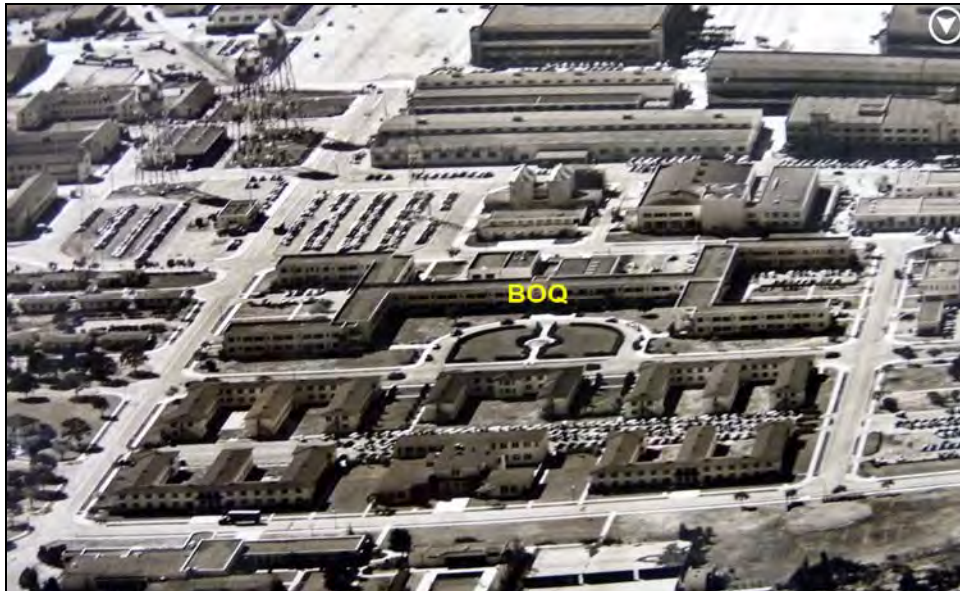
Photograph 71: July 1959. Plantings and hardscape in entry mall have been modified to include turf, additional trees, perimeter shrubbery, and wider sidewalks. The pathway bisecting the center of the circular area has been removed.¹²²



Photograph 72: July 1963. Facing south toward Building 1 from north end of entry mall. Note decorative planting in center of entry mall, and maturation of trees.¹²³

¹²² *The Carrier*, July 10, 1959.

¹²³ *The Carrier*, July 12, 1963.



Photograph 73: 1952. East side of Administrative Core showing BOQ Building 17 (labeled) and temporary barracks (adjacent to BOQ in foreground).¹²⁴

Unlike the block containing the BOQ, changes in the number of officers housed on the station and shifts in functions on station during the Cold War had a substantial visual impact on the block containing the temporary BOQs. The Navy constructed five temporary barracks and a subsistence building opposite the permanent BOQ during World War II, in lieu of a mirror image permanent BOQ originally planned for the site. Improved housing elsewhere on station and reduced personnel levels and rendered the temporary buildings obsolete. The station demolished Building 124 (**Photograph 74**), centermost on the south side of the block, by 1958, and three more temporary barracks were demolished between 1968 and 1973 (**Photograph 75**). The station replaced the barracks with paved parking areas as the use of automobiles continued to increase throughout the station, necessitating increased parking demands. The two remaining buildings, Building 135 and 137, became morale, welfare, and recreation facilities, housing day care, youth recreation, family services, and Officers Wives' Clubs.¹²⁵ As the station continued to improve personnel services it constructed a new CPO Club in the southwest corner of the block and a new electrical substation on the eastern side of the block. Neither of these buildings maintained the setback established by the original temporary BOQs and without this common setback, the block lost some of its definition that it originally had (**Photograph 75**). Portions of the lawns between the original buildings were retained, but this did not define the space as well as the two-story barracks and adjacent landscaping.

¹²⁴ US Navy, *US Naval Air Station's Photograph Album, Alameda, California, c. 1952*, Oakland History Room, Oakland Public Library, Oakland, California.

¹²⁵ USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer; Building 553 and 585, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.



Photograph 74: Circa 1965. Building 124 (temporary barracks) was removed to create more parking. Building 17 (background) has retained its symmetrical design characteristics.¹²⁶



Photograph 75: Aerial Photograph, 1985. Only two temporary barracks remain in block north of the BOQ (Building 17).¹²⁷

¹²⁶ 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹²⁷ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Despite the reduction of force on the station after World War II, parking remained an issue as changing social economics increased car ownership. The station added parking on the north side of Building 4 following the war. In a single year, between 1948 and 1949, the parking space at this building was expanded from the area between two wings to spanning four wings.¹²⁸

Changes to playing fields in the officers' recreation area to the east of the main gate and the BEQ quadrangle changed vegetation patterns in these areas. The football field in the BEQ quadrangle was dismantled in the early 1960s and was eventually replaced with two baseball fields (and have more recently been converted to soccer fields). Open green space east of the main gate that was the station plant nursery, became a six-hole 'pitch and putt' golf course in 1960. Infrastructure improvements to the station, including an improved sewage treatment system clipped the eastern side of the enlisted baseball field west of the main gate, resulting in a truncated right field.¹²⁹

The Navy modified recreational facilities throughout the station core in the mid-1960s. The Brunswick Company constructed a new, 24-lane bowling alley (Building 525) east of Building 18, in an area that had previously been open space.¹³⁰ This new, large building was sited with a narrower setback than typical of other buildings in the area. The new building and its accompanying parking lot, adjacent to the south, filled in a space that had previously included open green space (see **Photograph 75**) and a Chaplain's Office.

Throughout the Cold War, the vegetation on station required periodic maintenance when diseased or dead plants required removal, or storm damaged trees needed clearing. In 1970, *The Carrier* reported that 50 cypress trees were being removed on the station because they had been found to be infected with a serious fungal disease. Most of the infected trees were located in the northeast portion of the station in the area between West Midway Avenue and the north border. Plans were approved in 1977 for spraying, pruning, and removing the cypress trees on the station. Also in the late 1970s, the Facilities Management Office coordinated the planting of 200 trees and shrubs to replace plants killed by drought, disease, and storms (a storm in 1958 felled several trees on station). Trees planted in this period included blackwood acacia, Aleppo pine, and Chinese evergreen elm. Ivy was also planted along the perimeter fence on Main Street to replace the screening effect of the removed cypress trees.¹³¹

Renovations continued in 1979 with refreshing of planters in front of residential and administrative buildings and installation of informal groupings of shrubs that utilized a mixed variety of plant materials. The program updated each of the planters at the BOQ, moving trees from other portions of the station, and adding new material. Material removed from the foundations of Building 8 thinned the groupings and was replaced with more tree-like vegetation. Trees now lined the walkway to the building in addition to the street. Designers created a bermed screen for the parking lot at the northeast

¹²⁸ Aerial Photograph 1948, Folder 03-02, Box 2, RG 10, CEC/Seabee Museum, Port Hueneme; Aerial Photograph 1949, RG-10, CEC/Seabee Museum.

¹²⁹ "Aviation Historical Summary (OPNAV form 5750-2) 1 October 1960 – 31 March 1961," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Building 562 and 525, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Oblique Aerial, c. 1965, Photo 1, Box 4, 319 B-C, RG 181, NARA (San Francisco); USGS, Aerial Photo, 3HTG13034-239, 1966, USGS Earth Explorer; USGS, Aerial Photo, 7ARD09031-069, 1968, USGS Earth Explorer.

¹³⁰ US Navy, "Aviation Historical Summary(OPNAV Form 5750-2), 1 April 1966 – 30 September 1966," and "1967 Command History, U.S. Naval Air Station Alameda, California," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," and "1970 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).

¹³¹ *The Carrier*, "50 Cypress Trees To Be Removed," September 25, 1970: 1 (col. 1); *The Carrier*, "Planting Project yields new 'roots' for NAS," August 11, 1978: 1 (col. 1); US Navy, "1976 Command History, U.S. Naval Air Station Alameda, California," and "Naval Air Station Alameda Command History 1978," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); Naval Facilities Engineering Command, "Spray Prune & Remove Cypress Trees," August 12, 1977, Drawer 141, Plan and Maps Room, Alameda City Hall West.

corner of the former temporary BOQ block to provide a more pleasing view for the adjoining Officers' Housing and Officers' Club. The Officers' Club landscaping included gardens flanking the sidewalk. At the theater (Building 19), trees were relocated from the grassy verge to the planters, closer to the building. Additional shrubs were added to the informal grouping of trees and shrubs at the southern end of the mall. This landscaping improvement project in the late 1970s introduced trees into new locations on the station, particularly the cypress tree in the center of the entry mall (**Photograph 76**), the line of Chinese elms in front of (east side) Building 3, and new trees throughout the Officers' housing area.¹³²

Subsequent changes in the station's landscape were relatively minor. In 1987, landscapers removed and replaced dead and ailing trees from the entry mall. More plantings added new groups of trees at the southern end of the mall deepening the groups flanking the flagpole and approximately two-thirds of the shrubbery surrounding Building 1 was replaced.¹³³



Photograph 76: Oblique Aerial, early 1980s. Note Cypress tree at center of large entry mall, and long views south down Saratoga Street (left) and Lexington Street (right).¹³⁴

The Navy added one Shops building to the Administrative Core during this period. Naval Depot (NADEP) Alameda (successor command to the A&R / O&R department on the station) initiated a number of new construction projects that improved its competitiveness with private industry in the 1980s and these projects included the completion of a new 15,000 square-foot Material Engineering Laboratory (Building 7) in 1986.¹³⁵ While the clean unornamented lines of the modern building could have blended well with the existing Moderne architecture, the selection of a landscaping plan inconsistent with the surrounding blocks of the Administrative Core differentiates it from the whole. The building did

¹³² Naval Facilities Engineering Command, "Landscape Renovations Planting Plan," June 28, 1979, Drawer 141, Plans and Maps Room, Alameda City Hall West.

¹³³ Navy Public Works Center, "Entrance Mall Repair at Main Gate Landscaping and Irrigation Improvements, Planting Plan," 1987, Drawer 141, Maps and Plans Room, Alameda City Hall West.

¹³⁴ 1980s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

¹³⁵ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 21-22.

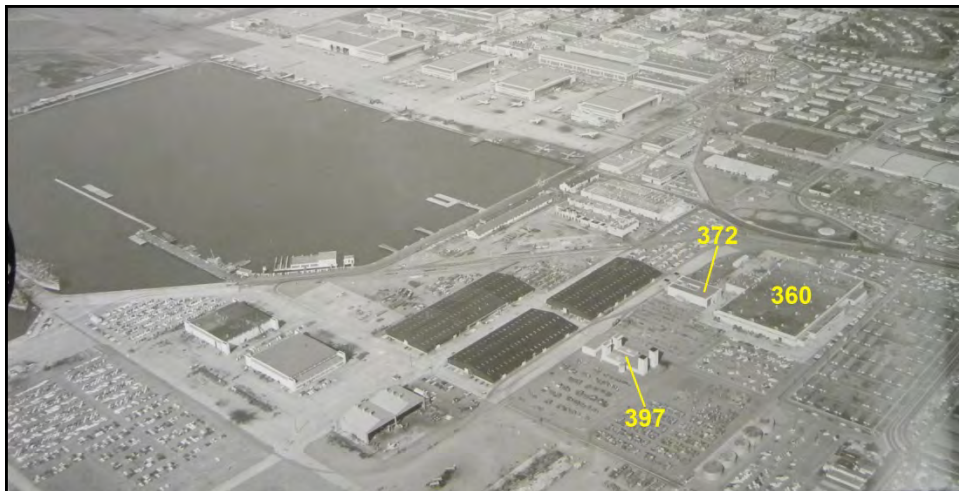
*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

retain the setback established by the Medical Clinic (Building 16) to the north and its corner location highlighted the orthogonal plan.

Shops Area

Following World War II, NAS Alameda had been designated a repair and overhaul facility for several new aircraft engines, including reciprocating engines used on large transports and jets; however, few specialized facilities for these new tasks had been constructed. In 1947, the Navy began to request appropriations for jet engine test cells on NAS Alameda and these requests were not funded until the expansion of naval aviation facilities in 1951, in response to the Korean War, when NAS Alameda received approval for major runway improvements, NAS Alameda also received funding for a new engine overhaul and repair shop (Building 360), and neighboring turbo prop test cells (Building 372) (**Photograph 77**).¹³⁶ Construction of these facilities occurred along the eastern edge of the station, just south of Atlantic Avenue in an area previously used for outside storage. Like many of the buildings south of Atlantic Avenue, Building 360 was large, nearly four acres in area.

NAS Alameda continued to evolve during the Korean War as construction increased in the southeastern portion of the station and the Navy called its reserve ships back to service, emptying the piers and the disestablishing the Alameda Group of the Pacific Reserve Fleet in June 1951.¹³⁷ Other major changes that year included Navy acquisition of new land east of Main Street to construct new storage facilities,¹³⁸ which opened former exterior storage areas for additional development.¹³⁹



Photograph 77: Aerial view, 1960s. Buildings 360, 372, and 297 have been built in the southeast portion of the station in the additional Shops Area.¹⁴⁰

¹³⁶ General Information for Supporting Requests for Additional Public Works Projects, February 15, 1946, California – Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum.

¹³⁷ US Navy, “History of U.S. Naval Air Station Alameda, 1 January 1951 to 30 June 1951,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹³⁸ This land has since transferred out of Navy possession and is not a part of this study.

¹³⁹ US Navy, “History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); “Construction Project Nears Halfway Mark,” *The Carrier*, February 13, 1953. The warehouse buildings east of Main Street are not a subject of this study.

¹⁴⁰ 1960s oblique aerial, Box 21 of 22, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

Additional test facilities for air turbine and turbo jets were added in 1957 and 1958 (Buildings 397 and 398) and air turbine overhaul test cells were installed in Building 399 among the existing engine overhaul facilities north of Atlantic Avenue in the Shops Area in the southeast portion of the station. While the new construction filled some of the empty space in that part of the station, the layout of these buildings did not continue the station's orthogonal pattern in the area. These buildings also did not have a unifying architecture like those built during World War II. As a result, the southeast portion of the station did not develop a unified landscape or design aesthetic because the new construction simply continued the general industrial landscape of the area. The only non-industrial uses in this area of the station were the temporary camps that had been established along Main Street south of East Gate, and these camps were disappearing as the Navy demolished the former civilian labor camp near Pacific Avenue and Main Street and built a parking lot for the CPO Club, then located near Pacific Avenue (Avenue K).¹⁴¹

In the 1960s, the area south of Building 118 had served as outdoor storage and included several earthen bunkers that were removed for construction of new facilities, including restaurants, banking, and shopping surrounded by plenty of paved parking. Removal of fences, piles of supplies, and the bunkers created a new flatter landscape. The new buildings constructed south of Building 118 were contained within the orthogonal street pattern, but their placement along the center of the block or in the center of the parking area did not highlight the orthogonal plan or tie it aesthetically to other station construction. The architecture of these buildings includes a variety of styles, rather than a single, cohesive style like that found in the Administrative Core.

Closer to the southern end of the station, the Naval Air Rework Facility (NARF), formerly A&R / O&R, constructed several new facilities to increase its shop capabilities. A new cleaning facility (Building 410) was constructed east of Buildings 166 and 167. As the station serviced more missiles, it needed more space for the program and constructed Building 530 in 1973. Both of these moderately sized buildings occupied former open air aircraft parking. Construction of small buildings to house infrastructure improvements, ship services, and hazardous materials handling south of Ticonderoga Avenue also broke up that open space. Again the construction was utilitarian and lacked a continuity of style. The results of this construction created an industrial space with large irregular paved areas set with buildings of all sized and no clear plan. As plane storage no longer dominated the area, rows of automotive angled parking took its place (**Photograph 78**).

NAS Alameda had two primary entrance points: the Main Gate on the north side of the station and the East Gate, which was moved in 1944 to its location closer to Main Street in order to provide easy access for workers arriving from Alameda via the city street system. The Main Gate, while ornamental, faced the Inland Harbor rather than Alameda, and was less convenient for personnel working in the operational areas. Paved parking areas were provided at both gates. From 1944 until 1977 a parking lot adjoined the East Gate and civilians and visitors parked outside the gate and either walked or were escorted aboard the station. The Main Gate had similar parking areas along the Inland Harbor. As vehicular access rules changed, less off-station parking was necessary. The parking outside the East Gate was removed in 1977 and replaced with a landscaped entry, including curbs and sidewalks that lined Atlantic Avenue and the parallel railroad track. The former parking lot was lined with a variety of shrubs including Pacific wax myrtle (*myrica*), buckthorn (*rhamnus*), and photinia and groups of red flowering gum (*Eucalyptus ficifolia*) adorned the northeastern and southeastern corners. A third group was planted just north of the actual gate and grass filled the area between the lining shrubs and the sidewalk. The overall intent was to create a more attractive gateway between the station and the city, and as California recovered from drought and became more water aware, the landscaping utilized non-potable water and low maintenance materials.¹⁴²

¹⁴¹ US Navy, "History of U.S. Naval Air Station Alameda, 1January 1950 to 30 June 1950," Box 1 of 2, NAS Command Histories, 27 Volumes 1940-1992, RG 181, NARA (San Francisco) 20.

¹⁴² US Navy, "Naval Air Station Alameda East Gate Improvements Planting Plan," 1977, Drawer 170, Maps and Plans Room, Alameda City Hall West; C.A. Heinrichs, "Progress-Removing Concrete and Planting Trees," *The Carrier*, August 19, 1977; "East Gate Improvement Project Nears End," *The Carrier*, May 20, 1977; US Navy, "Naval Air Station Alameda Command History 1977," NAS Command History, 30 Volumes 196801997, 5757-1b, RG 181, NARA (San Francisco).



Photograph 78: 1985. Aerial photograph showing portions of the Shops Area. Infill of buildings in southeast portion of station.¹⁴³

The newly landscaped area subsequently underwent several modifications. The station added trees along the edges in 1978, and in 1979 created raised berms within the plantings replanting dead or damaged plants. A lighted sign was also installed in the green space to greet and direct visitors, along with the sign spanning the arch over the guardhouse (now demolished). Improvements continued southward from the East Gate as the station planted Algerian Ivy in the narrow planting strip to the south.¹⁴⁴

Atlantic Avenue and the parallel railroad tracks had divided space in a manner unlike any other on station since it was incorporated into the station in 1943. This was emphasized by the placement of underground storage tanks north of the tracks just west and inside the original East Gate. Control structures northwest of the tanks prevented a circular traffic pattern until 1987. As a part of continuing station beautification efforts the underground tanks were removed and replaced by a decorative oval lawn set with a mounted *A-7 Corsair* that created a central focal point. While original plans included informal clumps of trees in the oval, they were never planted. A single cypress at the east end that had been in place since the 1960s was and is the only tree on the oval. A row of trees and shrubs planted on the southern side of Atlantic Avenue formed a boundary between the landscaped oval and the industrial area. Later, the addition of large planters along north of Atlantic Avenue was an attempt to increase the formal border and provide traffic control. This oval became the only formal space in the southeastern portion of the station and its oval shape also differentiates it from

¹⁴³ Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

¹⁴⁴ US Navy, "Alameda Naval Air Station Landscape Renovation Planting Plans," 1979, Drawer 141, Maps and Plans Room, Alameda City Hall West; US Navy, "Landscape Improvement from East Gate to Gas Station Planting Plan," 1978, Drawer 141, Maps and Plans Room, Alameda City Hall West.

the formal orthogonal plan in the core of the station and does not contribute to the overall station plan.¹⁴⁵ Changes such as this reflected the relatively small scale and incremental changes to the landscape that occurred in the Shops Area during the Cold War period. These landscaping projects were beautification projects with modest goals to improve the aesthetic appearance of a specific area of the station. While following general landscape architecture practices of their period, they do not themselves represent important examples of developments in the theory and practice of landscape architecture from the latter half of the twentieth century.

Residential / MWR Area

The most substantial change made to the housing areas on NAS Alameda during the Cold War was the elimination of temporary housing barracks constructed during World War II and the addition of new family housing on the east side of the station. Construction of Capehart family housing units during the Cold War resulted in the reshaping of the roads in the northeast part of the egg-shaped Officers' Housing, however few other changes were made to the Officers' Housing, CPO Housing, or the Commanding Officers' Quarters (Quarters A). Vegetation changes throughout the Cold War period were made in response to the loss of trees and shrubs to storm-damage and disease. The biggest change made to the vegetation was in the Officers' Housing area. Additional MWR facilities and areas were added to the station as older structures were removed, and new housing areas were installed.

With the construction of NAS Alameda just prior to and during World War II when the number of military personnel would expand, the base included housing for officers (19 "Big Whites"), 30 units for married enlisted men (CP-1 – CP-30, see **Photograph 52**), and plenty of housing for single enlisted men in permanent barracks (Buildings 2 and 4) and temporary barracks (now demolished, previously situated between Midway Avenue and Tower Avenue, and the eastern base boundary and Orion Street).¹⁴⁶ The station was also centrally located in the San Francisco Bay Area, providing its personnel plenty of off-base housing opportunities. Consequently, NAS Alameda did not receive any housing improvements until the 1960s.

The Navy had constructed temporary housing on NAS Alameda throughout World War II and this continual construction prevented the installation of a detailed landscape elements. The orderly and repetitive form of the U-shaped barracks defined the residential area on the east side of the station from the time of their World War II construction through their demolition in the 1960s. The Navy generally sought to provide recreational facilities and other amenities that would help retain service members during the Cold War era, and examples of this program include three baseball fields created west of Orion Street north of Corpus Christi Road. A community garden behind Quarters A is the only remnant of these fields. Basketball and volleyball courts were also added between several of the barracks. The landscaping of these areas was typified by rectilinear walkways, courtyards, and lawns. Cars were relatively absent in this area of orderly blocks with an orthogonal street pattern offset from the rest of the station. Parking remained limited just like the area around the BEQ, with one parking lot located east of the Commissary (Building 152).¹⁴⁷

The Navy planned NAS Alameda at the beginning of the automotive age. While the Navy selected the location because of its relative isolation, allowing for expansion, it anticipated that many of the employees and personnel would live on or near the station. Throughout World War II the Navy constructed civilian workers' housing on the edges of the station.

¹⁴⁵ US Navy, "Landscape East Gate Circle Irrigation and Planting Plan," 1987, A-7 Pedestal East Gate, Building History Files, Maps and Plans Room, Alameda City Hall West.

¹⁴⁶ Buildings A-U and CP 1-30, *iNFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968). The term "Big Whites" is a common nickname for Naval officers' housing, these being usually the largest quarters at a station and were usually painted white.

¹⁴⁷ Kuranda, "Housing an Air Force and a Navy," 18-19; US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, "Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C," Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Alameda City Hall West .

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

The station encouraged the use of public transportation with transportation centers and ridesharing pools. Following the war, emphasis on public and shared transportation waned. The number of automobiles on station steadily increased. Residential areas gained the most parking. The area between the southwest wing and core of the BOQ (Building 17) became parking by 1955. Parking replaced one of the temporary BOQs between 1955 and 1958. Removal of the island planting strips along West Essex Drive between 1956 and 1958 provided horizontal parking. Parking on station continued to expand through 1960 as the transportation parking lot behind Building 1, previously used for public transit and rideshares, was transformed into private parking.¹⁴⁸

Changing modes of housing rendered the dense, regulated, orthogonal plan for the housing obsolete and the temporary housing area east of the permanent housing outlived its usefulness in the 1950s. In 1947 NAS Alameda converted the temporary World War II barracks formerly referred to as “East Barracks” into married enlisted housing dubbed the “Carrier Courts.” The work consisted of dividing the barracks into apartments and adding separate entrances for the units.¹⁴⁹ In this east area one Carrier Courts building was demolished, and portions of a subsistence building were demolished leaving concrete foundations and reducing the orderly rhythm of the development. The temporary housing was declared substandard in 1958; however, replacement housing units were not completed until 1963.¹⁵⁰

The first improvements to the residential area on the east side of the station were carried out under the Capehart program. In 1963 NAS Alameda completed the first and only Capehart housing program on station. Under the Capehart program, the military planned and managed the housing, while private contractors secured mortgages to construct the housing and were paid back through the rental fees for the units. The Capehart program was discontinued in 1962 as the first developments were under construction on NAS Alameda. BuDocks constructed additional family housing in the following years through direct appropriations. Housing built under either program followed the same guidelines regarding total square footage and architectural styles and cannot be visually differentiated. On NAS Alameda, Capehart and appropriated fund housing replaced existing World War II housing between Midway and Tower roads and east of the older officers’ quarters. Additional units were built east of Main Street and north of Webster Street (this area was transferred to the City of Alameda in 2000 and is no longer under Navy control). Most of the units in that area have since been demolished. NAS Alameda constructed a total of 200 units under these programs.¹⁵¹

During this period, the Navy instituted family housing to help retain skilled personnel, and was influenced by civilian federal housing programs. It developed its own set of standards that referred to civilian Federal Housing Authority (FHA) guidelines. In 1960 the Navy developed what it called a “family” of standard floor plans. Exterior alterations and variations were acceptable, but deviation from the floor plan required bureau level authorization. However, standardized building materials introduced after World War II were required for all buildings. BuDocks and the Navy preferred single-family units and duplexes, actively avoiding row houses and larger multifamily buildings. NAS Alameda combined multi-unit housing into four and six-plexes, a slightly irregular exemption (**Photograph 79**).¹⁵²

¹⁴⁸ “New Parking,” *The Carrier*, February 19, 1960, 4; Aerial Photograph, 1955, RG 10, CEC/Seabee Museum; Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; USDA, Alameda County, 1958, www.historicaerials.com accessed January 28, 2010.

¹⁴⁹ Kuranda, “Housing an Air Force and a Navy,” 18-19; US Navy, “History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Twelfth Naval District, San Francisco, Public Works Department, Naval Air Station Alameda California, “Remodeling of B-1-B Buildings M-E-M Apartments Key Plans and typical Floor Plans Units A and C,” Yards and Docks # 402285, June 17, 1946, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

¹⁵⁰ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum; US Navy, “History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1961 – 31 March 1962,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1962 – 31 March 1963,” “Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961,” Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁵¹ Kuranda, “Housing an Air Force and a Navy,” 83-84, and 93; Buildings FH-730-837, *INFADS*, 2008; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968).

¹⁵² Kuranda, R., “Housing an Air Force and a Navy,” 68, 88-89, 91, and 114.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

The new programs promoted overall neighborhood development and encouraged curving streets for traffic control and aesthetics (**Illustration 16**). This altered the orthogonal plan of the east side of NAS Alameda as the housing was reconstructed in the 1960s. Housing density was limited to five units for each acre for semi-detached units at the densest, and four units per acre for single family houses. The Navy deemphasized landscaping in favor of constructing the largest and most comfortable houses for the available funds. Sidewalks were located on a single side of the street, except for the southernmost section of CPO Housing, which has sidewalks flanking Corpus Christi Road, and sidewalks are lacking where the officer and enlisted housing adjoined each other. The Navy encouraged the inclusion of family friendly amenities like playgrounds during this period, yet, these were not constructed until 1967. The station created six playgrounds amid the multifamily housing that included play structures of metal poles installed in the lawn areas.

Residents cleaned up one of the play areas west of Orion Street in 1975, and all playgrounds were improved the following year. The station's Seabees installed concrete curbs to contain a new sand ground cover for the playgrounds and connected play structures, with a space theme, replaced some of the earlier equipment. None of this play equipment remains, although current tenants have renovated two playgrounds, adding new play structures.¹⁵³

These construction programs resulted in subareas of new housing with different characteristics. The single family officers' houses were single story, while the multi-family buildings were two-story. Single family homes also used a variety of materials on the exterior to give visual interest and break up the volume in space.

The multi-family units used fewer materials and appeared larger in the more open landscape. The new housing also accommodated the changing role of the automobile in American life. In accordance with Navy specifications one parking space was provided for each unit; in warm climates, like California's and NAS Alameda's, carports were preferred to garages. Single family residences had carports attached to one side of the house, bridging the outdoors and indoors. Multi-family buildings either had attached carports or incorporated carports into the mass of the building. In addition, communal uncovered parking adjoined the multifamily units. Later residential developments, consisting of six buildings constructed in 1966, no longer incorporated carports into the multifamily dwellings and instead the station provided separate open-sided covers for communal off street parking. Multifamily housing also included drying yards that bridged the divide between indoor and outdoor at the ends or back of the buildings. Each yard had a concrete pad surrounded with a tall, wood screening fence and hooks provided anchors for clothes lines which stretched across the area. From afar they often read as a part of the building.¹⁵⁴

¹⁵³ "Kids Benefit from 'Self-Help' Effort," *The Carrier*, July 21, 1975; "Playgrounds Undergo Cinderella Change," *The Carrier*, August 27, 1976; Kuranda, "Housing an Air Force and a Navy," 118-119, 129, and 132.

¹⁵⁴ Kuranda, "Housing an Air Force and a Navy," 87-88, 91, 114-116, and 118-119.



Photograph 79: Typical Capehart multiple family unit, Building 754, camera facing northeast, November 12, 2009.

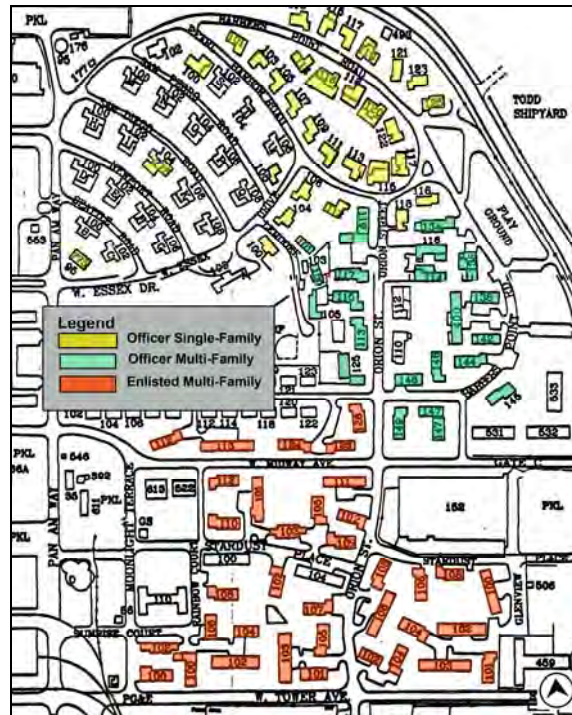


Illustration 16: Map showing housing area in northeastern portion of NAS Alameda with 1960s construction highlighted. Note realigned loop at the northeast area of the Officers' Housing, and scattered, rather than orderly, siting of new housing units to the south.

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

Continuation

Update

The additional new and improved officer and enlisted housing constructed in the 1960s to replace the temporary World War II barracks meant that the last of the Homoja units, temporary Quonset hut housing, could be removed from the southeastern part of the station in 1968.¹⁵⁵ The station retained the green space instead of converting it to outdoor storage or parking which typified the adjacent area and built a soccer field on the former Homoja housing area in 1985. This was also an unusual inclusion of green space within the southeastern portion of the station. This area, however, had always been an anomaly in the area providing housing in an area typified by industrial shop uses and warehouses.¹⁵⁶

Between 1962 and 1965 the station relocated the Exchange from Building 2 to Building 118 in the southern portion of the station. This relocation placed the Exchange in proximity to the family housing area which was also being updated, while a smaller exchange operated in the former location in Building 2 to provide the basic needs of the enlisted sailors. The relocation of the Exchange and subsequent construction of other buildings to provide amenities to station personnel replaced prior supply activities.

Following the Korean War, the Navy constructed ever larger aircraft carriers and as these new carriers came to call NAS Alameda home, the station needed to increase facilities for the personnel assigned to those ships. Beginning with a recreational marina in 1958 the station provided new recreational opportunities along the southern edge of the station, including a complete recreational complex of several playing fields and a recreation center that was completed in 1975 (**Photograph 80**). The Marina area picnic area received a facelift in 1985, and the same year a picnic area was constructed at the Fleet Recreation Center, as well as two new softball fields. In 1993 a new basketball court was also constructed at the Fleet Recreation Center.



Photograph 80: Circa 1990, MWR area added to southern end of station in 1975 and expanded in 1985.¹⁵⁷

These changing functional uses altered the landscape of the southeastern portion of the station. The recreation center created an unusual planted space at the end of the station separated from other planted areas. Because the area was mainly playing fields, grass dominated the landscape with a few trees planted between Hornet Avenue and the recreation center building. The recreation center included baseball fields, tennis courts and a picnic area with covered pavilions.

¹⁵⁵ US Navy, "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," Box 1 of 2, Naval Air Station Command History, 27 Volumes 1940 to 1992; "1968 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); and "Housing 'Deferred' in Cutback," *The Carrier*, January 6, 1966.

¹⁵⁶ US Navy, "Command History 1985," Command History 1985, NAS Command History, 30 Volumes 1968-1977, 5757-1b, 2 of 2, RG 181, NARA (San Francisco).

¹⁵⁷ 1990s oblique aerial, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

Changes to vegetation in the Residential / MWR area during the Cold War period largely occurred with the removal and replacement of diseased or damaged trees. By the mid-1980s, this maintenance work had resulted in a substantial shift in the vegetation in the Officers' Housing area. Many of the evenly placed street trees had been removed, and new trees scattered throughout (**Photograph 81** and **Photograph 116**).



Photograph 81 and **Photograph 82**: Officers' Housing, 1944 (left) and 1993 (right).¹⁵⁸

Operations Area

The Seaplane Lagoon, Airfield, and Control Tower, the primary elements of the Operations Area, remained functionally important to the station during the Cold War era (**Photograph 83**). Modifications were made to accommodate the aircraft developed during this period. The main support areas, the landplane hangars (Buildings 20-23) and seaplane hangars (Buildings 11, 12, 39, 40, 41), underwent some changes in function and setting as portions of the Operations Area became more functionally associated with the Shops Area.

The addition of JRM *Mars* aircraft, among the largest seaplanes operated by the Navy, at the end of World War II required new docking facilities at the Seaplane Lagoon, as well as alterations to the seaplane ramps. Three docks were added to the east side of the lagoon, two of which were large enough to allow aircraft to be accessed from both sides simultaneously for easy loading and unloading. The station also added a dock alongside Ramp 4 on the northern edge of the lagoon. The lagoon itself maintained its original size and shape.¹⁵⁹

During the 1950s new construction in the Operations Area mainly occurred on the Airfield and in the southeast portion of the station; however, the construction of Building 400, a substantial building between the former hangars Buildings 11 and 12, also began in 1955. The seaplane hangars had been symmetrical and evenly spaced to either side of the central north south axis. Building 400 filled the space between the western-most hangars creating an Electric and Electronic Overhaul Building with more mass than any of the hangars. While Building 400 had distinct functions, it created a complex of the three buildings and its location between the two hangars significantly altered the formerly separate seaplane hangars (**Photograph 84**).¹⁶⁰

¹⁵⁸ "NAS Alameda B1B Barracks Looking NW, Alt. 1000," November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; Naval Facilities Engineering Command Southwest, Aerial Photograph, "1993- A-33_5009-2-1_9-30-1993-Images from the Navy-D2," provided by the Navy.

¹⁵⁹ US Navy, "History of U.S. Naval Air Station Alameda, California, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

¹⁶⁰ Aerial Photograph, 1956, RG 10, CEC/Seabee Museum.



Photograph 83: Operations Area at the end of the Korean War period, ca. 1954. Note long views west toward San Francisco from the landplane hangars, and general scarcity of vegetation in this area.¹⁶¹



Photograph 84: 1960s oblique aerial showing Building 400 in the foreground, located between November Hangars 11 and 12.¹⁶²

Airfield expansion was the major project for NAS Alameda during the 1950s. The Bureau of Aeronautics located four carrier wings, two landplane patrol squadrons, two seaplane patrol squadrons, and a Fleet Logistics Air Squadron on NAS

¹⁶¹ NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.

¹⁶² 1960s oblique aerial, Box 4, Photo 1, US Naval Shore Establishments, Record Group 181, 3195B-C, National Archives and Records Administration Pacific Region (San Francisco).

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

Alameda in 1952 and the station responded to meet the demands of the new assignments. The increased size of aircraft following World War II and the introduction of jet aircraft made the original runways obsolete. Requests to lengthen the runways were first made in 1945 and appeals continued until 1951 when Congress appropriated funds for a naval runway expansion program. The runway improvements were part of a \$270 million project to update runways at 32 Naval Air Stations and Marine Corps Air Stations and BuDocks allocated \$2,886,000 for NAS Alameda to update its runway system. This project reconfigured the runway system, strengthened and lengthened the northern most east-west runway, creating the new Runway 7-25, and included construction of Runway 13-31. The latter was a new southeast-northwest runway that required additional filled land between the Seaplane Lagoon and western edge of the runway (**Photograph 85**).¹⁶³



Photograph 85: 1954 aerial photograph showing the expansion of NAS Alameda runway system. Elements of the World War II-era runways can be seen in the middle of the field.¹⁶⁴

Preparation for the construction of Runway 7-25 forced the relocation of Boone Baseball field from its location north of Building 20 of the landplane hangar row in the early 1950s. The field had been the primary baseball field for the station, but the area was destined to become the east end of Runway 7-25, so the Navy improved the field (now known as Building 422), east of the gymnasium (Building 134) and pool (Building 76), to serve as the main baseball field. The station also added new pick up, or less formal fields, to the BEQ quadrangle east of the football field, in opposite corners of the remaining open space west of the wide walk and stairs.¹⁶⁵

¹⁶³ Naval Air Station, Alameda, California PW 1946, March 12, 1945, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; “Navy Leaders Make Tour of Alameda Aircraft Base” *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); Structure 201253 and 201254, *iNFADS*, 2008; “Air Facilities Dominate ’51 – ’52 Public Works Programs,” *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁶⁴ “Oblique NAS Alameda, Calif. Looking east, Alt. 8000ft.,” July 23, 1954, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum.

¹⁶⁵ NAS Alameda Photo Album, Oakland History Room, Oakland Public Library; Aerial Photograph, 1951, RG 10, CEC/Seabee Museum; “Open House Here Sunday,” *The Carrier*, May 19, 1950, 1; “NAS Alameda’s Open House Attracts Record Crowds,” *The Carrier*, May 25, 1956, 5; *The Carrier*, May 23, 1958, 4.

The original World War II runway system was not only designed to serve the aircraft of that era, it was also scaled to mirror components of the Administrative Core of the Beaux Arts plan, projecting the orderly orthogonal plan of the station out into the Airfield. Although the runways were not orthogonal, the east-west runways aligned with the north and south boundaries of the station and the overall foot print of the original system of runways was symmetrical and continued the axial theme of the station. The reconfiguration of the overall runway system and construction of the two new runways affected the relationship between the runway system and the station. The new runways were asymmetrical in plan and aligned to prevalent wind directions and not with the major axes of the station plan. The east-west runway (Runway 7-25) was several degrees off from the original northern east-west runway and obliterated the northern corners of the early runway system. The diagonal northwest-southeast runway (Runway 13-31) was also several degrees off from the original diagonal runways (**Illustration 17**).

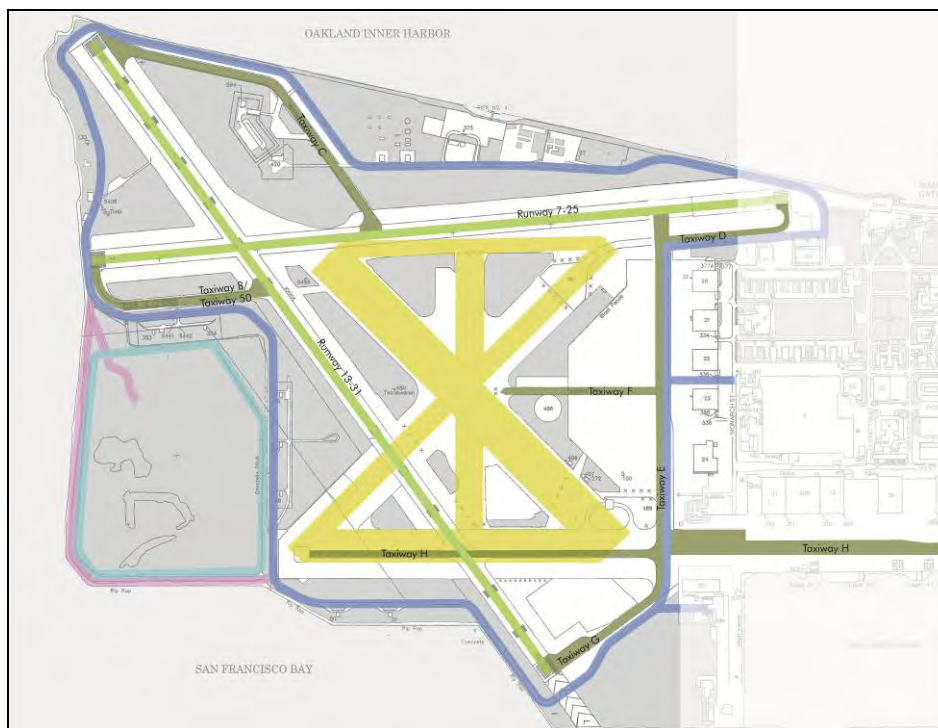


Illustration 17: Airfield diagram showing remaining components of original runways (yellow) and added runways (green). Taxiways (dark green) and other roadways (blues and red) are shown too.¹⁶⁶ Graphic prepared by PGAdesign.

Construction of the runways also affected other aspects of the Airfield. The Airfield itself expanded to accommodate the runways and the northern end of the runways took over the former landfill area. The station constructed a new seawall westward from the Seaplane Lagoon as it expanded the field to the south in 1952. Dredging reclaimed more land in the area in the following years, and additional seawalls constructed to the west established an area for a new landfill. Unlike the dredging carried out in the 1940s to create the station, the entire dredged area was not graded. Contractors only graded the area for the runways and taxiways. As a result, marshy areas and ponds developed adjacent to the active areas of the airfield.¹⁶⁷

¹⁶⁶ Labels for taxiways were reassigned in the 1990s. Mapping when the station was decommissioned provided letter labels for the taxiways. Former Taxiway 1 became B; 2 became C; 3 became D; 4 became E; 5 became F; 6 became G; and H became 7. There was no Taxiway A.

¹⁶⁷ "Navy Leaders Make Tour of Alameda Aircraft Base" *Oakland Tribune*, March 29, 1950; "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

The expansion of the airfield also required the relocation of magazines originally located along the southern edge of the Airfield. The station constructed new magazines along the northern edge of the airfield previously used for aircraft parking. Establishment of the supply department annex east of Main Street, begun in 1953, reduced the need for the salvage yard along the northern edge of the station. The relocation freed the northern edge of the Airfield for new development. A new fuel storage and distribution area developed on the site. Facilities for the fuel area included tanks and a wooden pier (Pier 4) extending into the Oakland Inner Harbor.

Along with constructing two new runways, the Control Tower instrumentation was improved, allowing for instrumented landings. The new runways posed a problem because the east end of Runway 7-25 was not visible from the Control Tower. The solution was to build of a secondary control tower on the roof of seaplane hangar Building 20, to provide a partial view of the east end of the runway.¹⁶⁸

While much of the functional plan devised by pre-World War II planners continued to be used during the Cold War period, changes in use were necessary to keep the station functional. Perhaps one of the most notable changes was the cessation of seaplane operations in the Operations Area as the Navy's increased reliance on jet aircraft led to the decline of the use of flying boats. Transportation Squadron 2 (VR-2), which had been stationed on NAS Alameda since 1942, was disestablished in 1958. Following additional shifts in patrol squadron assignments, NAS Alameda was without a permanent seaplane squadron beginning in 1960, and although the station continued to maintain the seadrome landing area through 1966, it completed only periodic seaplane operations.¹⁶⁹ Following the termination of seaplane operations, the Seaplane Lagoon facility received little attention. The extended piers constructed to accommodate the *Mars* seaplane deteriorated and were removed. The station remodeled one former seaplane pier into a recreational fishing pier on the east side of the lagoon in the 1970s. The seaplane hangars, no longer supporting seaplane operations, became maintenance shops. These changes did not require major physical modifications to the buildings or structures that were converted, but indicated the increasing dominance of the role of aircraft maintenance and repair on the station. The former seaplane apron in front of the seaplane hangars became Taxiway H during this period.

At the end of World War II, waterfront operations largely consisted of the three piers built before and during the war, railroad tracks, a large crane on tracks, and some small buildings. These were situated adjacent open spaces that had been used for aircraft parking and there was no vegetation. The piers were modified and changed over the following decades and new buildings added to the area. Some railroad tracks and the crane were removed, and changes were made to power ships berthed at the piers so that they could be serviced more effectively. The southernmost portion of the southeast area was converted for use as the Fleet Recreation Center in the 1970s.

Pier 2, for example, was extensively modernized in the early 1970s, including a 200 foot extension of the pier to accommodate larger vessels, installing a sewer to receive sanitary waste discharge of berthed ships, and upgrading the pier's utility system. In the interim, to supply power to Pier 2, a Mobile Utility Support Equipment (MUSE) boiler was installed along with a new electric line, and temporary steam, potable water, and compressed air lines. The electric line ran from south to north across the pier and provided cold iron power, i.e. power supplied by ports to berth vessels to permit vessel to continue operating onboard equipment such as refrigeration, cooling, heating, and lighting. These

¹⁶⁸ US Navy, "History of U.S. Naval Air Station Alameda 1 January 1952 to 30 June 1952," and "History of U.S. Naval Air Station, Alameda, 1 July 1952 to 31 December 1952," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); "Navy Leaders Make Tour of Alameda Aircraft Base," *Oakland Tribune*, March 29, 1950; USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1949); USGS, *Oakland West 7.5 minute Quadrangle* (Washington D.C.: USGS, 1959); "Air Facilities Dominate '51 - '52 Public Works Programs," *Civil Engineering Corps Bulletin* 6, no. 4 (April 1951): 108-110.

¹⁶⁹ Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 14. By 1968, the Navy had completely replaced its seaplanes with the P-3 *Orion*. US Navy, "Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 - 31 March 1961," and "Aviation Historical Summary (OPNav form 5750-2) 1 October 1965 - 31 March 1966," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

*Recorded by: PGAdesign and JRP Historical

*Date: Sept. 2009-Dec. 2009

changes also necessitated moving the MUSE Transformer located at from Pier 3 (installed in 1971) to Pier 2.¹⁷⁰ Today, Pier 2 is presently undergoing construction to move electrical transformers below its deck. The pier continues to berth many types of large seagoing vessels.

In 1977, the continuing demand for power to the pier was resolved when the Pier Utilities Boiler Plant (Building 584) was built and went online. This was a permanent power plant that could support cold iron power requirements to ships at both Piers 2 and 3, and replaced the MUSE system of cold iron power. The ability to berth the *Nimitz*-class aircraft carriers at Pier 3 enabled Alameda to become one of two naval air stations on the West Coast to support all phases of carrier aviation.¹⁷¹ In 1981 as the aircraft carriers increased in size and the demand for cold iron power grew, Pier 3 electrical systems were upgraded to provide a *Nimitz*-class vessel – among the largest aircraft carriers ever built at 1,040 feet in length – to shut down its nuclear reactors and use land-based energy. This upgrade was completed in June 1983 and allowed Pier 3 to provide power both the supercarrier *Enterprise* and a *Nimitz*-class carrier.¹⁷² Such changes continued the pattern of development on NAS Alameda during this period, wherein the station adapted to continue its core functions of servicing the fleet, modifying facilities (and the landscape) as needed.

Post-Cold War to Closure (1989-1997)

In 1989, the Cold War that had defined global politics after World War II came to an end, and with it came changes to the sprawling military force that had developed in the latter half of the twentieth century. The First Persian Gulf War (1991) notwithstanding, policymakers looked to reduce the facilities of the American armed forces through the BRAC process. In 1990, Secretary of Defense Richard Cheney proposed closing all Navy facilities in the San Francisco Bay Area. Despite his recommendation, and with local support, NAS Alameda avoided the initial rounds of BRAC closures. In March 1993, Cheney's successor as Secretary of Defense, Les Aspin, renewed the call for the closure of NAS Alameda and other San Francisco-area naval facilities, and in September, Congress accepted the BRAC commission's recommendation to close NAS Alameda. NAS Alameda was closed in 1997.¹⁷³ At the time of the station's closure, Naval Aviation Depot (NADEP) Alameda employed 2,861 military personnel and 4,025 civilians. Many NADEP Alameda employees were able to transfer to other stations, including a group of NARF maintenance workers who relocated to Naval Base San Diego.¹⁷⁴ Closing ceremonies for NADEP Alameda took place on April 25, 1997 after 57 years of naval operations.¹⁷⁵

Evaluation

¹⁷⁰ US Navy "Map of NAS Alameda, Calif. Showing conditions on June 30, 1942," CEC/Seabee Museum, NBVC, Port Hueneme, California ; "\$7 million NAS Construction program told," n.p., 5 September 1973, NAS Alameda General Clippings File, Naval Air Station VII 6/22/73 – 4/19/74 Clipping File, Alameda Free Library, Alameda, California; and United States Navy, *NAS Alameda Command History 1973*, 85-86, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco).

¹⁷¹ "Celebrating 40th anniversary: NAS looking forward," *Alameda Times-Star* 1980 Progress Edition, July 4, 1980.

¹⁷² "NAS prepared for Nimitz-class nuclear-powered aircraft carrier," *Alameda Times-Star*, September 25, 1980, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California; "NAS construction gets green light," np, December 19, 1981, Naval Air Station 1979-1980s clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California.

¹⁷³ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009)

¹⁷⁴ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); York, oral history interview, December 8, 2009.

¹⁷⁵ NAS Alameda, "Naval Air Station Alameda 1940-1997 Disestablishment 25 April 1997," Naval Air Station Alameda General Clippings File, Alameda Free Library; "Alameda Point," Global Security.org, <http://www.globalsecurity.org/military/facility/alameda.htm> (accessed December 15, 2009); The Carrier, final edition, 23 May 1997.

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

The three factors noted on the BSO regarding this conclusion regarding potential cultural landscape on NAS Alameda that are not part of the identified historic designed landscape are as follows:

Firstly, no element or area of the landscape on NAS Alameda is significant as a resource that individually appears to meet the criteria for listing in the NRHP / CRHR. The resources that are NRHP / CRHR eligible are like the buildings and structures that are contributors to the historic district, as discussed in the Combined Specific Buildings and Cold War Evaluation Report. The NAS Alameda is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development.

Secondly, areas of the station outside the boundary of the proposed expanded historic district are not eligible for listing in the NRHP / CRHR as part of the historic designed landscape or as any other category of cultural landscape. Some areas outside the historic district share some of the historical associations related to NAS Alameda's significance related to the station's initial development and use during World War II, but these areas do not retain sufficient historic integrity to convey that significance.

The potential significance of some landscape elements and areas of the station outside the historic district is for their association and importance under NRHP Criterion A / CRHR Criterion 1 and NRHP Criterion C / CRHR Criterion 3. This potential significance is with, and as a possible expression of, the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay Area during World War II, and for its important associations with the station's role in Pacific theater naval operations during World War II. Like the resources within the historic district, resources outside the historic district do not appear to be significant under Criterion B / Criterion 2 because none have important direct association with one or more historically significant persons from the pre-World War II / World War II period and it has not yielded, nor are they likely to yield, information important to history in a manner that would make it significant under Criterion D / Criterion 4.

Under NRHP Criterion A / CRHR Criterion 1, the landscape on NAS Alameda is noted as a designed landscape that follows military traditions of master planning that stressed hierarchical and functional qualities. The landscape's organizational features integrated sea and land aircraft operations and maintenance that supported the increased focus on the Navy's aircraft carrier strategy of the 1930s, along with improved facilities for personnel, which demonstrates the importance of this facility and the value the Navy was placing in the 1930s on aviation as part of its strategic development for the Pacific Fleet. This was further emphasized as completion of the station was sped up and successfully used by the Navy in its role during World War II and the new air station was an important component of fleet support for naval air power and strategic operations during the war. Under Criterion C / CRHR Criterion 3, the landscape on NAS Alameda illustrates a design that was a successful integration of military traditions and practices influenced by civilian landscape architecture and community planning design trends of the early twentieth century. The design's strong orthogonal and symmetrical Beaux Arts style plan included integration and organization of its various functions and expressions of military cultural traditions. Much of its significance is derived from the careful arrangement of spatial organization, land use configuration, views / vistas, and circulation, along with the integration of architecture and landscape, use of Moderne style architecture, and a traditional and orderly style planting plan, which together demonstrate the Navy's distinct efforts to provide a modern facility in support of aviation as part of its strategic development for the Pacific Fleet. As noted, the station's completion was sped up and successfully used by the Navy in its role in the Pacific theater during World War II; the flexibility of the spatial organization and functional layout enabled the station to rapidly expand to serve and support this important wartime activity.

The areas outside the historic district which do not retain sufficient historic integrity include the Airfield, waterfront operations areas at the piers, and the east side of the station from the family housing area on the north to the recreation facilities at the southeast corner of the station. The Airfield has association with the station's original spatial design and layout, as well as the station's role during World War II. All other areas outside the historic district have association with

*Recorded by: PGAdesign and JRP Historical *Date: Sept. 2009-Dec. 2009

use of the station during World War II, many of which included secondary functions that were not placed within the formal hierarchal planning of the station's major functions. These areas were laid out in utilitarian manner that lacked the design qualities of the orthogonal and functional layout of the core part of the station and included functions placed away from more densely occupied portions of the station for safety requirements. These areas do not have a potential role in illustrating the station's orthogonal and symmetrical landscape layout and design. The landscape features in the Airfield, waterfront operations areas at the piers, and on the east side of the station generally do not have the physical features that relate to or convey the significance described above, and even though they retain their integrity of location, they lack elements of the other aspects, including design, setting, materials, workmanship, feeling, and association.

The Airfield was greatly altered when it was converted for use by jet aircraft in the 1950s, and while some features of the original Airfield are present, such as portions of the original runways, the changes to the area greatly modified the design, materials, and workmanship of the original design and the ability for that portion of the station to illustrate its symmetrical layout to the rest of the station and to convey its significance during World War II operations. Similarly, the waterfront operations at and near the piers also have some components that were present during World War II, including the three pier layout and general openness of the area. The design, setting, materials, and workmanship were all compromised as this portion of the station was modified, particularly in the 1960s and 1970s, to accommodate larger ships and different maintenance procedures during the latter half of the twentieth century. The landscape on the east side of the station has the least integrity to the World War II period, having lost much of the setting, design, materials, and workmanship that was present during the war. The 1960s family housing almost completely replaced the temporary style barracks that were part of the station's war time build-up. There are also additions to the landscape along the east side of the station that include many new buildings from the 1950s to the 1980s, landscaping / planting changes at the east gate in the 1970s, and addition of MWR facilities, such as the Fleet Recreation Center at the south end of the station, built in the 1970s, which replaced space that had been occupied by aircraft parking during the war, or the soccer fields that replaced the World War II Homojas that was demolished in the 1960s. The east side of the station also has association with the A&R Department (later O&R / NARF), particularly in the area on the east side of the Seaplane Lagoon. As noted, the area lacks distinctive design qualities that are present within the historic district, multiple World War II-era buildings and structures in the area have been demolished or greatly altered, and it includes multiple new buildings from the 1950s to 1980s, all of which diminish the area's integrity of setting, design, materials, and workmanship. The lack of integrity of setting, design, and workmanship in all these areas greatly decreases the ability of these areas to present a sense of the time and period that are the aspects of integrity of feeling and association.

Thirdly, the history of the station during the Cold War illustrates that the historic district, its contributing elements including the historic designed landscape, and other components of the former NAS Alameda facility outside the historic district, had no direct or important associations with historically significant Cold War Era themes.

The history of the station during the Cold War illustrates that the historic district, its contributing elements including the historic designed landscape, and other components of the former NAS Alameda facility, had no direct or important associations with historically significant Cold War Era themes.

The evaluation of resources on NAS Alameda within the context of the Cold War, including examination of potential cultural landscape, took into account the Statewide Study, which presents important Cold War themes. Within the Statewide Study, Cold War themes fall within two general categories: the "high technology" themes that define much of the significance of the achievement of California military bases during this period; and the more routine thematic areas, such as training and support, which have typified the role of California military installations for more than a century. Within the "high technology" themes, the sub-themes are: weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, and man in space sites. Examples of NRHP-eligible Cold War military properties in California under these sub-themes include: Michelson Laboratory at Naval Air Weapons Station China Lake; Test stands of the Air Force Research Laboratory at Edwards Air Force Base (AFB); and Atlas, Titan, Minuteman, and Peacekeeper launch facilities at Vandenburg AFB. The emphasis on non-routine, leading edge technology, while consistent with the

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*Date: Sept. 2009-Dec. 2009

requirements to establish exceptional significance, can lead to a biased presentation of the history of the military during this period. The vast majority of men and women who served in the military during the Cold War, as well as the majority of civilian employees at California bases, were involved with so called “routine” functions. The use of the term “routine” does not imply that these people were not doing vital or crucial work. Rather, the emphasis upon non-routine leading-edge developments is perused in recognition of the historically significant aspects of Cold War-era history, as well as the higher burden of proof that is required in determining NRHP eligibility for properties that may have achieved significance during the last 50 years. Within the Cold War themes, routine sub-themes include: support for troops overseas, total Army and Navy coordination of Regular Forces, Reserve, and National Guard, and a separate theme of military architecture of the Cold War era. At the time of publication of the Statewide Study in 2000, no military properties within the sub-themes of support for military personnel overseas and total Army and Navy coordination of Regular Forces, Reserve, and National Guard, had been found to be eligible to qualify for listing in the NRHP.¹⁷⁶

NAS Alameda continued to support carrier operations in overseas conflicts, and other overseas operations, during the Cold War era, as well as its main function of aircraft overhaul and repair, but the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of naval missions and activities during that time. The historical record did not illustrate a direct link between specific development, building / structure construction or alteration, shift in station planning, or alteration to components of the landscape tied to specific operations. Cold War resources on NAS Alameda, including components of its landscape, served general support functions for the fleet and its personnel. The history of the station during the Cold War, therefore, illustrates that neither the historic district, nor its contributing elements, nor any other components of the former NAS Alameda facility, had direct or important associations with historically significant Cold War-era themes.

None of these facilities played an important role in the technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Navy operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and naval facilities around the nation.¹⁷⁷ Furthermore, none of the individual landscape features constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period.

No areas of the station’s landscape evaluated within the context of the Cold War, therefore, meet the criteria for listing in the NRHP or CRHR because they do not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). These landscape features and areas of station do not exemplify important types, periods, or methods of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are they likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). None of the landscape on NAS Alameda has historic significance within the Cold War period of operations or functions of the station. This applied to landscape features considered individually on NAS Alameda, as well as to any potential collection of landscape features on station designed or built during the Cold War period. The lack of significance of the station during the Cold War in general, and of the separate landscape features on NAS Alameda, supports the conclusion that a distinguishable entity that has a significant concentration, linkage, or continuity of resources for a Cold War-era historic district does not exist on this facility.

Furthermore, some components of landscape on NAS Alameda were designed and installed after 1960 and are less than fifty years old. These resources were not only subject to the thresholds of significance described above, but were also

¹⁷⁶ JRP Historical Consulting Services, “Historic Context: Themes, Property Types, and Registration Requirements,” Volume 3, California Historic Military Buildings and Structures Inventory (prepared for United State Army Corps of Engineers, 2000), 8-1 to 8-60.

¹⁷⁷ JRP, “Historic Context: Themes, Property Types, and Registration Requirements.”

CONTINUATION SHEET

Primary #

HRI#

Trinomial

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*Resource Name or # (Assigned by recorder) NAS Alameda –
Landscape Outside Historic District

*Recorded by: PGAdesign and JRP Historical

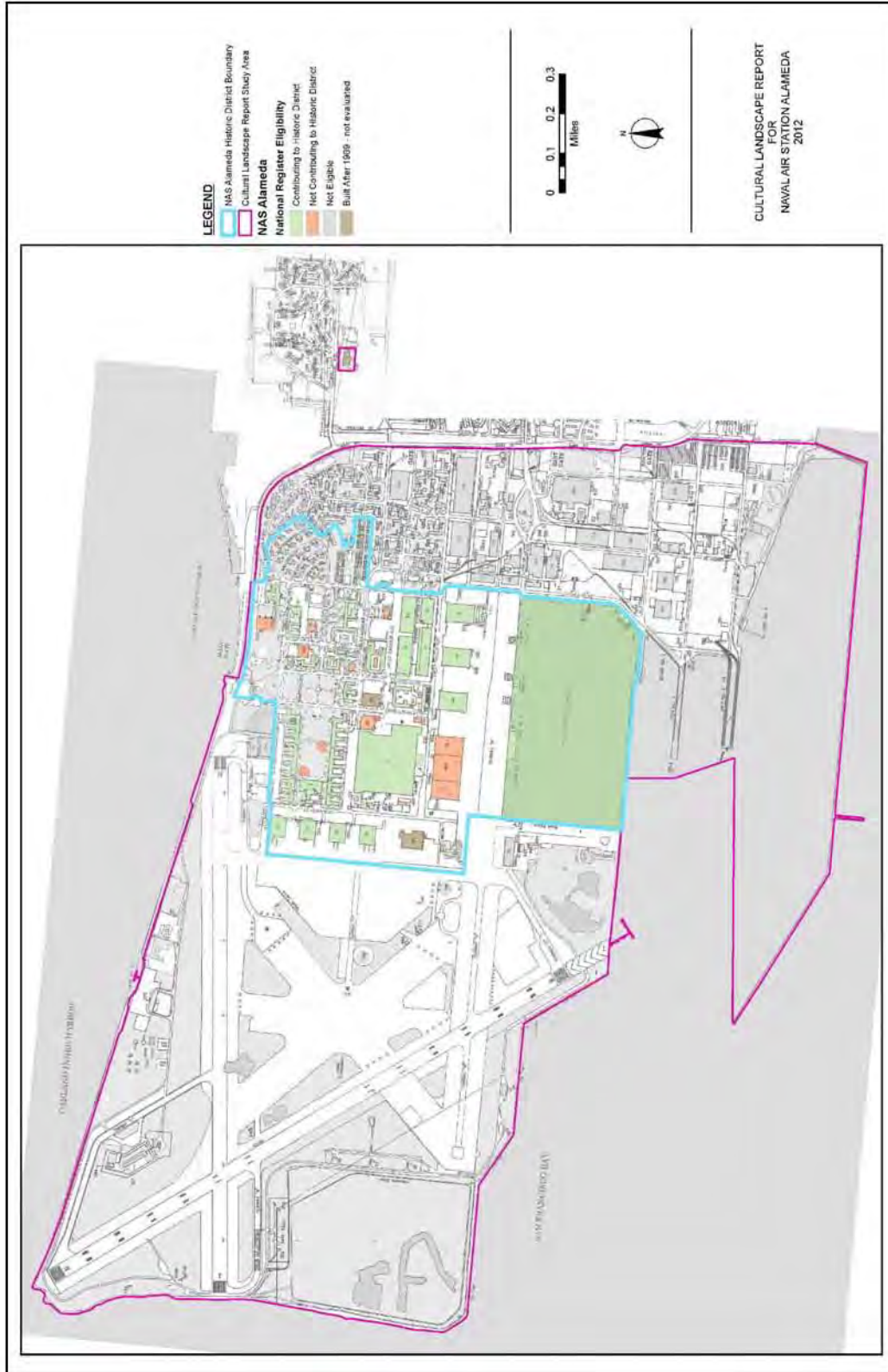
*Date: Sept. 2009-Dec. 2009

Continuation

Update

subject to NRHP Criterion Consideration G for properties less than fifty years old, and the similar special consideration under CRHR. NRHP guidance dictates that properties less than fifty years old can only be eligible for listing if they: 1) meet one or more of the NRHP criteria of significance; 2) retain historic integrity; and 3) are of “exceptional importance,” the latter of which would require sufficient historical perspective and scholarly research to consider and provide an extraordinary level of significance. Resources on NAS Alameda dating to post 1960 fall within the context of the Cold War, and were evaluated for potential important associations within this context. While NAS Alameda served a vital support function during the Cold War era and there is sufficient historical perspective to evaluate these resources, none of these facilities rose to the level of exceptional importance as required to meet NRHP Criterion Consideration G (and similar CRHR special consideration).

Sketch Map:



APPENDIX C – PREPARERS’ QUALIFICATIONS

JRP partners Christopher McMorris, Meta Bunse, and Rand Herbert were the principal investigators and fieldwork supervisors for the NAS Alameda Cultural Landscape Report (CLR). PGA Design, Inc. was under subcontract with JRP to conduct fieldwork of the cultural landscape, prepare diagrams, and assist with preparation of the CLR, including description of existing conditions and analysis of the cultural landscape. At the same time at this CLR has been prepared, JRP also under took the NAS Alameda Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. For the CLR, Mr. McMorris conducted fieldwork and research, provided project direction and oversight for the preparation of the report, and edited the report with assistance from Mr. Herbert and Ms. Bunse. Based on their level of education and experience, Mr. Herbert, Mr. McMorris, and Ms. Bunse qualify as historian/architectural historians under the United States Secretary of the Interior’s Professional Qualification Standards (as defined in 36 CFR Part 61). All three have conducted multiple historic resources surveys for the Navy and other branches of the military.

Mr. McMorris (MS Historic Preservation, Columbia University, 1998) has over thirteen years of experience conducting historic resources projects in California. He specializes in conducting historic resource studies for compliance with Section 106 of the National Historic Preservation Act and the California Environmental Quality Act as well as other historic preservation projects. He has served as a lead historian, principal investigator, and project manager on projects for federal, state, and local government as well as for engineering/environmental consulting firms. Ms. Bunse (MA Public History, California State University, Sacramento, 1996) has over twenty years experience that includes cultural resources management projects, extensive field recordation of historic properties throughout the state of California, as well as a substantial amount of research at many public and private repositories. Mr. Herbert (MAT History, University of California, Davis, 1977) has more than 30 years professional experience working as a consulting historian and architectural historian on a wide variety of historical research and cultural resource management projects as a researcher, writer, and project manager.

PGA Principal Chris Pattillo and staff provided additional fieldwork for the existing conditions segment of the CLR. Ms. Pattillo (Master of Landscape Architecture, University of California, Berkeley, 1975) has more than 30 years of professional experience in the cultural landscape field. As the firm’s senior partner, she now applies much of her considerable energy to project management.

JRP staff architectural historians and historians performed research, fieldwork, and prepared components of the report for the NAS Alameda CLR as well as for the NAS

NAVAL AIR STATION ALAMEDA

Cultural Landscape Report

Alameda Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. They included architectural historian Cheryl Brookshear (MS Historic Preservation, University of Pennsylvania, 2000) and historian Heather Norby (MA History, University of California, Berkeley, 2002). Based on their experience and qualifications, Ms. Brookshear and Ms. Norby qualify as historians and/or an architectural historians under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Research Assistant Chandra Miller (MA Public History, California State University, Sacramento, 2011) assisted with the report. Production Technician Rebecca Flores prepared graphics for this report. Both Ms. Miller and Ms. Flores also contributed to the NAS Alameda Combined Specific Buildings Evaluation / Cold War Era Evaluation Report.

APPENDIX D – INFORMATION REGARDING GIS DATA

JRP submitted the GIS data layers for NAS Alameda with the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report. These layers depict buildings, structures, objects, and district located on NAS Alameda and shows the NAS Alameda Historic District, which is eligible for listing in the National Register of Historic Places and is the single historic property on the facility. The layers include boundaries for the historic district and illustrate both contributing and non-contributing resources within the historic district, including non-contributing spaces. The GIS layers do not include data for the character-defining features of the historic designed landscape. PGA Design, Inc. created the graphics for this CLR using CAD. The GIS layers JRP previously provided also illustrate the NRHP status of resources outside the boundaries of the historic district and show that no buildings, structures, objects, or landscape are NRHP-eligible outside the historic district boundaries.

The GIS data layers are structured and derived from the original GIS map layers provided by Tetra Tech EM, Inc. The UTM coordinates are stored in North American Datum of 1927 (NAD 27) projection. The attribute tables, separate from internal ArcView attribute tables, have been exported and stored in an external database in a Microsoft Access data file, ALAMEDA_BASEMAP.mdb.

JRP provided the GIS data in ArcView version 8.3 layers needed to create the map. They included both interpretive layers illustrating results of the report. The layers were labeled as follows:

- NAS Alameda
- NAS Airfield
- NAS Alameda Historic District
- Combined Specific Bldg and Cold War Era Study
- NAS Alameda General Development Map (edited)
- 2005 Alameda County Aerial
- ca-sid

The **NAS Alameda** layer encompasses all buildings, structures, objects, sites, and districts inventoried for this study. The layer reflects the NRHP eligibility of those resources. The NRHP eligibility has been color coded as follows: green for *Contributing to a Historic District*, orange for *Not Contributing to Historic District*, grey for *Not Eligible* and beige for *Built after 1989*. The **NAS Airfield** layer afforded JRP the ability to illustrate the airfield components such as taxiways and runways as separate unit. The **NAS Alameda Historic District**, shown with a blue outline, depicts historic district

NAVAL AIR STATION ALAMEDA

Cultural Landscape Report

boundary lines, along with the NRHP eligibility of resources within the historic district boundary. The **NAS Alameda General Development Map (edited)** is the base map for the historic district graphic from Jones & Stokes, “Pre-Final National Register of Historic Places Nomination for the NAS Alameda Historic District,” 2008, as provided by the Navy. Portions of this layer are also derived from the Facilities Management Office, “Naval Air Station Alameda” map of the facility from 1993. PGA Design, Inc. and JRP edited this base map to better reflect current conditions on the former station. This layer is used to depict the station at various scale for various parts of the facility. The base maps JRP is also providing are the **2005 Alameda County Aerial** downloaded from the State of California’s GIS website page “CAL-ATLAS GEOSPATIAL CLEARINGHOUSE” at www.atlas.ca.gov and the **ca-sid** layer which provides a USGS topographic map that includes the “Oakland West” 7.5 series quadrangle. Both the aerial and topographic maps were georeferenced into the existing layers provided by Tetra Tech.

APPENDIX E – CONSULTATION CORRESPONDENCE

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



March 19, 2012

Reply in Reference To: USN120221A

Anthony Megliola
Base Closure Manager
1455 Frazee Road, Suite 900
San Diego, CA 92108

RE: Former Naval Air Station Alameda Cultural Landscape Report, Naval Air Station Alameda, CA

Dear Mr. Megliola:

Thank you for consulting with me. Pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA), the United States Navy (Navy) seeks my concurrence on the findings of the *Draft Cultural Landscape Report for Naval Air Station Alameda* (JRP Historical Consulting LLC and PGA Design, Inc.: February 2012). The Cultural Landscape Report (CLR) was prepared to support compliance with the 1999 *Memorandum of Agreement among the United States Navy, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Naval Air Station, Alameda, California*. The chief aim of the CLR is to evaluate whether there are cultural landscapes on the former Naval Air Station (NAS) Alameda that are eligible for listing on the National Register of Historic Places (NRHP), thereby finalizing the Navy's identification of historic properties at the former NAS Alameda, and providing support for the National Register nomination of the NAS Alameda Historic District.

A National Register-eligible historic designed landscape (HDL) is identified in the CLR as a contributing element of the NAS Alameda Historic District. The Navy argues the HDL is significant under NRHP Criteria A and C, and retains sufficient historic integrity to convey its significance to the NAS Alameda Historic District's period of significance (1938-1945). The HDL includes character-defining features related to spatial organization, views and vistas, topography, vegetation, circulation, water features, and structures, furnishings, and objects.


Under NRHP Criterion A, the HDL on NAS Alameda is a contributing element to the NAS Alameda Historic District because of its important association with, and as an expression of, the strategic development of naval air stations in the 1930s, development of naval facilities in the San Francisco Bay area during World War II, and for its important association with the station's role in Pacific Theater naval operations during the war.

Under Criterion C, the Navy argues the HDL within the NAS Alameda Historic District is significant under the historical themes of military, landscape architecture, and community development and planning. Navy architects and planners consciously designed and laid out NAS Alameda. They did so following established design principles in a recognized style and tradition in accordance with the military practices of the period. The base is an exemplary example of "total base design," a principle, as I understand it, of the integration and expression of military cultural traditions of hierarchy, uniformity, and order reflected in all details of design and construction and writ large on the landscape.

Having reviewed the CLR and considered your arguments, I concur that the HDL, as described and depicted in the CLR, the accompanying DPR 523 forms, and the Character-Defining Features Diagrams in Appendix A-2, is eligible for listing on the National Register of Historic Places under Criteria A and C as a contributor to the NAS Alameda Historic District.

Thank you for seeking my comments and considering historic properties as part of your project planning. If you have any questions or concerns, please contact Tristan Tozer of my staff at (916) 445-7027 or at email at ttozer@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer



DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE WEST
1455 FRAZEE RD, SUITE 900
SAN DIEGO, CA 92108-4310

Ser BPMOW.els/0082
FEB 17 2012

Mr. Tristan Tozer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Ms. Louise Brodnitz
Historic Preservation Specialist
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

Dear Mr. Tozer and Ms. Brodnitz:

The Navy seeks State Historic Preservation Officer (SHPO) and Advisory Council of Historic Preservation (ACHP) concurrence on the findings of the Draft "Cultural Landscape Report (CLR) for Naval Air Station Alameda" of February 2012 (Enclosure (1)). The CLR was prepared to support compliance with the 1999 *Memorandum of Agreement Among the United States Navy, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Naval Air Station, Alameda, California* (1999 MOA). Specifically, the CLR evaluates whether there are cultural landscapes on the former Naval Air Station (NAS) Alameda that are eligible for the National Register of Historic Places (NRHP), thereby finalizing the Navy's identification of historic properties at the former NAS Alameda, and providing support for the National Register Nomination of the NAS Alameda Historic District. We respectfully request your concurrence on our report's findings by **March 19, 2012**. Via separate correspondence, the Navy is also concurrently seeking and considering the input of the consulting parties identified in the distribution list in Enclosure (2).

A National Register-eligible historic designed landscape (HDL) is identified in the CLR as a contributing element of the NAS Alameda Historic District. The historic designed landscape (a category of cultural landscape) is significant under NRHP Criterion A and NRHP Criterion C, and it retains sufficient historic integrity to convey its significance to the NAS Alameda Historic District's period of significance, 1938-1945. The HDL includes character-defining features that are related to spatial organization, views and vistas, topography, vegetation, circulation, water features, and structures / furnishings / objects. In Appendix A-2, Character-Defining Features Diagrams provide a visual summary of the character-defining features of the HDL and the NAS Alameda Historic District Diagram depicts the HDL in relationship to the rest of the Historic District.

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FEB 17 2012

As noted above, we respectfully request SHPO and ACHP concurrence on the findings of the enclosed CLR by **March 19, 2012**. Please send your comments/concurrence to Ms. Erica Spinelli, Senior Cultural Resources Manager, at the address above.

Should you have any questions or need additional information, please contact Ms. Erica Spinelli at (619) 532-0980 or by email at erica.spinelli@navy.mil.

Sincerely,



ANTHONY MEGLIOLA
Base Closure Manager
By direction of the Director

- Enclosures: 1. "Cultural Landscape Report for Naval Air Station Alameda" (February 2012)
(SHPO: 1 hard copy / 1 CD; ACHP: 1 CD)
2. Consulting Party Distribution List

Copy to: (w/o encl)
Dr. David Sproul, Historian
Naval Facilities Engineering Command, Southwest Division
1220 Pacific Highway, Code EV5.DS
San Diego, CA 92132

ENCLOSURE (2)

Consulting Party Distribution List

<p>Alameda Architectural Preservation Society (AAPS) c/o Ms. Elizabeth Krase Greene (2 hard copies / 2 CDs)</p>	<p>Mr. Aidan Barry Individual (1 CD)</p>
<p>Ms. Marilyn York Director of Operations Alameda Naval Air Museum (2 CDs)</p>	<p>SunCal Companies c/o Mr. Bruce Cook (1 hard copy / 1 CD)</p>
<p>Mr. Doug Biggs Alameda Point Collaborative (1 CD)</p>	<p>Mr. Larry Janes Department of Veterans Affairs VA Sierra Pacific Network Capital Asset Managers Office (2 CDs)</p>
<p>Ms. Jennifer Ott Chief of Operations City of Alameda-- Alameda Reuse and Redevelopment Authority (ARRA) (2 hard copies / 2 CDs)</p>	<p>Mr. Mark Chandler Commissioner County of Alameda, Veterans Affairs Commission (1 hard copy / 1 CD)</p>
<p>American Legion Post 647 c/o Mr. James Sweeney (1 CD)</p>	<p>Ms. Carol Gottstein Individual (1 hard copy / 1 CD)</p>



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Ser BPMOW.els/0081
FEB 17 2012

Dear Consulting Parties:

The Navy seeks your input on the findings of the Draft "Cultural Landscape Report (CLR) for Naval Air Station Alameda" of February 2012 (Enclosure (1)). The CLR was prepared to support compliance with the 1999 *Memorandum of Agreement Among the United States Navy, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Naval Air Station, Alameda, California* (1999 MOA). Specifically, the CLR evaluates whether there are cultural landscapes on the former Naval Air Station (NAS) Alameda that are eligible for the National Register of Historic Places (NRHP), thereby finalizing the Navy's identification of historic properties at the former NAS Alameda, and providing support for the National Register Nomination of the NAS Alameda Historic District.

A National Register-eligible historic designed landscape (HDL) is identified in the CLR as a contributing element of the NAS Alameda Historic District. The historic designed landscape (a category of cultural landscape) is significant under NRHP Criterion A and NRHP Criterion C, and it retains sufficient historic integrity to convey its significance to the NAS Alameda Historic District's period of significance, 1938-1945. The HDL includes character-defining features that are related to spatial organization, views and vistas, topography, vegetation, circulation, water features, and structures / furnishings / objects. In Appendix A-2, Character-Defining Features Diagrams provide a visual summary of the character-defining features of the HDL and the NAS Alameda Historic District Diagram depicts the HDL in relationship to the rest of the Historic District.

We request comments on the CLR findings from the consulting parties listed in Enclosure (2) by **March 19, 2012**. Under separate correspondence, the Navy is also seeking concurrence on these findings from the California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP). As with your previous review of the Combined Evaluation Report, we request that you submit consolidated comments from your organization using the Navy's comment matrix (to be provided by electronic mail) to Ms. Erica Spinelli at erica.spinelli@navy.mil.

Should you have any questions or need additional information, please contact Ms. Erica Spinelli, Senior Cultural Resources Manager, at (619) 532-0980 or by email at erica.spinelli@navy.mil.

Sincerely,

ANTHONY MEGLIOLA
Base Closure Manager
By direction of the Director

Ser BPMOW.els/0081
FEB 17 2012

- Enclosures: 1. "Cultural Landscape Report for Naval Air Station Alameda"
(February 2012)
2. Consulting Party Distribution List

Copy to: (w/o encl)
Dr. David Sproul, Historian
Naval Facilities Engineering Command, Southwest Division
1220 Pacific Highway, Code EV5.DS
San Diego, CA 92132

ENCLOSURE (2)

Consulting Party Distribution List

<p>Alameda Architectural Preservation Society (AAPS) c/o Ms. Elizabeth Krase Greene (2 hard copies / 2 CDs)</p>	<p>Mr. Aidan Barry Individual (1 CD)</p>
<p>Ms. Marilyn York Director of Operations Alameda Naval Air Museum (2 CDs)</p>	<p>SunCal Companies c/o Mr. Bruce Cook (1 hard copy / 1 CD)</p>
<p>Mr. Doug Biggs Alameda Point Collaborative (1 CD)</p>	<p>Mr. Larry Janes Department of Veterans Affairs VA Sierra Pacific Network Capital Asset Managers Office (2 CDs)</p>
<p>Ms. Jennifer Ott Chief of Operations City of Alameda-- Alameda Reuse and Redevelopment Authority (ARRA) (2 hard copies / 2 CDs)</p>	<p>Mr. Mark Chandler Commissioner County of Alameda, Veterans Affairs Commission (1 hard copy / 1 CD)</p>
<p>American Legion Post 647 c/o Mr. James Sweeney (1 CD)</p>	<p>Ms. Carol Gottstein Individual (1 hard copy / 1 CD)</p>