COMBINED
SPECIFIC BUILDINGS SURVEY AND EVALUATION REPORT / COLD WAR ERA HISTORIC RESOURCES SURVEY AND EVALUATION REPORT

FOR

NAVAL AIR STATION ALAMEDA

NAVY CONTRACT N68711-04-D-3632-0012
Cultural Resources Services for Former Alameda Naval Air Station, Alameda County

Prepared for:

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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) prepared this Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report of Naval Air Station Alameda under direction of the Naval Facilities Engineering Command (NAVFAC), Southwest. This report, in conjunction with a Cultural Landscape 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. Previous studies and agreements for this undertaking are discussed in **Section 1.1** and **Section 4.2,** and include the previous identification of the NAS Alameda Historic District as eligible for listing in the National Register of Historic Places (NRHP), with a period of significance of 1938-1945.[1] This report specifically supports Navy efforts to complete the identification of historic properties on NAS Alameda through the evaluation of buildings and structures constructed prior to 1989 for eligibility for listing in the NRHP and the California Register of Historical Resources (CRHR), as defined by their respective criteria for evaluation. These criteria are discussed further in **Section 4**. The evaluations will aid in the nomination of the NAS Alameda Historic District to be listed in the NRHP. Maps indicating the project vicinity, study area, and building identification numbers are provided in **Appendix A**.

This report combines two separate studies: the Specific Buildings Survey and Evaluation Report (Specific Buildings Evaluation, hereafter) and the Cold War Era Historic Resources Survey and Evaluation Report (Cold War Evaluation, hereafter). These studies, and consequently this combined report, address data gaps from previous historic resources studies and resolve issues related to known and potential historic properties, including completion of the identification of historic properties for purposes of Section 106 compliance. The role of each of the studies in this process is discussed in **Section 1.2**.

As discussed in the methodology section (**Section 1.3**), this report builds upon previous evaluations and studies. The research and analysis for this report included careful review of earlier reports, along with use of formerly overlooked data and previously inaccessible material from a variety of sources. Full citations of all the sources consulted are located in **Section 6**. Information regarding the history of the U.S. Navy, military base planning and architecture,

[1] Sally Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" (1992).

history of NAS Alameda, and specific data regarding the buildings and structures on NAS Alameda that are part of the Specific Buildings Evaluation and/or the Cold War Evaluation comprises the context provided in **Section 2**, and provide a necessary frame of reference for the evaluation of the buildings, structures, objects, and landscape of NAS Alameda. This report covers 442 buildings and structures located on NAS Alameda. These resources can be divided into nine categories: administrative/training; aircraft/missile overhaul and repair; airfield/seaplane facilities; morale, welfare and recreation; ordnance/magazines; public works/infrastructure; residential and subsistence; storage; and water front operations. They are described in **Section 3** and individual or small group descriptions and evaluations are found on the DPR 523 forms in **Appendix C.**

Evaluations use the National Register Criteria for Evaluation and the California Register Criteria for Evaluation, as explained in **Sections 4.1.1 and 4.1.2**. Guidance for the evaluations in this report includes *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, National Register Bulletin 22: Guidelines for Evaluating and Nominating Properties that have Achieved Significance within the Last Fifty Years,* and the Department of Defense's statewide study "California Historic Military Buildings and Structures Inventory." Furthermore, the Department of Defense and the Navy have entered into agreements regarding Section 106 compliance for specific types of buildings frequently found on installations across the country, some of which apply to resources on NAS Alameda. These agreements are discussed generally in **Section 1.3.2**, and specifically applied to NAS Alameda in **Section 4.1.3**. Evaluations for the studies in this report are in **Sections 4.3** and **4.4**.

Overall this report concludes in **Section 5** that no buildings, structures, or objects studied for this report meet the criteria for listing in the NRHP or CRHR individually under World War II or Cold War-era contexts. One historic district, the NAS Alameda Historic District, was previously identified the NAS Alameda Historic District is eligible for listing in the NRHP under NRHP Criteria A and C (CRHR 1 and 3) with a period of significance from when construction of the station began in 1938 to the conclusion of World War II in 1945. The district 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 historic district and its contributors retain sufficient historic integrity to convey their collective significance to the period of significance. The NAS Alameda Historic District, however, does not have important associations with historically significant themes of development during the Cold War period.

This report identifies thirteen new contributors to the historic district and expands the district boundaries, as shown in the map at the end of this section and as described in **Section 5**. The thirteen new contributing resources in the NAS Alameda Historic District were originally completed in 1940 or 1941. They are the Seaplane Lagoon, Seaplane Lagoon Ramp 1, Seaplane Lagoon Ramp 2, Seaplane Lagoon Ramp 3, Seaplane Lagoon Ramp 4 (Building 200687), Bulkhead (Building 200648), Jetty (Building 200650), Building 5, Building 10, Building 15, Building 19 (Control Tower), Building 35, and Building 64. The historic district's period of significance remains 1938-1945. The NAS Alameda Historic District contains 156 buildings and structures, 99 buildings and structures contribute to the district and are listed in **Table 1**. Fifty-seven buildings and structures are non-contributors. Maps of this historic district and tables of the contributors and non-contributors are in **Figure A-4**, **Appendix A** and **Table B-5** and **Table B-6**, **Appendix B** respectively.

Table 1. Contributors to the NAS Alameda Historic District as identified in this report

Building No.	Facility Name	Built
001	ADMINISTRATION BUILDING	1940
002	ENLISTED MENS BARRACKS	1940
003	MESS HALL-GALLEY	1940
004	E M BARRACKS	1940
005	OVERHAUL-REPAIR SHOPS	1940
006	PW TRANS SHOP GARAGE	1940
008	GENERAL STOREHOUSE	1940
009	AIRCRAFT STOREHOUSE	1940
010	POWER PLANT BUILDING	1940
015	BOATHOUSE	1940
016	DISPENSARY	1942
017	BACHELORS OFFICERS QUARTERS	1941
018	RECREATION BLDG-P O	1941
019	OPERATIONS BLDG-CNTRL TOWER	1941
020	LANDPLANE HANGAR	1941
021	LANDPLANE HANGAR	1941
022	LANDPLANE HANGAR	1941
023	LAND PLANE HANGAR	1941
030	GATE HOUSE /MAIN GATE/	1941
031	SENTRY HOUSE/MAIN GATE/	1941
035	RADIO TRANSMITTER BLDG.	1940
039	MAINT HANGAR	1944
040	MAINT HANGAR	1941

Building No.	Facility Name	Built
041	AIRCRAFT INTER MAINT SHOP	1945
042	ATS ENGINEERING FACILITY	1941
043	WEAPONS SHOP	1941
044	ENGINEERING OFFICE FACILITY	1941
060	OFFICERS RECREATION BUILDING	1941
063	GALLEY	1942
064	SIMA DIVING LOCKER	1941
075	OFFICERS BATH HOUSE	1942
077	AIR TERMINAL BUILDING	1942
091	PACKING - SHIPPING STORHOUSE	1942
092	PACKING-SHIPPING DEPT.	1942
094	CHAPEL	1943
102	ORDNANCE OFFICE BLDG	1943
114	PW OFFICE-MAINTENANCE SHOP	1944
115	AMBULANCE GARAGE	1943
116	REHAB CTR	1943
130	LOW PRESSURE CHAMBER	1944
135	COMMUNITY FACILITIES BLDG	1944
137	RECREATION STORAGE	1945
193	COMMISSARY OFFICE	1944
200648	BULKHEAD	1939
200650	JETTY	1939
200687	SEAPLANE RAMP 4	1940
FH-0001	101 CORPUS CHRISTI RD	1941
FH-0002	103 CORPUS CHRISTI RD	1941
FH-0003	105 CORPUS CHRISTI RD	1941
FH-0004	107 CORPUS CHRISTI RD	1941
FH-0005	109 CORPUS CHRISTI RD	1941
FH-0006	111 CORPUS CHRISTI ROAD	1941
FH-0007	111 PENSACOLA ROAD	1941
FH-0008	110 PENSACOLA ROAD	1941
FH-0009	108 PENSACOLA ROAD	1941
FH-0010	106 PENSACOLA ROAD	1941
FH-0011	104 PENSACOLA ROAD	1941
FH-0012	102 PENSACOLA ROAD	1941
FH-0013	100 PENSACOLA ROAD	1941
FH-0014	106 CORPUS CHRISTI ROAD	1941
FH-0015	108 CORPUS CHRISTI ROAD	1942

Building No.	Facility Name	Built
FH-0016	110 CORPUS CHRISTI ROAD	1942
FH-0017	112 CORPUS CHRISTI ROAD	1942
FH-0018	114 CORPUS CHRISTI ROAD	1942
FH-0019	116 CORPUS CHRISTI ROAD	1942
FH-0020	118 CORPUS CHRISTI ROAD	1942
FH-0021	120 CORPUS CHRISTI ROAD	1942
FH-0022	122 CORPUS CHRISTI ROAD	1942
FH-0023	102 CORPUS CHRISTI ROAD	1942
FH-0024	104 CORPUS CHRISTI ROAD	1942
FH-0025	123 CORPUS CHRISTI ROAD	1942
FH-0026	121 CORPUS CHRISTI ROAD	1942
FH-0027	119 CORPUS CHRISTI ROAD	1942
FH-0028	117 CORPUS CHRISTI ROAD	1942
FH-0029	115 CORPUS CHRISTI ROAD	1942
FH-0030	113 CORPUS CHRISTI ROAD	1942
FH-A	100 ALAMEDA RD	1941
FH-B	100 SEATTLE RD	1941
FH-C	102 SEATTLE RD	1941
FH-D	100 NEWPORT RD	1941
FH-E	102 NEWPORT RD	1941
FH-F	104 NEWPORT RD	1941
FH-G	106 NEWPORT RD	1941
FH-H	100 SAN DIEGO RD	1941
FH-I	102 SAN DIEGO RD	1941
FH-K	106 SAN DIEGO RD.	1941
FH-L	108 SAN DIEGO RD	1941
FH-M	100 SAN PEDRO RD	1941
FH-N	102 SAN PEDRO ROAD	1941
FH-O	104 SAN PEDRO ROAD	1941
FH-P	106 SAN PEDRO ROAD	1941
FH-Q	108 SAN PEDRO ROAD	1941
FH-S	102 PEARL HARBOR ROAD	1941
FH-T	104 PEARL HARBOR ROAD	1941
FH-U	106 PEARL HARBOR ROAD	1941
RAMP1	SEAPLANE RAMP #1	1940
RAMP2	SEAPLANE RAMP #2	1940
RAMP3	SEAPLANE RAMP #3	1941
NO #	SEAPLANE LAGOON	1940

NAS Alameda Historic District as defined by this report

1. INTRODUCTION

JRP Historical Consulting, LLC (JRP) prepared the Combined Specific Buildings Evaluation Report / Cold War Era Historic Resources Evaluation Report for Naval Air Station Alameda (NAS Alameda) under direction of the Naval Facilities Engineering Command (NAVFAC), Southwest. This report, in conjunction with the Cultural Landscape Report prepared under separate cover, will assist the Base Realignment and Closure Program Management Office (BRAC PMO) 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, the report evaluates buildings and structures on NAS Alameda for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).[2] The evaluations, along with the separate Cultural Landscape Report, support efforts to complete the identification of historic properties on NAS Alameda and to nominate the NAS Alameda Historic District to the NRHP. The project vicinity and study area for this report are illustrated in **Figure A-1** and **Figure A-2**. For reference, maps with Navy building identification numbers are provided in **Figure A-3a**, **Figure A-3b**, and **Figure A-3c**. These figures are in **Appendix A**.

This introduction provides information regarding previous historic resources studies on NAS Alameda, the purpose and organization of this document, methodology for preparation of this study, and a summary of findings.

1.1. Summary of Previous Studies and Consultations

Previous studies of historic resources on NAS Alameda identified the "NAS Alameda Historic District" as eligible for listing in the National Register of Historic Places (NRHP). The overall district is considered a historic property for purposes of Navy compliance with NHPA Section 106. The historic district includes contributing buildings plus contributing landscapes, streetscapes, and viewsheds. Previous studies subdivided the historic district into functional areas: Administrative Core, Shops Area, Hangars Area, and Residential Area.[3] None of the

[2] Although this report provides evaluations for eligibility under the California Register of Historical Resources, the City of Alameda may identify additional resources meeting local or state historical resources criteria. As one example of this, the City of Alameda's Historic Advisory Board (HAB) concluded that several buildings, structures, and appurtenances on the former NAS Alameda "held special importance for local Alameda history and people" and added these resources to the City of Alameda Historic Study List on June 2, 2011 via HAB Resolutions HAB-11-07 and HAB-11-08.

[3] Stephen Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997. The "Hangars Area" has been identified as the "Operations Area" in the "Cultural Landscape Report for NAS Alameda" (2011), also prepared by JRP. This reflects the wider functions of

buildings in the district were identified as individually eligible for listing in the NRHP. NAS Alameda was also addressed in the Department of Defense's statewide historic resource study of military facilities in California (discussed below). The following four previous investigations focused on identifying, documenting, providing guidance for, and preparing a NRHP nomination for the NAS Alameda historic district:[4]

- Sally Woodbridge, "Historic Architectural Resources Inventory for Naval Air Station, Alameda," 1992
- 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 the Navy's conclusion in September 1992. The Woodbridge report provided the initial inventory and evaluation of the historic district, which included 85 resources, and concluded the district was eligible for the NRHP under Criteria A and C. Through the Navy's subsequent consultation with SHPO, and following a fire in one building, the NAS Alameda Historic District included 86 contributing resources. The Woodbridge report concluded the NAS Alameda Historic District was eligible under Criterion A for its significance as a World War II-era naval air station (1938-1945) under the contextual theme of the development of U.S. Navy bases in the San Francisco Bay Area in World War II. The Woodbridge report further stated that the historic district's significance under Criterion C rests

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 National Register of Historic Places or California Register of Historic Resources eligibility of resources on NAS Alameda.

upon its master planning and architecture in the Moderne style. The Woodbridge report did not, however, evaluate all of the buildings and structures located inside the proposed historic district boundary, and the report did not consider potential Cold War-era eligibility for the buildings and structures on NAS Alameda. Thus, none of the buildings and structures on the station built before 1946 has previously been evaluated for Cold War-era use, and none of the buildings and structures on station built after 1945 was previously evaluated.

The Navy had the "Guide to Preserving the Character of the Naval Air Station Alameda Historic District" prepared to expand on the Woodbridge study in several ways. The report provided context regarding the Moderne architectural style and its use on the station. The report also identified the character-defining elements of the historic district with attention to the four main functional areas. General character-defining elements of each functional area were identified, along with character-defining elements of individual buildings. Lastly, the report identified the significant vistas / viewsheds, open spaces, streetscapes, and some landscape elements that contribute to the historic district's eligibility under Criterion C. The report was intended to help guide treatment of the NRHP identified historic district on the then-closed station.

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. This MOA required the Navy to complete the following tasks related to historic preservation prior to transferring the base to City of Alameda / Alameda Reuse and Redevelopment Authority (ARRA): 1) prepare and submit a National Register

nomination for the Historic District; 2) donate or permanently loan the inventory of historic artifacts from NAS Alameda to museums in Alameda or the San Francisco Bay area; 3) follow the "Maintenance and Repair Guidelines for the Naval Air Station Alameda Historic District" extracted from the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District" for long term preservation planning.[5] As part of the Section 106 compliance efforts, the Navy had prepared the "Final Historic Properties Inspection Report" (HPIR). 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.

The Navy took additional steps to comply with stipulations of the 1999 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 proposed historic district boundary; the lack of a survey and evaluation in the context of the Cold War period; and the need for a Cultural Landscape Report. Because of the limitations of the Woodbridge report and the outcome of Navy consultation with interested parties, the pre-final National Register Nomination was not finalized and was not submitted to the Keeper of the National Register.

[5] 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).

1.2. Purpose and Organization of Document

The purpose of the Combined Specific Buildings Evaluation / Cold War Era Evaluation Report is to assist the Navy with its compliance under NHPA Section 106 and Section 110 as part of the undertaking to transfer former NAS Alameda out of federal ownership. The document is intended to help resolve data gaps from previous historic resources studies and to resolve remaining issues related to known and potential historic properties, including completion of identification of historic properties. This study, combined with the conclusions from the Cultural Landscape Report, will be used as a basis for preparation of a final National Register Nomination Form for the NAS Alameda Historic District that will be submitted to the Keeper of the National Register. The Navy will also add information from this inventory and evaluation of buildings, structures, objects, sites, and districts to the Geographic Information System (GIS) data layers it has collected for NAS Alameda. JRP is providing additional data layers as a part of this project.

The Navy directed JRP to prepare the current report to provide evaluations of potential Cold War-era eligibility of resources, to reconsider buildings of interest to consulting parties, and to address limitations of the original evaluation by Woodbridge completed in 1992. The current report expands, refines, and in some cases corrects the Woodbridge evaluation. In particular, thirteen (13) buildings / structures previously identified as non-contributors are proposed for inclusion in the NAS Alameda Historic District.

The passage of time, subsequent consultation, the preparation of management documents for the historic district, and additional research conducted for this report have revealed particular limitations of the Woodbridge evaluation. Specifically, the Woodbridge evaluation:

- identified non-contributing elements of the Historic District outside of the district boundary;
- did not fully record or evaluate on site forms temporary, non-descript structures;
- had inaccuracies concerning some dates of some building alterations; and
- did not evaluate the airfield at the western edge of the former installation.

Importantly, the current report does not explicitly reevaluate buildings identified by Woodbridge as contributing elements of the original NAS Alameda Historic District. JRP and the Navy reviewed the adequacy of Woodbridge's arguments concerning significance and historic integrity of these resources. Based on the rigorous research conducted for this report and the historic context of the station's development presented herein, the Navy continues to consider the previously-identified contributing elements as components of an eligible historic district.

Therefore, the Navy is not seeking reconsideration of the contributing elements identified in the Woodbridge evaluation within the context of World War II.

Based upon a review of the current report, the Navy also concludes that the revised NAS Alameda Historic District identified herein improves understanding of the station's historic significance and appropriately represents the significance of NAS Alameda prior to and during World War II. The Navy asserts that the revised Historic District strikes a proper balance between honoring the outcome of prior consultation/concurrence, and considering new information and the input of members of the public with an interest in these historic resources.

This report combines the Specific Buildings Evaluation and the Cold War Evaluation. The purpose and organization of this report is intended to provide information and analysis regarding: 1) specific buildings that the Navy identified which are related to the station's initial development and World War II history; and 2) to provide information and analysis regarding buildings, structures, and objects on the station as they relate to the Cold War period. These two groups of buildings, structures, and objects are the survey resources for the studies combined in this report. Within this report, the historic context, property types, and conclusions for the two groups of resources are clearly defined and separated to facilitate consultation with SHPO and interested parties. The historic context is built around three variables: theme, place, and time. Conforming to the Statewide Study, the overarching theme for resources on NAS Alameda is military preparedness. The historic context for buildings, structures, and objects on NAS Alameda include World War II / pre-war build up (1938-1945) and the Cold War era (1946-1989). In addition to theme, place, and time, the historic context relies upon the concept of a "property type" for practical applications. A property type is a building, structure, site or other type of property known to have been associated with a historic theme. Examples of property types for the World War II period on NAS Alameda include new permanent installations constructed as part of pre-war preparedness, and examples during the Cold War include facilities to support sailors serving overseas and reserve squadrons.[6] Tables are provided in **Appendix B** to facilitate this discussion. All buildings, structures, and objects inventoried for this report are in **Table B-1**. Buildings and structures not recorded, discussed below, are in **Table B-2**.

The buildings, structures, and objects selected for the Specific Buildings Evaluation include those constructed before 1946 that had not been previously evaluated or that had received insufficient evaluation in previous reports. These were reconsidered for potential eligibility either as individual properties within the context of World War II, or as possible contributors to

[6] 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), 1-1 – 1-2.

the NAS Alameda Historic District. In addition, buildings identified by Woodbridge as non-contributing elements were reevaluated for eligibility at the request of interested parties; however, this report, as noted above, does not reevaluate buildings and structures previously identified as contributing elements of the NAS Alameda Historic District. One hundred and five buildings, structures, and objects, within and outside the historic district boundaries for surveyed and evaluated the Specific Buildings Evaluation. These resources include those previously recorded by Woodbridge, as well as resources identified through review of Navy building records. The buildings surveyed and evaluated in the Specific Buildings Evaluation are listed in **Table B-3, Appendix B**.

The Cold War Evaluation included all buildings / structures within the Specific Buildings Evaluation, buildings previously evaluated in the Woodbridge report, and all buildings, structures, and objects constructed in the Cold War era (1946-1989) on NAS Alameda. Extant buildings constructed prior to 1946 were used during the Cold War; therefore all the buildings included in the Specific Buildings Evaluation are included in the Cold War Evaluation. The Cold War study evaluates whether any buildings, structures, or objects are eligible for the NRHP for significance achieved during the Cold War era (1946-1989) including buildings built during that time period and those built prior to 1946 that were utilized during the Cold War. Buildings within the NAS Alameda Historic District were previously evaluated for their significance within the World War II context, and were not evaluated for continued use or reuse during the Cold War. Buildings constructed after 1945 are located within and adjacent to the NAS Alameda Historic District, as well as other portions of the station. These resources have not previously been subject to historic resources survey. This report completes that evaluation. The buildings, structures, and objects to be surveyed and evaluated within the Cold War era context are listed in **Table B-4, Appendix B**.

This report includes context for both survey populations in Section 2. World War II context for the Specific Buildings Evaluation is located in Section 2.1 and the Cold War context is in Section 2.2. Descriptions of property types for both surveys are in Section 3, which describes buildings and structures in the Specific Buildings Evaluation in Section 3.1 and then those same buildings along with Cold War-era resources are discussed in Section 3.2. The eligibility of buildings, structures and objects in the two studies are outlined in Section 4. Conclusions are located in Section 5. References are in Section 6. Additional information is located in the Appendices. Maps and aerial photographs are in **Appendix A**, tables in **Appendix B**, DPR 523 forms in **Appendix C**, preparer's qualifications in **Appendix D**, GIS data layer information in **Appendix E**, applicable Program Comments in **Appendix F,** and Navy responses to public comments and correspondence with SHPO in **Appendix G**. A Cultural Landscape Report is under separate cover.

1.3. Methodology

JRP conducted research and fieldwork for the combined studies presented in this report from August 2009 to January 2010. Research encompassed information regarding the history of the U.S. Navy, military base planning and architecture, history of NAS Alameda, and specific data regarding the buildings and structures on NAS Alameda that are part of the Specific Buildings Evaluation and/or the Cold War Evaluation. The research undertaken helped refine historical context and themes of NAS Alameda as well as supplemented site and resource specific data in order to satisfactorily justify the identification of station's period of significance and property types. This included review of previous historic resources studies prepared for NAS Alameda. JRP also reviewed the Environmental Baseline Survey (EBS) and Supplemental EBS data for NAS Alameda, which the Navy provided to JRP. The Navy provided baseline specific building information from the Internet Naval Facilities Assets Data Store (iNFADS) as published in 2008, including data regarding year built, square footage, and last use of facilities. As part of the initial research tasks, JRP requested that a records search of the California Historical Resources Information System (CHRIS) be prepared at the Northwest Information Center (NWIC) at Sonoma State University. NWIC responded to the records center request informing JRP that it did not have previous documentation related to NAS Alameda, nor additional information regarding historic resources on the station. JRP carried out research prior to, during, and following fieldwork and undertook research in Navy 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 Base 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.
- Alameda Naval Air Museum (ANAM)

JRP also conducted limited interviews with persons associated with NAS Alameda and that had knowledge of specific buildings, structures, and objects on station. The Navy provided names and information of informants to interview. JRP interviewed Marilyn York, Barbara Baack, Richard Rutter (USN Ret.), Bronson "Chief" Parry (USN Ret.), and Doug Delong. In addition, efforts were made to collect previously conducted interviews at the Alameda Naval Air Museum or the Alameda Public Library, though none were located.

Fieldwork was divided into subareas of the station and was closely coordinated with Doug DeLong, Environmental Compliance Manager BRAC PMO West. The five subareas for fieldwork were: 1) area in and around the historic district, excluding residential areas; 2) residential areas at the northeast corner of the station; 3) airfield; 4) buildings / structures in the southeast corner of station; and 5) select building interiors. The Navy provided JRP a master list of buildings, structures, and objects on NAS Alameda for field survey and evaluation. During the course of the inventory, not all of the resources listed could be located for recordation. These properties are listed in **Table B-2, Appendix B**. Certain infrastructure elements that the Navy requested be inventoried for this project could not be surveyed using standard fieldwork survey methods and others were not located by JRP field crews. These resources included underground utilities and minor ubiquitous features. Some infrastructure elements listed in Navy building records do not have a geographical association that is either described or mapped in available sources. These resources included features such as roads, parking areas, and sidewalks. JRP attempted to locate infrastructure features through station histories, mapping, and construction documents. The Navy also provided JRP access to GIS data layers that included the location of some of these features. Such data was collected by the Navy and/or by other consultants. JRP did not enter underground utility spaces for recordation purposes. Some resources listed in Navy building records are no longer extant.

JRP's fieldwork inspection of buildings, structures, and objects included photographing each resource and taking field notes for recordation on California Department of Parks and Recreation (DPR) 523 forms. JRP recorded the data obtained during fieldwork and research on DPR 523 forms for the resources of both the Specific Buildings Evaluation and Cold War Evaluation. Previously recorded properties received update forms, which provide updated description of resources and additional information. JRP prepared the DPR 523 forms according to the California Office of Historic Preservation's "Instructions for Recording Historic Resources" (March 1995). Each form includes digital photographs, sketch / location maps, building descriptions, and eligibility evaluation and assessment of historic integrity. Information regarding the character-defining features of resources is presented on forms of resources that are eligible for listing in the NRHP. As part of the inventory process, JRP grouped some buildings, structures, and objects together on forms to facilitate evaluation, per standard practice and like the methodology used in the Woodbridge report. The groupings were based on similar design or use pattern and/or functional use in a specific geographic area of the base. Resources on a group form share similar histories and functions. Inventory site forms from the Woodbridge report and excerpts from the "Guide to Preserving the Character of the Naval Air Station Alameda Historic District" were also appended to the update forms. The additional information appended to the update forms was not incorporated into the body of those forms so that the reader can readily review the previous inventory and analysis that is being updated.

Evaluation of buildings, structures, and objects followed guidance from state and national sources and was based on information collected on the individual buildings as well as the context for NAS Alameda prepared for the report. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* provided general evaluation guidance. Mid to late Cold War-era properties were also evaluated under Criteria Consideration G, for properties that are less than fifty years old. Application of Criteria Consideration G is discussed fully in *National Register Bulletin 22: Guidelines for Evaluating and Nominating Properties that have Achieved Significance within the Last Fifty Years*. The "California Historic Military Buildings and Structures Inventory" (Statewide Study) provided additional guidance for the evaluation of military properties, including World War II and Cold War-era properties. Based upon how historic structures and buildings have been previously evaluated by the various branches of the military within California, this three-volume document provides a methodical and contextual framework to guide future work with an interservice approach. The document provided contextual themes, property types, and registration requirements for various property types found on California military establishments.

1.3.1. Thresholds of Significance

The inventory and evaluation of buildings, structures, objects, and districts on NAS Alameda presented in this report was conducted through application of the significance criteria of the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Eligibility for listing in either the NRHP or CRHR requires that a property have both demonstrable historic significance and integrity. Historic significance is established by determining whether or not the property has important associations within the context of a significant aspect of American history, architecture, archeology, engineering, or culture. Properties may be significant at the local, state, or national level. Associations can be with a single historical event, pattern of events, or historical individuals, but such associations must be specific and important. Properties may also be significant for their physical design or construction, embodying distinctive characteristics of a type, period, or method of construction, as the important work of a master designer / builder, or by possessing high artistic value. Furthermore, some properties are eligible because they are part of a significant and distinguishable entity whose components may lack individual distinction. Historic integrity is the ability for a property to convey its significance and is assessed through evaluation of location, design, setting, workmanship, materials, feeling and association. Eligibility for listing a property in the NRHP or CRHR rests on the twin factors of significance and integrity. 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 resources on NAS Alameda are described in Section 4, along with a summary of the findings of previous evaluation efforts.

The survey of properties on NAS Alameda analyzed NRHP and CRHR eligibility within the applicable contexts, depending on when the buildings and structures were constructed and used. DPR 523 forms recording these buildings and structures can be found in **Appendix C** and are organized by resource name. The pages of **Appendix C** are sequentially numbered. **Appendix B** contains eight separate tables which organize the buildings and structures on NAS Alameda according to different categories. **Table B-1** lists all buildings, structures, and objects surveyed. **Table B-2** lists buildings and structures not recorded. **Table B-3** lists buildings included in the Specific Buildings Evaluation. **Table B-4** lists buildings included in the Cold War Evaluation. **Table B-5** lists NAS Alameda Historic District Contributors, and **Table B-6** lists NAS Alameda Historic District Non-Contributors. **Table B-7** is organized by the name of the resource. Both **Tables B-7** and **B-8** include the sequential page numbers used in **Appendix C** for the DPR 523 forms on which a specific building has been recorded. Application of the NRHP and CRHR criteria included evaluations within the context of the lead up to World War II and the war years (1938-1945), as well as the Cold War era (1946-1989), and considered whether or not any of the facilities built during the latter part of the Cold War era achieved significance within the past fifty years. These evaluations also considered whether or not each building or structure met the significance criteria as an individually eligible property, or as a potential contributing element to the NAS Alameda Historic District. The evaluation of these resources followed the National Park Service guidance, specifically *National Register Bulletin 15*, and the statewide guidance for military properties.[7] The conclusions of the surveys conducted for the Specific Buildings Evaluation and the Cold War Evaluation are presented in Section 5.

1.3.2. Application of Nationwide Section 106 Agreement Documents

Three nationwide Section 106 agreement documents applied to properties located on NAS Alameda and were taken into consideration as part of the evaluation of resources on the station. These agreements that apply to specific resources on NAS Alameda are: the Programmatic Memorandum of Agreement (PMOA) on World War II Temporary Military Buildings; the Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities; and Program Comment for Wherry and Capehart Era Family Housing at Air Force and Navy Bases. These documents provide streamlined methods for compliance with NHPA Section

[7] 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 (prepared for United States Army Corps of Engineers, 2000).

106 for these specific property types. In each case, the Navy has or is conducting nationwide study and documentation of the properties. Copies of the PMOA and Program Comments are included in **Appendix F**. The buildings and structures on NAS Alameda subject to these documents have been evaluated and documented as directed by each and no further treatment is required. For a full description of each document, please refer to Section 4.

Appendix G includes the Navy's responses to comments from the public and correspondence with SHPO regarding concurrence on the findings of this report.

1.4. Summary of Findings

This report addressed 442 buildings, structures, or objects located on the former NAS Alameda. All of the 442 facilities were evaluated for potential significance within the context of the Cold War (1946-1989). A subset of 105 buildings and structures built prior to 1946 received further evaluation regarding their significance within the context of World War II and potential to contribute to the NAS Alameda Historic District.

In 1992, architectural historian Sally Woodbridge completed a "Historic Architectural Resources Inventory for Naval Air Station, Alameda" that inventoried and evaluated the buildings and structures on NAS Alameda constructed before 1946.[8] Woodbridge identified a potential historic district comprised of 85 contributing buildings and structures built between 1938 and 1945 (38 contributors located in the central core, and 47 contributors located in the officer housing area). The NAS Alameda Historic District, she concluded, met eligibility requirements under Criterion A, for its significance as a World War II-era naval air station under the contextual theme of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, and under Criterion C, for its master planning and its architectural style as an important example of the Moderne style. The district was determined eligible through consultation and concurrence with the SHPO on September 25, 1992.[9] In 1997, the Navy, through further consultation with the SHPO, corrected the number of contributing buildings to account for a total of 49 residences, revising the number of contributing elements from 85 to

[8] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" (1992).
[9] Office of Historic Preservation, "Historic Property Datafile for Alameda County," California Historic Resources Information System, as of December 3, 2004; US Navy, Engineering Field Activity, West, Naval Facilities Engineering Command, "Final Environmental Impact Statement for the Disposal and Reuse of Naval Air Station Alameda and the Fleet and Industrial Supply Center, Alameda Annex and Facility, Alameda, California" (October 1999), 3-63.

87.[10] A fire in 2003 destroyed one contributing building (Building 101), thereby reducing the number of contributors in the historic district to 86.

This study identified thirteen new contributors to the NAS Alameda Historic District, and recommends expanding the historic district boundaries to encompass those resources. See **Figure A-4, Appendix A**. The thirteen new contributing resources in the NAS Alameda Historic District were originally completed in 1940 or 1941. They are the Seaplane Lagoon, Seaplane Lagoon Ramp 1, Seaplane Lagoon Ramp 2, Seaplane Lagoon Ramp 3, Seaplane Lagoon Ramp 4 (Building 200687), Bulkhead (Building 200648), Jetty (Building 200650), Building 5, Building 10, Building 15, Control Tower (Building 19), Building 35, and Building 64. The previously identified and proposed historic district boundaries are described in Section 5 and illustrated in **Figure A-5, Appendix A**. The district, which retains the same period of significance of 1938-1945, now includes at total of 99 contributors and 57 non-contributors (see **Table B-5** and **B-6**, **Appendix B**). None of the pre-1946 buildings and structures so evaluated was found individually eligible for the NRHP or CRHR within the context of World War II.

This report finds none of the 442 buildings and structures evaluated for significance within the Cold War context meet the criteria for individual listing in the NRHP or CRHR under this context. Neither the NAS Alameda Historic District nor its contributors are significant for associations with the Cold War. This report did not identify any other historic district associated with the Cold War.

The NRHP status of resources inventoried and evaluated in this report are illustrated on **Figures A-3a, A-3b** and **A-3c**. **Figure A-4** illustrates the proposed historic district boundary while **Figure 5** illustrates the previous historic district boundary determined by Woodbridge and the proposed historic district (including its boundaries, contributing resources, and non-contributing resources). These figures are in **Appendix A**.

[10] Daniel Abeyta, State Office of Historic Preservation, Sacramento, CA, letter to Mr. Louis S. Wall, Cultural Resources Program Coordinator, NAVFAC, November 5, 1997.

2. HISTORIC CONTEXT: MISSION AND ACCOMPLISHMENTS OF 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.[11]

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.

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

[11] 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), 7-1 – 7-2.

2.1. Pre-World War II and World War II

2.1.1. 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). Maneuvers in 1913 illustrated the first uses of Navy aircraft for observation, spotting, and reconnaissance. During this exercise off the coast of Cuba, the entire naval aviation contingent participated in scouting, spotting mines and submarines. 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 development of integrating aircraft with fleet operations. Available funds for navy 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.[12]

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. 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 presence in California was growing. Before this time, a majority of military bases were located in the midwestern, southern, and eastern parts of the country. In the 1920s the Navy reorganized into Atlantic and Pacific fleets, spurring the construction of naval facilities in California. California – and the San Francisco Bay Area in

[12] 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 – 1-10, 2-13, 3-24 – 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.

particular – offered a mild climate and undeveloped land, which was 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.[13]

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.[14] 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.[15]

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

[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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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).

[14] 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 will not be used further in this report to prevent confusion with the current planning efforts.; 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.

[15] 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 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.

in Alameda, the city allowed a private corporation to create 900 acres of filled land and 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.[16]

Photograph 1: Alameda Municipal Airport 1936. [17]

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

[16] 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.

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

area that became the northeast corner of the air station (**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 area now occupied by the administrative core of NAS Alameda.[18] None of the facilities associated with these early aviation activities remain on station.

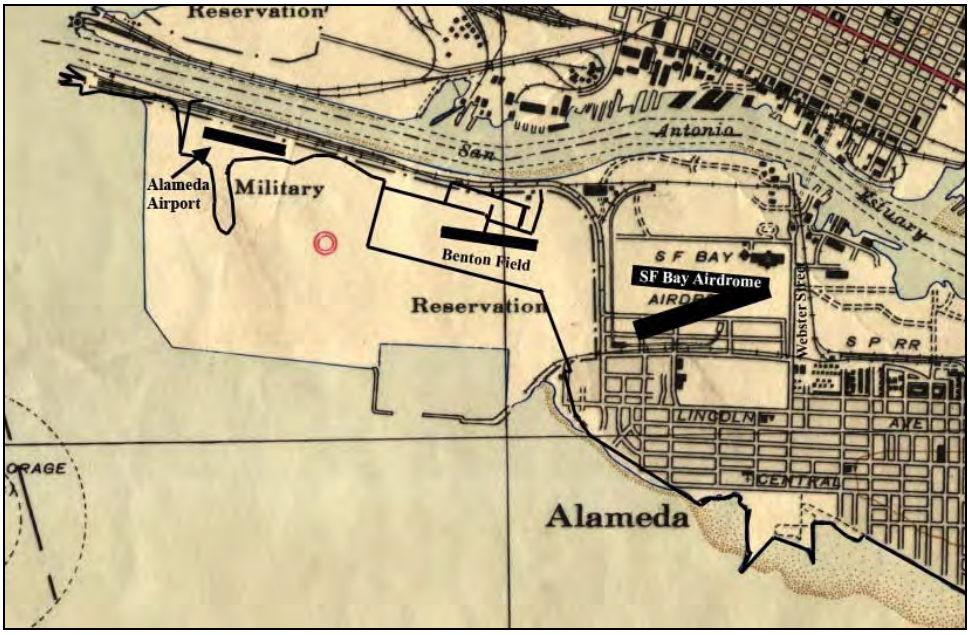

Illustration 1: 1942 USGS Map with circa 1938 location noted of Alameda Airport, Benton Field, and San Francisco Bay Airdrome. The original shore line is outlined in black.[19]

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. 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

[18] 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.

[19] 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).

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.[20]

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 could 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.[21] 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 at 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.[22]

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[20] 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.

[21] 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 – 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.

[22] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination

2.1.1.1. Station Planning and Design

The Navy's Bureau of Yards and Docks (BuDocks), Department of Planning and Design, designed the 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 and 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 under a master planning process that has been referred to as a "total base design."[23] 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.[24] 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 building that we 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings. Following the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations. However, local conditions necessitated alterations for improved functionality at given

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, 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.

[23] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[24] 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).

locations.[25] 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 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 in the years starting in the late 1930s (**Illustration 2** and **Illustration 3**). Landing areas for both land and seaplanes are at the edges of the base. 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 and officers each had their own 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.[26]

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 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

[25] 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 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.

[26] 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.

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 Bachelor Enlisted Quarters (BEQ) area (Buildings 2, 3, and 4) and crossing the north-south axis in the middle of the mall in front of Building 1 and along the median of what is now West Essex Drive. The BEQs with their Galley / Mess Hall (Buildings 2, 3, and 4) were shown in their current location. Bachelor Officers Quarters (now Building 17) were to be two mirrored buildings facing a central green space similar to that of the enlisted quadrangle. Officers' family housing was the only non-axial portion of the station, planed 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, 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 mall stretching to the officers housing area thus received prominence (see Cultural Landscape Report for further discussion of station layout). 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 US 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 18,000 Navy personnel and 9,000 civilians working on the station (**Illustration 3, Illustration 4, Photograph 2, Photograph 3**, **Photograph 4,** and **Photograph 5**).[27]

[27] 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,

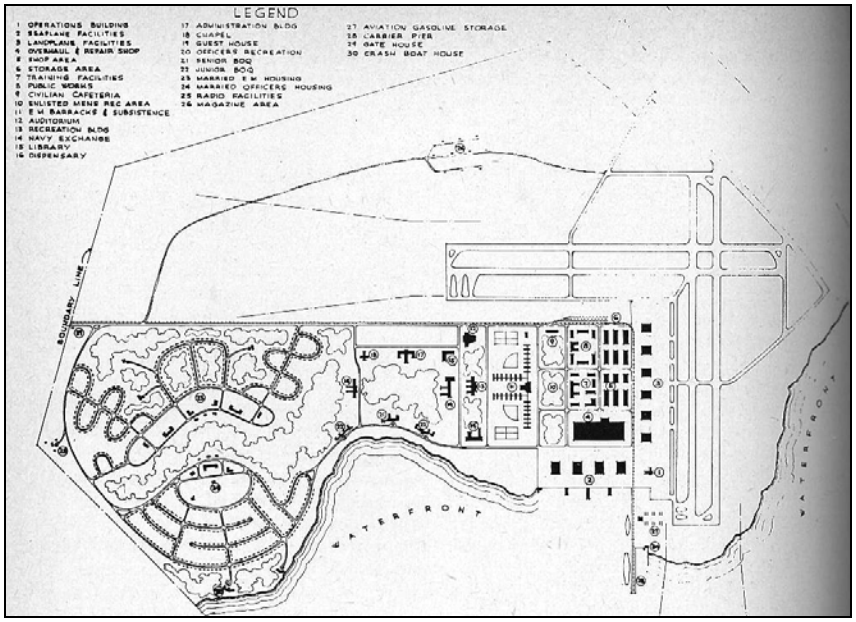


Illustration 2: General plan of a naval air station master planning. Shown here is a plan for NAS Jacksonville from 1939. Design elements and functional areas are similar to those found on NAS Alameda.[28]

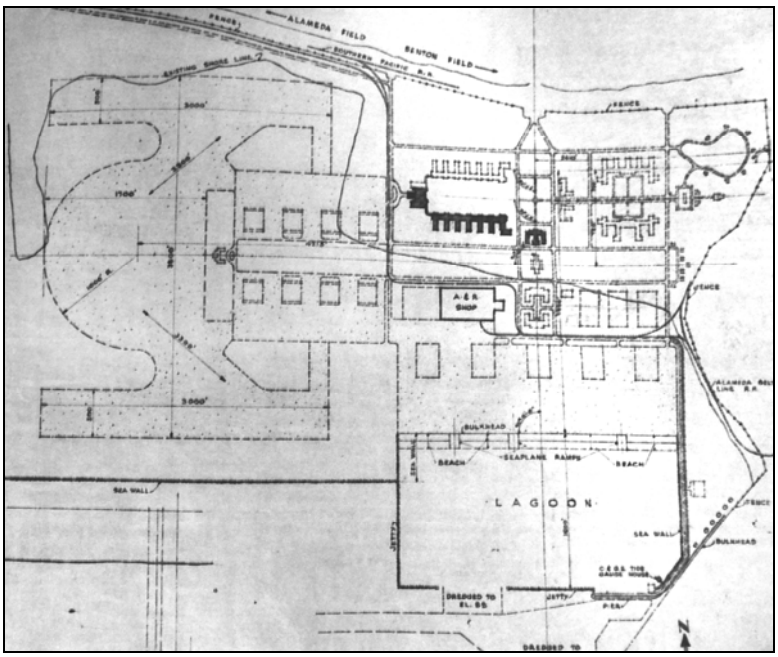


Illustration 3: April 1939 initial plan showing proposed layout of NAS Alameda. Buildings constructed at the time are black.[29]

Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

[28] 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.

Photograph 2: Aerial Photograph of NAS Alameda January 20, 1941. Note the rows of dredged materials on what is now the airfield.[30]

Photograph 3: Aerial Photograph of NAS Alameda November 12, 1941, showing infill and construction progress within the year.[31]

[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, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California.
[30] Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.
[31] Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum, NBVC, Port Hueneme.

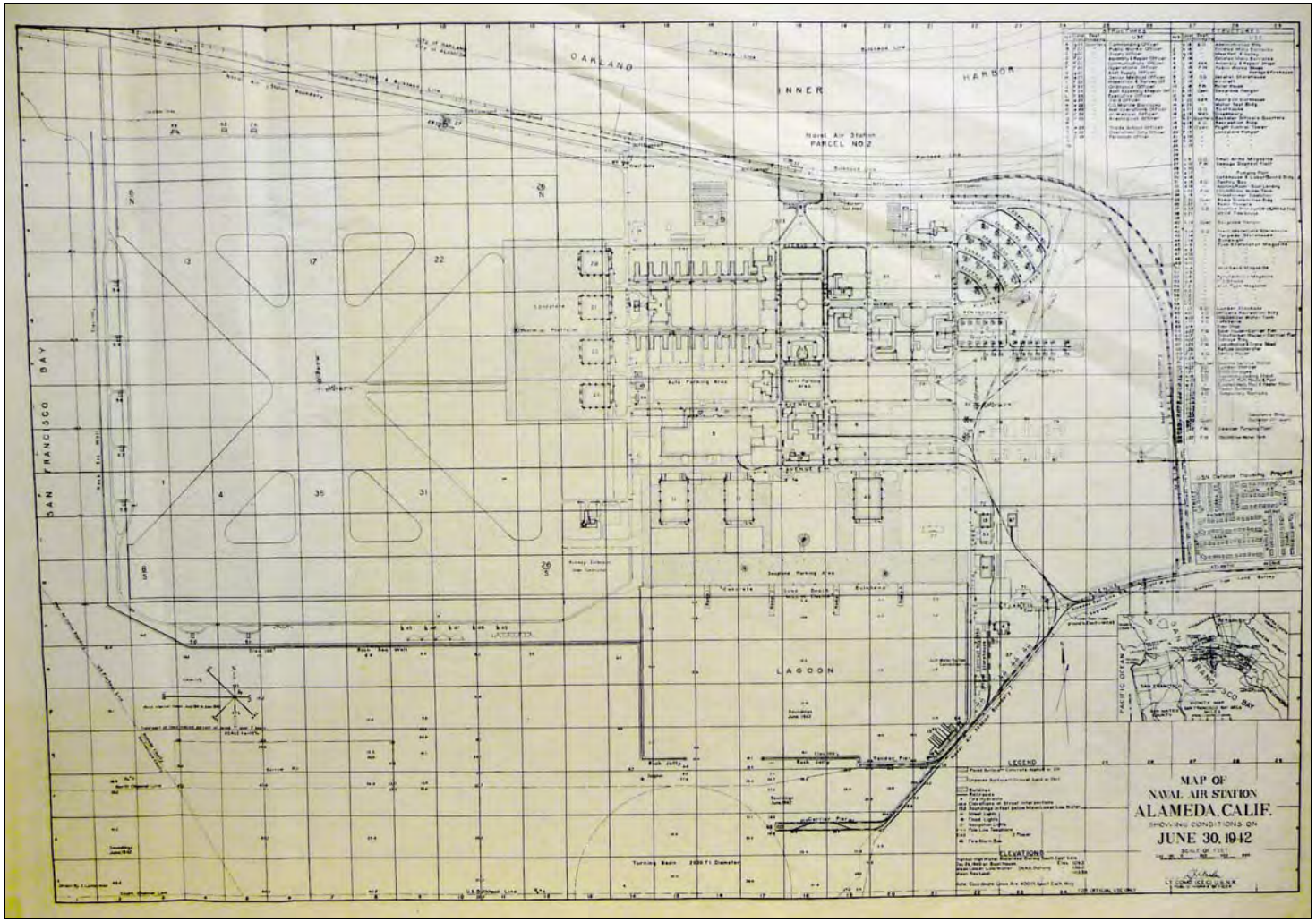
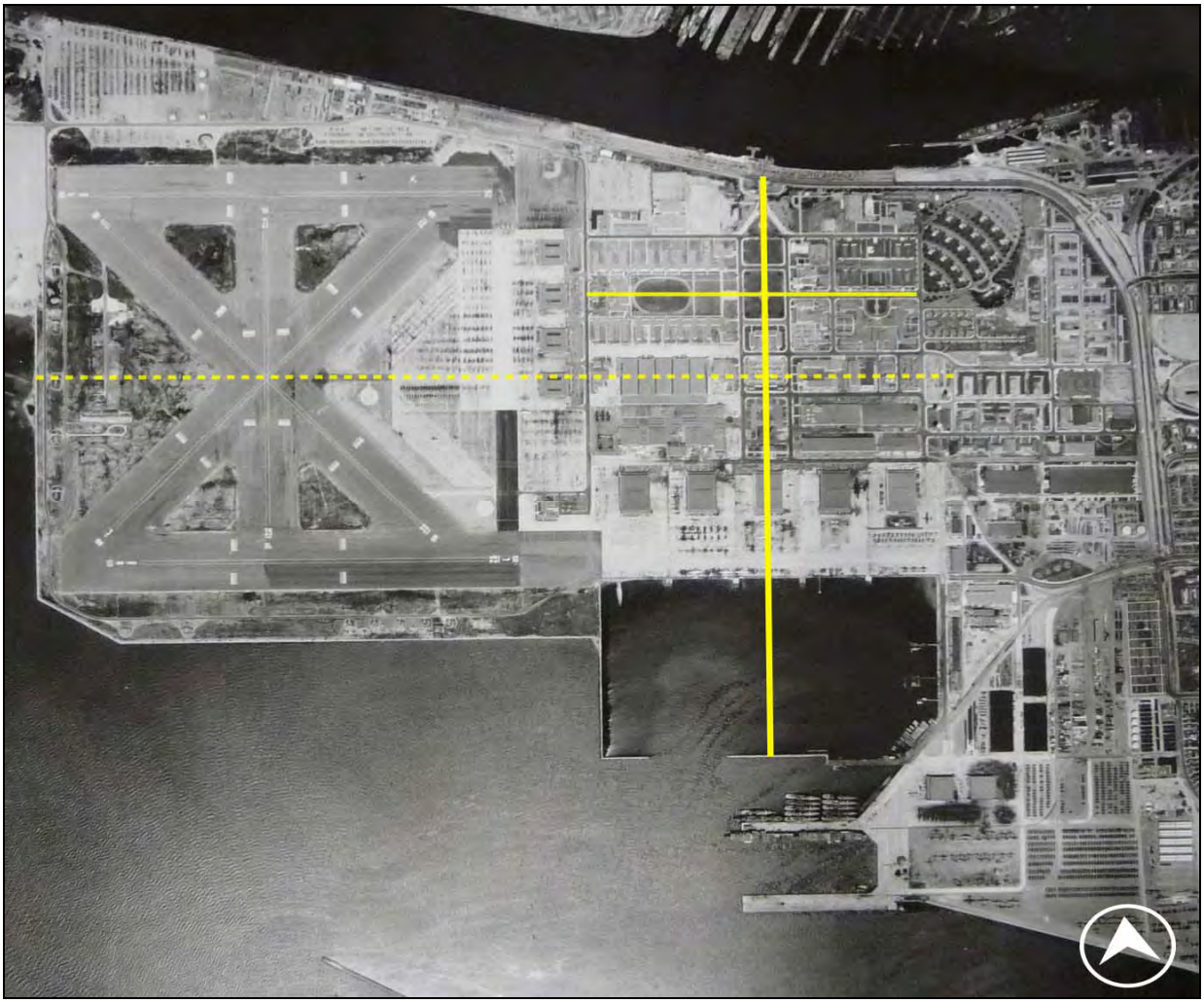


Illustration 4: 1942 Station map showing the formation of the station's layout. [32]

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

Photograph 4: NAS Alameda, June 1, 1942.[33] (Black outlines from original photo.)

[33] US Navy, Assembly & Repair Department, NAS, Alameda-June 1, 1942, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.



Photograph 5: NAS Alameda axes illustrated on 1948 Aerial photograph.[34] The dotted line is the station's initial east-west axis that was not built.

2.1.1.2. 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 in order 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

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

on tidal flats and marshes located within the seawall. More than 15 million cubic feet of fill was ultimately used to build the station.[35] **Photograph 2** and **Photograph 3**, 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 following buildings (that are still extant) were constructed in the following order:

- Building 90 (Employment Office / Garage; not in current location)
- Building 1 (Administration Building)
- Building 2 (Bachelor Enlisted Men's Quarters, seven wings)
- Building 3 (Mess Hall partial)
- Building 18 (Post Office / Theater)
- Building 6 (Public Works Garage and Firehouse)
- Building 5 (Assembly and Repair Shop, partial)
- Building 10 (Power Plant, partial)
- Building 8 (General Storehouse, partial)
- Building 9 (Aircraft Storehouse, partial)
- Building 13 (Paint and Oil Storage, partial)
- Building 14 (Engine Test Stands, partial)
- Buildings 11 and 12 (Seaplane Hangars)
- Buildings 20, 21, 22, and 23 (Landplane Hangars)
- Building 19 (Operations Building / Control Tower, partial)
- Building 15 (Boathouse)
- Building 17 (Bachelor Officers' Quarters, partial)
- Ten Married Officers Quarters [36]

The Navy phased construction of buildings at the station. Individual barracks, mess halls, and operational buildings were constructed in increments, with planned expansions. For example, only seven of the ten wings of Building 2 and two of the three mess halls in Building 3 were built in 1939. 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. Additional locations for hangars were also indicated on the initial plans.

[35]Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 3.

[36] 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).

Building 90 was moved several times during the station's history. It is currently located near the East Gate, and was most recently home to the Civilian Employment Office; it was built in 1938 as a garage. 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.[37]

The construction of the Seaplane Lagoon and two of the seaplane hangars prior to building landplane hangars and airfield indicates the relative importance for the Navy, at the time, of seaplanes or 'flying boats' (see **Photograph 6**). 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.

The Navy also planned and developed much of the landscape of the station. 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. 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

[37] 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).

[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.

station with vegetation. (Please see Cultural Landscape Report for discussion of the execution of the planting plan and changes over time.) In 1941, the Navy contracted with the Golden Gate International Exposition, then on Treasure Island, to relocate vegetation, including ice plant, grasses, trees, and shrubbery, from the fair when it ended. The Navy also obtained plants from the California State Forestry Division. The Navy planted trees and shrubs along the mall between the Main Gate and Building 1, in the BEQ quadrangle, as well as elsewhere on the station as needed (**Photograph 7**).[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]

As noted above, the Navy altered the original 1939 plans as construction progressed. Plans for the land plane hangars (Buildings 20, 21, 22 and 23, constructed 1941) shifted them from facing the east-west axis to a row along the western edge of the station, facing the airfield. Additional support functions were added along the eastern side of the Seaplane Lagoon, including the initial Engine Test Cells (Building 14) and Paint and Oil Storage (Building 13), both of which were likely sited to be adjacent to the railroad lines and away from the densely occupied areas of the station. It was during this period that the decision had been made to not proceed with the station's initial open area east-west axis and to use that space for necessary buildings, including the Weapons Shop (Building 43), and to emphasize the east-west axis across the BEQ quadrangle and the Administrative Building's mall (see **Photograph 5**).

[39] 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).
[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.

Photograph 6: Seaplane Lagoon and Ramps, May 1945.[41]

Photograph 7: View across the mall toward BEQ and Mess hall, 1945.[42]

[41] Photograph #118-10, California – Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[42] Photograph #130-5, California – Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

Other changes to the station's plan involved housing. Housing evolved as part of naval base planning during World War I, before which sailors were expected to live on board their ships, and few facilities were provided for enlisted men or officers. The introduction of naval air stations and other new facilities not tied directly to ships and shipyards during the 1920s and 1930s required the inclusion of housing because personnel could not be housed shipboard. This concept expanded by the 1930s providing not only officers, but also top grades enlisted men, with married housing. The Navy later extended the policy to all enlisted families.[43]

Early plans for NAS Alameda included barracks for enlisted men in Buildings 2 and 4, Officers' Housing in the northeast corner, a small cluster of Chief Petty Officer housing, and two Bachelor Officers' Quarters. The Officers' Housing (**Photograph 8**) was originally a single curvilinear loop with a more natural feel than the formal rectilinear plan of the rest of the station. The streets in this area were also offset from the streets in the rest of the station (see **Illustration 3**). As the station plan was modified through 1939 and 1940 the footprint for the officer's housing area became more of a smooth oval divided by gently curving streets (**Photograph 2**). Seventeen Chief Petty Officer units were added to the first 13 expanding the station eastwards. These additions expanded on the housing that had been roughly envisioned in the original plan. However, alterations to the Bachelor Officers' Quarters (Building 17) begun in 1940 did alter the station plan. In 1939 the Bachelor Officers' Quarters were designed as two buildings mirroring each other across an open space that ran along the axis extending eastward from the quadrangle between the BEQs (Buildings 2 and 4). The footprint of the Bachelor Officers' Quarters changed through 1939, but the 'mirrored' idea remained (see **Illustration 3**). Construction of the southern building (Building 17) began in early 1940. By September 1940, designers developed a new plan and Building 17 began to develop the four wings it has today. Construction was phased through 1941, adding wings as additional staff arrived on station (**Photograph 3** and **Photograph 9**). The second Bachelor Officers' Quarters building, (shown in **Illustration 3** north of Building 17) was never constructed; instead as wartime necessities demanded, the Navy installed temporary wooden buildings (including Buildings 135 and 137) opposite Building 17 in 1944 and 1945 (**Photograph 10**).[44]

[43] US Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 33; and Kuranda, "Housing an Air Force and a Navy," 39 and 44-45.

[44] "Construction News," *Southwest Builder and Contractor*, August 2, 1940; 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; "US Naval Air Station Alameda, Bachelor Officers' Quarters First Floor Plan West Wing," Yards and Docks #139392, February 20, 1940, Drawer 11; "US Naval Air Station Alameda, Additions to Bachelor Officers' Quarters Plot Plan and Details - Plumbing," Yards and Docks #147785, September 14, 1940, Drawer 11; "US Naval Air Station Alameda, Extension to Bachelor Officers' Quarters Second Floor Plan Roof Plan and Heating Layout," Yards and Docks #163875, June 4, 1941, Drawer 11, Plans and Maps

Photograph 8: Housing for married officers circa 1945 as seen from back. Sun porches have been added to these houses; otherwise, they remain largely intact.[45]

Photograph 9: Aerial photograph of NAS Alameda 1941 showing construction of BOQ Building 17.[46]

Room, Building 1 on former NAS Alameda, Alameda, California; and Buildings 135 and 137, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/Seabee Museum.

[45] Photograph 121-3, circa 1945, RG5, CEC / Seabee Museum, NBVC, Port Hueneme.

Photograph 10: Temporary mess hall and barracks, Buildings 135 and 137, May 1945.[47]

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) near the enlisted pool.[48]

[46] "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).
[47] California - Alameda -pictures, maps, justifications, RG5, CEC/Seabee Museum, NBVC, Port Hueneme.
[48] 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).

The first operational aircraft, a squadron of seven seaplanes, arrived in January 1941 along with the seaplane tender ship *USS Pelican*. These were the first of 200 aircraft to be assigned to the station.[49] 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 2** and **Photograph 3** above).[50]

The A&R Department was located in the then 204,000 square-foot Building 5, and its first task was to overhaul a dual-winged, single propeller SCO "Scouter" airplane. By the end of 1940, there were 175 personnel working in the department; a year later, there were 2,000. This building went through multiple expansions throughout the war, the largest of which came near the end of the war with construction of Building 5A.[51]

2.1.1.3. 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.[52] The planning and architecture on NAS Alameda demonstrate trends which 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

[49] "First of Navy Planes Arrive" *Oakland Tribune*, 4 January 1941.
[50] 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.
[51] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 4; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np.
[52] 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.

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 until the end of World War II. 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 plan, 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 US military had employed Beaux Arts inspired plans on select bases in California and across the country since World War I and continued to use such plans throughout the period between the two wars.[53]

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, such as prominent buildings on NAS Alameda, 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 has been 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

[53] 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.

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 (**Photographs 11** and **12**) and stylized Pegasus and eagle figures in the BEQ area (Buildings 2, 3, and 4) (**Photographs 11** and **13**). 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 14**). 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.[54]

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 was 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.[55] This design trend may have influenced design decisions BuDocks made for its new aviation facility at Alameda.

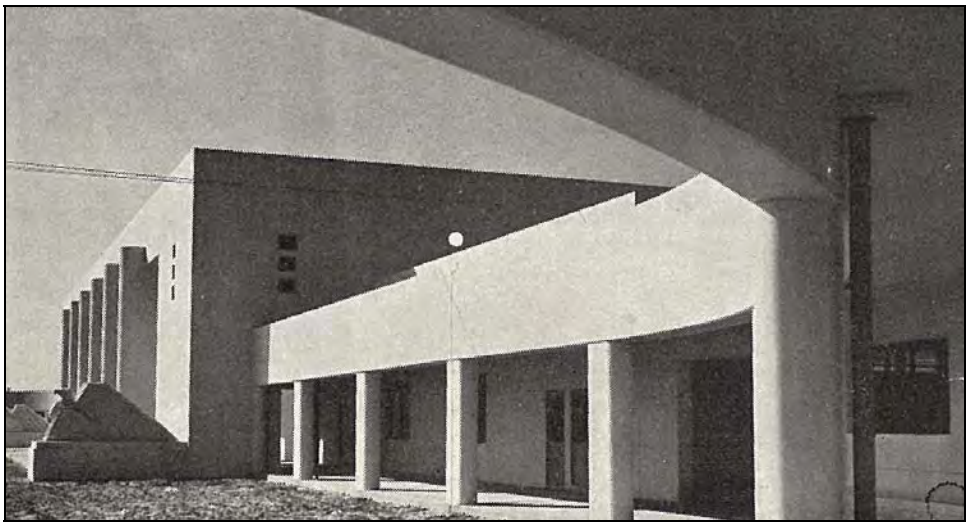
[54] The development of Art Deco and Moderne is discussed in many general works on American architectural history and guidebooks of San Francisco Bay Area architecture, including: Sally B. Woodbridge, *California Architecture: Historic American Buildings Survey* (San Francisco: Chronicle Book, 1988); 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).

[55] 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.

Photograph 11: East end of Building 2, May 1945.[56]

Photograph 12: Building 16, photo dated 1945.[57]

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



Photograph 13: Building 3, circa 1940.[58]

Photograph 14: Building 23, circa 1945.[59]

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

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

[59] "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.

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.[60] 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.[61] The style was rarely used, however, in the design of military buildings in the state, and as a result they are treated as their own property type within the Statewide Study as "Concrete, Art-Deco Influenced Permanent Base Designs."[62] 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.[63]

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

[60] 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.

[61] 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).

[62] 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), 7-43 – 7-44.

[63] 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), 7-8; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory (prepared for United States Army Corps of Engineers, 2000), 7-47.

Station, West Coast," as NAS Alameda was labeled, was featured in a two-page photograph spread (see **Photograph 13**) and touted as representing the "forward-looking trend in naval building." 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 housing seen elsewhere on military facilities.[64] The proposed standardized designs illustrated have remarkable similarities to the officer housing on NAS Alameda (**Illustration 5** and **Photographs 15** and **16**). 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."[65] 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."[66]

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 (**Photographs 16, 17, 18,** and **19**). The BuDock 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.

[64] "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.
[65] 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).
[66] "Through these Portals. . ." *Carrier*, December 15, 1944, 2.

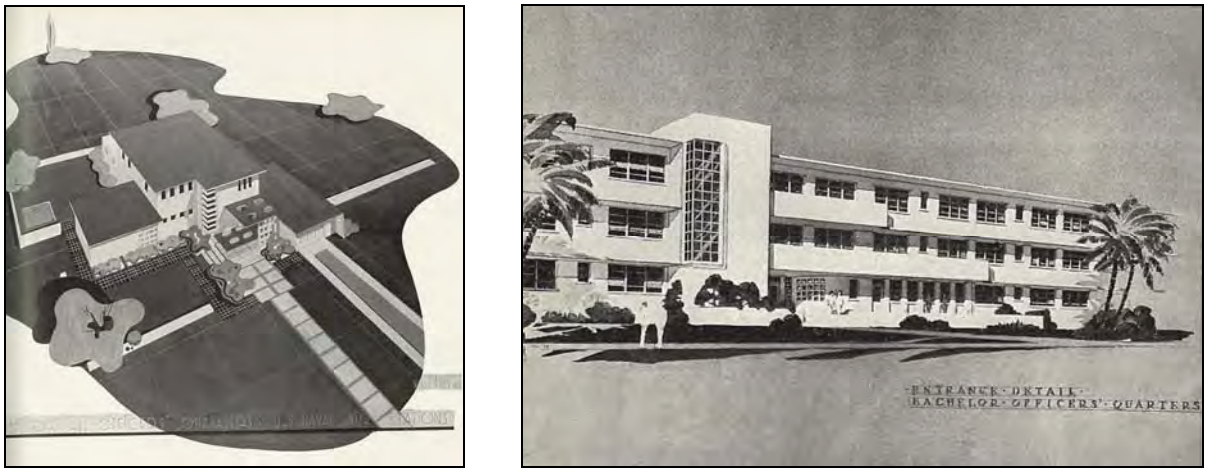


Illustration 5: BuDocks Officer Housing Designs, *Architectural Forum*, November 1940.

Photograph 15 and 16 : NAS Alameda, Officer House B and Building 17, BOQ, 2009 and 2010.

Photograph 17: NAS Quonset Point, RI, Building 7, Administration Building, 1979.[67]

[67] "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.

Photograph 18: Buildings 30 and 31, NAS Alameda, 2009.

Photograph 19: Buildings 10 and 850, NAS Quonset Point, RI, 1979.[68]

[68] "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.

2.1.2. 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, and sightlines – remained generally unaltered from the original execution of the plan during the initial phase of construction. The Navy greatly tightened security following the attack on Pearl Harbor on December 7, 1941, and erected weapons positions and defensive works. In the course of the war the station became the homeport to 23 ships, 22 air squadrons, and 1,500 aircraft. Air traffic on NAS Alameda increased, resulting in creation of auxiliary and outlying fields elsewhere in northern California and in Nevada to handle excess air traffic. NAS Alameda had a three-fold mission: assembly and repair of aircraft; supply; and aircraft operation and training.

NAS Alameda's contributions to the war effort were not limited to support activities, with many operations in the Pacific theater originating from the station. In March 1942, the famed mission led by USAAF Lt. Col. James "Jimmy" Doolittle against Japan departed for combat from Alameda. No facilities on NAS Alameda were built specifically in support of this well-known mission, but sixteen Army Air Corps B-25 Mitchell bombers were loaded aboard the carrier *USS Hornet* (CV-8) under strict secrecy at the naval station's Pier 1 or 2, and on April 2 departed for the Sea of Japan. A little over two weeks later, on April 18, 1942, Doolittle's Raiders attacked Tokyo, Nagoya, Osaka, and Kobe, scoring a symbolic, psychological, and by some interpretations, a strategic victory against the Japanese early in the war.[69] This event is commemorated with a Native Sons of the Golden West plaque placed at the foot of Pier 3 (constructed in 1945, after the raid).

Throughout the war, one of the station's essential missions was to repair and maintain aircraft. The A&R Department experienced the most growth of any station department during the war. Its central facility was Building 5, which was enlarged by a factor of five between 1941 and 1945; by war's end, it was more than a million square feet. The department became organizationally more complex, dividing into nine divisions (Aircraft Overhaul, Engine Overhaul, Accessories, Metal and Machines, Radio-Radar, Engineering, Planning, Maintenance, and Personnel) located in Building 5 and in several adjacent buildings (**Photograph 20**).

[69] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 6; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np.

Photograph 20: A&R operations included a variety of aircraft as shown in this ca. 1945 photograph.[70]

Over the four years of American involvement in the war, department personnel assembled, modified, overhauled, and shipped more than 24,000 aircraft, an average of approximately seventeen per day. A&R's work included not only aircraft assembly and repair, but also life raft and parachute repair, and custom manufacturing of parts. Naval personnel and station employees tested new materials and processes, including welding Plexiglas, and pioneered new techniques, such as aircraft preservation (**Photographs 20** and **21**).[71]

Many of these developments were the result of a Navy-wide Beneficial Suggestions program that operated throughout the station's history. The Navy provided financial awards for time-and money- saving suggestions and inventions.[72] One A&R employee, who had been a steel worker on high rise buildings, had his time-saving procedure approved whereby aircraft were parked

[70] "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).
[71] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 4-5; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np.
[72] "Three A&R Men Given Awards," *The Carrier*, June 2, 1944; "NAS Inventor Garners $400," *The Carrier*, September 8, 1944; "$1250 Paid for Speed-Up Idea," *The Carrier*, September 22, 1944; "New Packing Method Nets $40,000 Saving for Station," *The Carrier*, March 23, 1945.

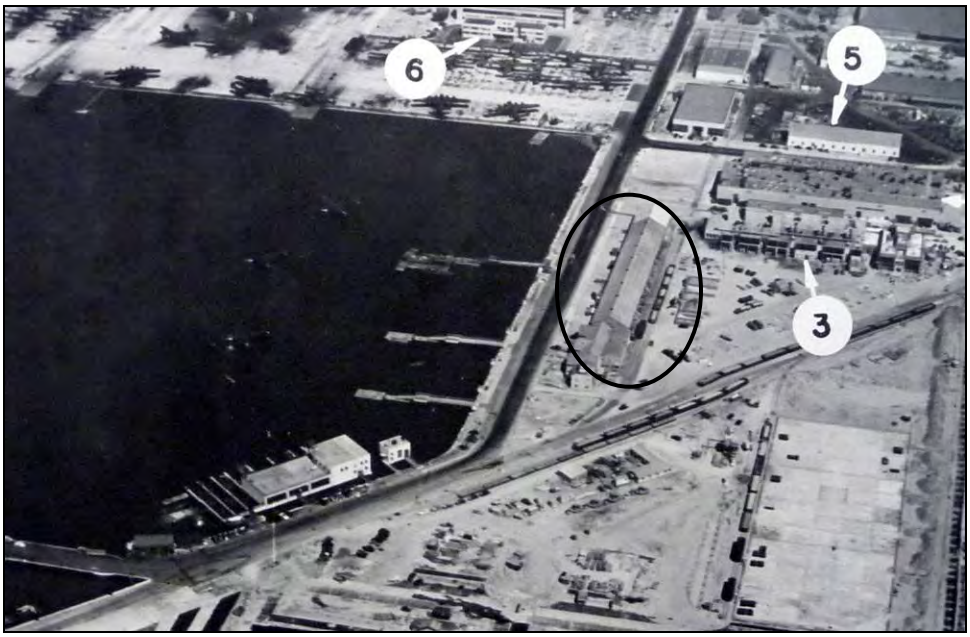
very close together so that he could move between aircraft by walking across the wings from one to another. This saved time from having to climb down from one and climb back up the next.[73]

Photograph 21: Representative image of A&R Department at work ca. 1945.[74]

Assembly and Repair 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

[73] Marilyn York, former member of the WAVES (1943-1945) and civilian employee (1946-1976) on NAS Alameda, oral history interview with Christopher McMorris and Cheryl Brookshear, JRP Historical Consulting, LLC, December 8, 2009. Ms. York worked in aircraft repair in Building 5 during World War II.
[74] Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np.

Alameda.[75] 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 (**Photograph 22**).[76] As the station became overseer for auxiliary air fields in 1942-43 the demands on the Supply Department expanded even further. Physical space increased another 61 percent, the number of items maintained grew to 200,000, and overseas shipments increased 106 percent.[77]



Photograph 22: Building 105 (circled), lagoon side supply warehouse, 1945. (Numbers from original photo identification.)[78]

The entry of the United States into World War II required the Navy to open the runways on NAS Alameda before they were completed. While the system of five runways was not finished until November 1942, it began operations in December 1941.[79] The Navy installed weapons

[75] "Know Your Station: The Story of Supply" *The Carrier*, 29 December 1944, 8.
[76] 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).
[77] "Know Your Station: The Story of Supply" *The Carrier*, 29 December 1944, 8.
[78] "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).
[79] 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.

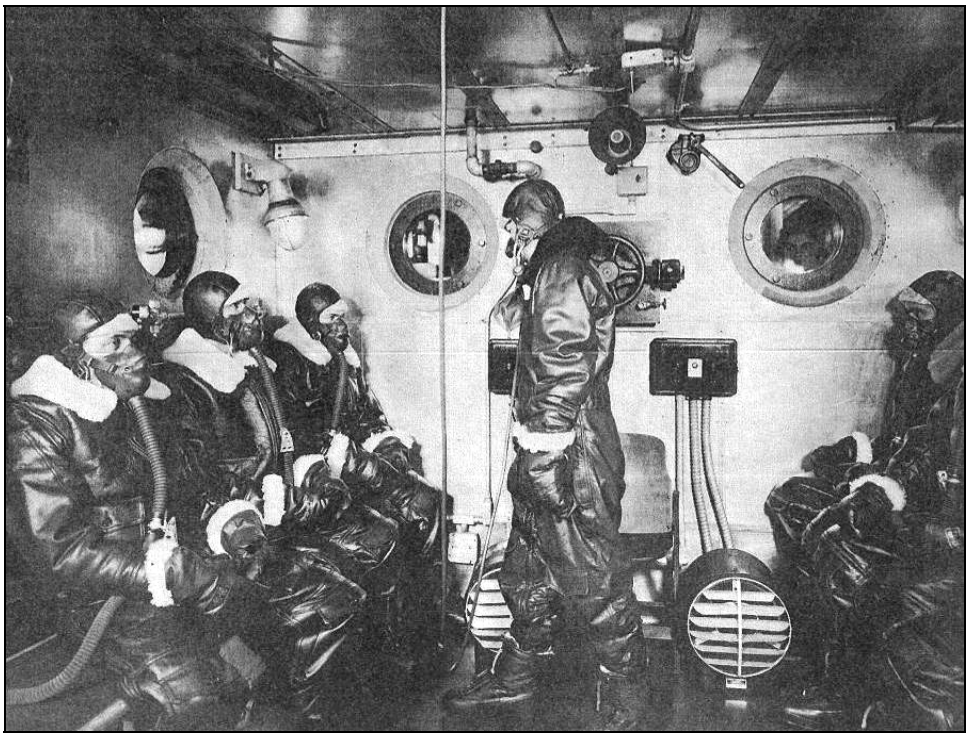
magazines around the edge of the airfield, keeping hazardous items away from other station activities.

Patrol Wing (PatWing) 8 was transferred to NAS Alameda from Norfolk, Virginia on December 15, 1941. This unit is an example of the units that used the station, and illustrates the typical function of aircraft assigned to the station throughout its history. PatWing 8, later designated Fleet Air Wing (FAW) 8, assisted in training new squadron personnel to operate a variety of land- and sea- based aircraft in the Pacific theater. Training included aviators and support crews. The wing also undertook combat escort duties for the other functional air units on NAS Alameda.[80] The Navy established Air Transport Squadron 2 (VR-2) on NAS Alameda in April 1942 as a part of the Naval Air Transportation Service (NATS). The squadron operated PB2Y *Catalina* aircraft and delivered supplies, personnel and equipment across the Pacific, escorted by FAW-8. Seaplanes like the PB2Y *Catalina* played an important support role in the Pacific, delivering needed material to personnel and facilities on islands too small for standard runways or with bomb-damaged runways. The increasing tempo of the supply flights of VR-2, the training activities of FAW-8, and the transient needs of carrier air groups taxed the landing facilities on NAS Alameda. As a result, a series of Outlying and Auxiliary fields were developed for NAS Alameda. These additional fields were under command of Commander Naval Air Bases, 12th Naval District with the squadrons under the command of Commander Fleet Air Alameda both headquartered on NAS Alameda.[81] The first three of these fields were constructed in 1942 at Crows Landing, Santa Rosa, and South San Francisco. In 1943 an even larger auxiliary field was begun at Fallon, Nevada.[82]

A ground school was established on NAS Alameda to support FAW-8's training activities. The ground school, centered in Building 101 (destroyed by fire in 2003), provided a variety of training. Link aviator trainers and celestial navigation courses provided the most specialized training requiring specific equipment.[83] Link Trainers were box-like flight simulators developed by Edwin A. Link in the early 1930s to facilitate training. The Navy was the first branch of the military to utilize the simulators, which were used extensively during World War II and proved

[80] Capt. Albert L. Raithel, Jr. USN (ret.), "Patrol Aviation in the Pacific in WWII, Part 1," *Naval Aviation News* (July-August 1992): 34, http://www.history.navy.mil/nan/backissues/1990s/1992/ja92.pdf (accessed January 10, 2009).
[81] US Navy, "History of US 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); Naval Aviation History Office, U.S. Naval Historical Center, Department of the Navy, *Chronology of Significant Events in Naval Aviation, 1910-1995* (Washington, DC: Department of the Navy, 1997), 120, http://www.history.navy.mil/branches/org4-5.htm (accessed January 12, 2010).
[82] United States, *Building the Navy's Bases in World War II*, 238-239.
[83] "Know Your Station: Operations 'Celestial Navigation,'" *The Carrier*, 24 March 1944, 8.

useful in saving lives and saving money while training new pilots.[84] Additional instruction used 'Jam Handy' training films. Henry Jamison Handy developed his films as a way to educate and excite salesmen about new products in the 1930s. During World War II 'Jam Handy' films were common training tools for all types of activities. On NAS Alameda, Women Accepted for Volunteer Emergency Service (WAVES) used the films and interactive training devices to teach gunnery techniques.[85] An atmospheric chamber in Building 130 allowed medical staff to train aviators in high altitude operations (**Photograph 23**). Other ground school training included bombing, navigation, radar, and aircraft gun turret maintenance.[86]



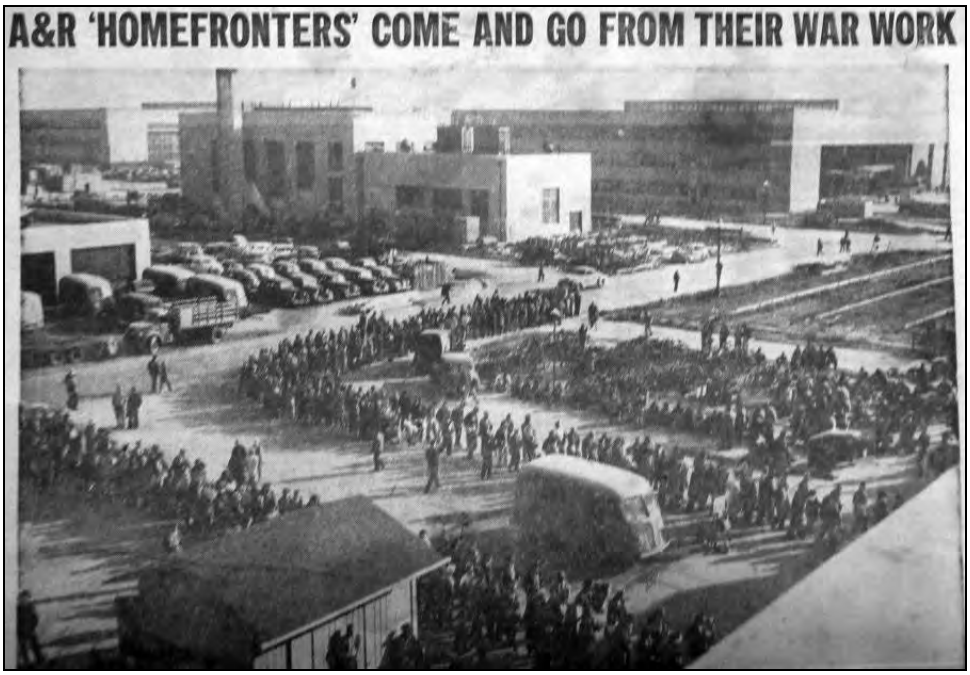
Photograph 23: Atmospheric chamber on NAS Alameda used for aviator training, dated 1945.[87]

The increasing demand for personnel in all departments created a need for training across all departments. The personnel branch of the A&R Department undertook civilian training in aircraft maintenance and assembly in Building 132 (since demolished) in the northwest corner of the station near Hangar 20. The vocational training program included all trades necessary for the

[84] Roger E. Bilstein, *Flight in America: From the Wrights to the Astronauts* (Baltimore: John Hopkins University Press, 2001), 116-117.
[85] "Wave Lengths," *The Carrier*, 28 January 1944, 7.
[86] Naval Air Station Alameda, *U.S. Naval Air Station, Alameda, California*, np.
[87] Naval Air Station Alameda, *Naval Air Station, Alameda, California*, np.

repair of aircraft handled by A&R. Other classes prepared personnel for work in Vocational training added classes in parts identification and accounting for the Supply Department.[88]

The war dramatically changed the character of not only NAS Alameda's built environment, but also its workforce. During the war the station's workforce expanded to 18,000 military personnel and 9,000 civilian workers (**Photograph 24**). Civilians and enlisted men comprised the bulk of the station's pre-war personnel, but as more civilian men were drafted into service and stationed elsewhere, women took on an important portion of the industrial work at Alameda.



Photograph 24: War-time shift change at Building 5 from *The Carrier,* December 15, 1944.

Women also made their way into the Navy as WAVES. Created by Congress in 1942 following the creation of the Women's Army Auxiliary Corps (WAAC), WAVES initially worked in support roles as chauffeurs, nurses, clerks, and cooks and custodians, and later worked in training and technical roles. They were stationed at naval installations throughout the continental United States and, eventually, overseas. The first WAVES arrived at Alameda in 1943, and were given their own barracks: Building 78 (last used for applied instruction) and Buildings 79 through 82 (the latter of which have been demolished).[89] These barracks had just been completed for use by enlisted men, and were converted to use by the WAVES. As at other naval installations, the duties of WAVES at Alameda expanded over the course of the war. At first they were limited to

[88] "Vocational Program is Successful," *The Carrier,* 21 December 1943.
[89] "Wave Lengths," *The Carrier,* 11 August 1944, 7; "Wave Lengths," *The Carrier*, 6 October 1944.

support roles such as secretarial and courier service. By war's end, WAVES were involved in aerial gunnery training, parachute packing, air traffic control, aircraft repair, and other technical fields.[90] Marilyn York, current president of the Alameda Naval Air Museum, arrived on NAS Alameda as a WAVE in 1943. Initially a driver and courier for the Commanding Officer, she arranged transfer to the A&R department where she did aircraft repair. Ms. York went on to a 30 year career as a civilian technician on NAS Alameda, working on fuel control devices in Building 66.[91]

The rapid increase during the war of personnel and activity required additional facilities. 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 speed 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.[92] Along with different building designs and materials, the changing war needs resulted in additional construction and modifications to the station's original 1939 plan. As noted above, original plans called for the primary east-west axis to create a wide spatial division between the administrative and industrial functions of the station. Although this axis was first abandoned before the early 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. Initial construction in the axial area 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.[93] The last portion of this axis to be filled was the northern expansion of Building 5, the Interim Overhaul

[90] 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; Allbrandt, *History*, 5; "Wave Lengths," *The Carrier*, 28 January 1944; "Wave Lengths," *The Carrier*, 5 1944; "Girls in Blue Perform Many Tasks at NAS," *The Carrier*, 20 August 1945, 3.

[91] Marilyn York, former member of the WAVES (1943-1945) and civilian employee (1946-1976) on NAS Alameda, oral history interview with Christopher McMorris and Cheryl Brookshear, JRP Historical Consulting, LLC, December 8, 2009.

[92] 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.

[93] 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.

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 Street through Building 3.[94] (See **Illustrations 3** and **4**, as well as **Photographs 2, 3, 4,** and **5.**)

Some wartime construction completed the station's 1939 plan, 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.[95] The expanding Supply Department constructed wooden warehouses (Buildings 91 and 92) were built in alignment with Buildings 8 and 9, filling in space that had been indented 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. The Navy also added multiple facilities east of the Seaplane Lagoon, in a secondary space that was not within the original design's axial and formal layout. In 1942, four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98) along with the shipping warehouse (Building 105, since demolished). The Navy also expanded the station into the former Peralta land grant between the tide lands and Main Street.[96] Dredging added land to the station east of Piers 1 and 2. This allowed for the construction of the two wharfs and Pier 3 in 1945.

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.[97] They were located 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

[94] 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.
[95] 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).
[96] Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.
[97] US. Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 48.

B-1 plan for H-type barracks.[98] The Navy had adopted the design for B-1 barracks at the end of World War I, and used it through 1942. Only one of these barracks (Building 78) remains on NAS Alameda.[99] The barracks housed 300 men, with laundry and latrine facilities in a central area. The wood frame buildings, with either horizontal wood siding or cement-asbestos shingles, were supported on concrete piers. Central columns provided support for the sailor's hammocks.[100] These five buildings were altered in 1943 to provide divided cubicles required for WAVES.

These barracks did not solve the housing problem, so the Navy built additional standard barracks south of Midway Avenue (Avenue C). These barracks used the B-1-B standard plan developed after 1942 that utilized fewer construction materials.[101] 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 25**).[102]

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.[103] 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 Building 78, were subsequently demolished over several decades following World War II.

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 and the Navy had built core portions of the original layout. Station personnel and employees, of course, quickly nicknamed various areas. The massive concrete Bachelor Enlisted Quarters (Buildings 2

[98] USGS, *Oakland West Quadrangle* (Washington, D.C.: USGS, 1949); US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 50.
[99] US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 48; Building 78, *iNFADS*, 2008.
[100] US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.
[101] US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.
[102] 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.
[103] 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.

and 4) constructed before the war were known as the "Marble Mansion," whereas the temporary wooden barracks became known as "Splinterville."[104]

Photograph 25: Construction of temporary style barrack on east end of NAS Alameda, 1944. Numbers indicated specific projects on original photograph.[105]

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 (**Photograph 25**).[106] Land at the northern edge of the airfield where damaged aircraft were stored before overhaul was commonly known as "Siberia."[107]

The Navy continued construction to increase the operational capacity of the station throughout the war. Pier 2, the aircraft carrier pier, was constructed of reinforced concrete on cast concrete

[104] Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.
[105] NAS Alameda B1B Barracks Looking NW, Alt. 1000', November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[106] 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).
[107] Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

pilings in 1941.[108] 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.[109] The new breakwater was the result of three years of design and testing by the Army Corps of Engineers.[110]

After transferring trees and plants from the Golden Gate International Exposition in Spring 1941, the Navy began executing the planting plan Johnson, Drake, and Piper subcontracted Emery LaVallee to design. By January 1942, one month after the U.S. entered World War II, many of the trees called for in the plan, and a few additional ones, had been planted on the station, and by the end of the war, portions of the plan had been implemented throughout the station, particularly in the administrative core, residential, recreation, and shops areas (see Cultural Landscape Report for further discussion of the development of the planting plan during World War II).

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 San Francisco Bay, along the Pacific Coast, and along the Atlantic seaboard – it helped keep the Navy fighting.

2.2. Cold War Era (1946-1989) – Station Development, Functions, and Accomplishments

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 U.S. and its allies and 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 fall of the Berlin Wall in 1989, the Cold War era was a period of

[108] 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.
[109] "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).
[110] 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.

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.

2.2.1. Post-World War II (1946-1950)

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. Struggling for survival, the Navy focused upon efficiency and modernization, as well as fighting the next limited conventional war. 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.[111]

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

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

(**Photograph 26**).[112] 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.

Photograph 26: Pacific Reserve Fleet in storage on NAS Alameda in the late 1940s.[113]

2.2.1.1. NAS Alameda Operations (1946-1950)

After World War II the Navy consolidated additional activities on NAS Alameda. Having invested millions of dollars in the facility before and during World War II, the Navy sought to continue using it efficiently in the years that followed. It designated the station as one of the three permanent stations of the 12th Naval District, and made NAS Alameda the headquarters for the district. Its post-war mission continued to include flight squadron operations, the Material Division Training School, and Command Fleet Air Alameda operation of outlying fields. The disestablishment of Fleet Air Wing 8 in July 1946 reduced the need for additional airfields. The number of outlying airfields fluctuated as some were returned to civilian use and others utilized as needed. NAS Alameda's VR-2 squadron, a part of Naval Air Transport Service (NATS), was the only west coast transportation squadron that remained in service. NATS was combined with the Air Force's Transport Service in 1948 to form the Military Air Transport Service (MATS).

[112] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 7; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np.
[113] Pacific Reserve Fleet, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

VR-2 was not subsumed into the Air Force command, and remained a Naval Fleet Logistics Support Squadron serving routes to Navy facilities, supplying military activities in the Pacific islands using the *Mars* seaplane and additional land-based cargo aircraft.[114]

The overall reduction of force resulted in excess ships placed in reserve. The Pacific Reserve Fleet, as it was known, was also managed from NAS Alameda. NAS Alameda provided berthing for an inactive fleet of three light aircraft carriers (CVL), nine small seaplane tenders (AVP), one aircraft repair ship (ARV), one floating dry dock (YRD), and one barracks craft (APL).[115] In February 1950, Navy Weather Central relocated from the Federal Building in San Francisco to NAS Alameda's Operations Building / Control Tower, Building 19 (**Photograph 27**). The new Fleet Weather Central was responsible for collating and disseminating weather information to Pacific Fleet air, surface, and sub-surface craft.

Fleet Airborne Electronics Training Unit, Pacific also began operations on NAS Alameda following World War II. The unit added new aspects of aviation training to the station. It performed electronic instrument training for aviators on the ground and in the air. This allowed naval aviators to learn the new instrument systems on NAS Alameda without having to make arrangements for a special course elsewhere. The result of these functions was that NAS Alameda became a support station for fleet-wide operations.[116]

During this period from 1946 to 1950, personnel and resources from NAS Alameda contributed to two major operations. Using its existing facilities, NAS Alameda prepared aircraft for Operation Crossroads at the Bikini Atoll, where the effect of nuclear weapons on naval craft was investigated. The machine shops also performed maintenance on the aircraft used in the Berlin Airlift named Operation Vittles. The large transport aircraft required engine overhaul every 1,000 hours of operation, and engines were flown to Alameda for overhaul. While staffing hours may have increased during these operations, no new buildings or structures appear to have been built for these operations, nor any existing facility altered for the station's contributions to the operations. NAS Alameda was one of several US military facilities involved with these

[114] *Chronology of Significant Events in Naval Aviation, 1910-1995*, 163. Michael D. Roberts, *Dictionary of American Naval Aviation Squadrons, Volume 2: The History of VP, VPB, VP(HL) and VP(AM) Squadrons*, Appendix 13: Organization and Development of Patrol Wings (Fleet Air Wings), 1918-Present, 812; General Information for Supporting Request for Additional Public Works Projects, 15 February 1946, California-Alameda-pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; Roy A. Grossnick, *US Naval Aviation 1910-1995*, (Naval Historical Center, Department of the Navy: Washington D.C., 1997), 171.

[115] US Navy, "History of U.S. Naval Air Station Alameda, California Quarterly Installment, 2 September 1945 to 1 July 1946"; US Navy, "Quarterly Summary of U.S. Naval Air Station Alameda, California 1 April 1947 to 1 July 1947," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

[116] 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); Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 8 and 10.

operations. The aircrew replacement center for Operation Vittles, for example, was at Great Falls Air Force Base in Montana.[117]

Photograph 27: May 1945 dated photograph of Building 19 (Control Tower), camera facing east, complete with crash and rescue vehicle garage (to north / left) and wooden wing in the background.[118]

2.2.1.2. NAS Alameda A&R Activities (1946-1950)

Aircraft maintenance, repair, and overhaul remained a major station mission. The immediate task following World War II was maintenance and preservation of aircraft returning from the Pacific theater. Excess aircraft were 'canned' and 'preserved' for storage. Naval personnel constructed and installed special containers (Buildings 338A-H) for preservation of inactive aircraft, and the Navy shipped additional preserved aircraft off site. Alameda A&R continued to develop new processes, tools, and methods for the care of aircraft. The station, for instance, was one of the first NAS to employ pigmented phenolic resin coating on engine parts as a safeguard against corrosion. These "Bakelite like-resins" were applied in Building 395, which has since been demolished. Indium plating and vapor blasting were used to clean and prepare surfaces requiring fine tolerances. Alameda A&R staff also helped write a number of technical manuals

[117] US Navy, "History of U.S. Naval Air Station Alameda, California, Quarterly Installment, 2 September 1945 to 1 July 1946"; "History of U.S. Naval Air Station, Alameda, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); C.G. Glines, "Berlin Airlift: Operation Vittles," *Aviation History* (May 1998), http://www.historynet.com/berlin-airlift-operation-vittles.htm (accessed January 11, 2010).

[118] Building 19 (Control Tower) May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

related to aircraft preservation, including "Preparation of Naval Aircraft for Shipment and Storage" (1947).[119]

Along with work necessitated by returning piston-driven aircraft, Alameda began to support the Navy's new jet aircraft as well. In early 1946, the Navy gave the A&R Department responsibility for overhauling the I-16 Gas Turbo engine (later re-designated the J-31), the first American production jet engine. NAS Alameda was able to meet all the needs of jet engine overhaul by mid-1947 through the alteration and addition of overhaul facilities and extensive training programs. Test Cells 3 and 4 of Building 14 were altered in 1947 to allow testing jet engines (**Photograph 28**).

Photograph **28:** Building 14, Engine Test Facility, photo dated 1945.[120] The engine test cells were built in stages during World War II and altered starting in 1947 to accommodate jet engines.

As jet engine overhaul expanded beyond the capacity of Building 5, engine overhaul activities were installed in Building 66, and additional temporary facilities were incorporated into Building 113. The engine conveyor systems installed in Building 162 for overhaul of jet and radial-piston engines was the first of its kind in the United States (**Photograph 29**). The shift of activities to these buildings east of the lagoon solidified a shift in circulation on the base. Although the formal main gate of the station was at the north entry adjacent Building 30 and Building 31, by this time most military personnel and civilian employees used the East Gate (since demolished)

[119] US Navy, "History of U.S. Naval Air Station, Alameda, 1 October 1947 to 30 June 1948," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 8.
[120] California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum.

for entry, near these engine overhaul buildings, for much of the base's remaining period of operation.[121]

Photograph **29**: Building 162, Engine Overhaul Building, was constructed as shown in 1945. Following World War II the interior was reconfigured for assembly line overhaul of both jet and reciprocating piston engines.[122]

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as Overhaul & Repair (O&R) and assigned it additional types of engines and aircraft to maintain. In November 1949, BuAer transferred responsibility for the R-3350 engine overhaul program from NAS San Diego (North Island) to NAS Alameda. The piston-driven R-3350 engine powered the Lockheed P-2 *Neptune* patrol and Anti-Submarine Warfare (ASW) bomber, Douglas AD-1 *Skyraider* attack bomber, North American AJ-1 *Savage* carrier-based bomber, and Curtis-Martin JRM *Mars* seaplane. The transfer of the program increased NAS Alameda's usefulness to Navy aviation.[123]

[121] Baack, oral history interview, December 8, 2009.
[122] Building 162, "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).
[123] US Navy, "History of U.S. Naval Air Station Alameda, California Quarterly Installment, 2 September 1945 to 1 July 1946," "History of US Naval Air Station, Alameda, 1 October 1947 to 30 June 1948," and "Quarterly Summary of US Naval Air Station Alameda California, 1 July 1947 to 30 September 1947," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); General Electric J-31 Turbojet, Fact Sheet, National Museum of the U.S. Air Force, http://www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=872 (accessed November 27, 2009); US Naval Air Station Alameda, "Conversion of Cells No. 3 and 4 to Jet Engine Test Cells Plans and Section," Yards and Docks #442361, January 28, 1947, Drawer 19, 1800 Ferry Point B-14, Room 146, Plans and Maps Room, Building 1, former NAS Alameda, Alameda, California; "First Conveyor System in Navy Operates Here," *The Carrier*, 9 November 1945; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 8.

2.2.1.3. NAS Alameda Supply Activities (1946-1950)

The return of surplus aircraft and addition of new aircraft to the O&R Department placed a strain upon the Supply Department. The Supply Department began this period with just over 22 buildings. The volume of returning material required the use of temporary canvas hangars and five gasoline tanks for storage. Additional space was located off station at former Army warehouses. Identification and distribution of excess returned material continued until 1949, when the bulk of it was processed. Even so, space remained limited. In addition to processing surplus material, the Supply Department also began the process of mechanizing some records.[124]

2.2.1.4. NAS Alameda Development (1946-1950)

Despite the continued and increasing work load, NAS Alameda completed little permanent construction during the immediate post-war period. The Navy completed two hangar-like facilities (Buildings 166 and 167) at the southern end of the base in 1947 for aircraft preservation activities. The addition of JRM *Mars* aircraft, among the largest seaplanes operated by the Navy, resulted in changes to the Seaplane Lagoon. The *Mars* required more dock facilities and the seaplane ramps were altered to service the aircraft. The Navy also struggled to meet a growing need for housing. The post-war demographic shift meant that more military personnel were married with families. Following World War II, technically-trained staff reported lack of adequate housing as a major reason for leaving service. In 1947 NAS Alameda converted the temporary World War II barracks formerly referred to as East Barracks into married enlisted housing dubbed "Carrier Courts." The work consisted of dividing the barracks into apartments and adding separate entrances for the units.[125]

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 during this period, and elements of the

[124] US Navy, "History of U.S. Naval Air Station Alameda, California Quarterly Installment, 2 September 1945 to 1 July 1946," "Quarterly Summary of U.S. Naval Air Station Alameda, California, 1 April 1947 to 1 July 1947," "Quarterly Summary of U.S. Naval Air Station Alameda, California, 1 July 1947 to 30 September 1947," "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).

[125] 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.

original planting design were modified (see Cultural Landscape Report for further discussion of landscape elements during this period).

2.2.2. Korean War (1950-1953)

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.[126]

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 (**Illustration 6**). NAS Alameda inaugurated a 48-hour workweek and the O&R Department 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 of 1951, NAS Alameda was the largest Naval Air Station in the county with 15,000 military and civilian personnel in eight departments.[127] 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 30**).[128]

[126] Miller, *The US Navy*, 251 and 253.
[127] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 9-10.
[128] 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.

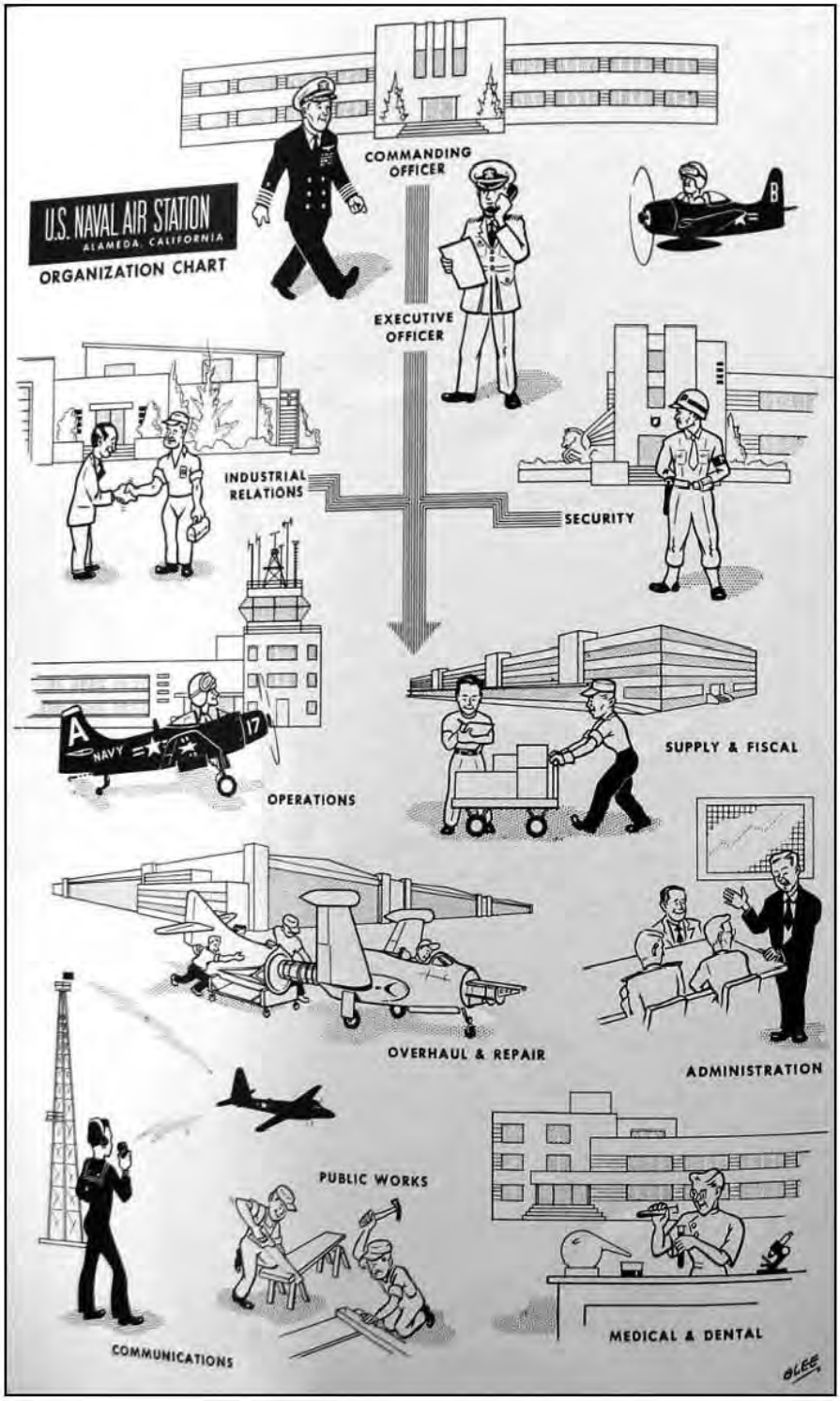


Illustration 6: 1952 Organization Chart.[129]

[129] Naval Air Station Association, Alameda, California, brochure (August 1952), 4, Naval Air Station Alameda General Clippings File, Alameda Free Library.

Photograph 30: Overhaul & Repair Department shift change at Building 5A, ca. 1954.[130]

2.2.2.1. NAS Alameda Operations (1950-1953)

Operations on NAS Alameda served a diverse group of ships and aircraft. With the re-commissioning of reserve fleet ships to serve in the Korean theater, the Alameda Group of the Pacific Reserve Fleet was disestablished in June 1951. The expanding number and types of Navy aircraft were reflected by the operations on NAS Alameda. The Bureau of Aeronautics' 1952 expansion located four carrier wings (CVG – 9, 15, 2, 19), two landplane patrol squadrons (VP(l)), two seaplane patrol squadrons (VP(s)), and a Fleet Logistics Air Squadron (VR-2) on NAS Alameda. By early fall 1952, Fleet Air Wing 6 relocated to Alameda. The Fleet Air Wing included patrol aircraft in a land-based wing, and included both patrol and bombers. The establishment of Fleet Logistic Air Wing to serve the Navy's needs beginning July 27, 1950 required additional space. The station updated Hangar 41 for the Wing's administrative use before it moved to Building 155. Transportation Squadron 2 (VR-2), part of the wing, and long-term NAS Alameda tenant, moved from Hangar 40 to 41. The wing transported large amounts of cargo and personnel across the Pacific.[131]

[130] NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room.

[131] Chief of Naval Operations, Aviation Plan 3-52 Planned Expansion of the Naval Aeronautical Organization, OPNAV Instruction 05010.5, 26 January 1952, Naval History and Heritage Command; US Navy, "History of U.S. Naval Air Station, Alameda, 1 July 1950 to 31 December 1950," and "History of U.S. Naval Air Station Alameda, 1

The station struggled to meet the demands of the newly assigned aircraft. 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 Navy 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. The Bureau of Yards and Docks allocated $2,886,000 to NAS Alameda to update its runway system. This project strengthened and lengthened the northern most east-west runway, creating the new Runway 7-25. Construction of Runway 13-31, a new southeast-northwest runway, required additional fill between the Seaplane Lagoon and western edge of the runway. About the same time, the Navy's construction contractors also filled the bay at the southwestern corner of the station near the piers. The new runways rendered the former southeast-northwest and north-south runways obsolete (**Illustration 7**) and (**Photograph 31**).[132]

Along with constructing two new runways, control tower (Building 19) instrumentation was improved, allowing for instrumented landings. The new runways did pose one problem, because the east end of Runway 7-25 was not visible from the control tower (Building 19). The solution was construction of a secondary control tower on the roof of Hangar 20, providing a partial view of the east end of the runway. Smaller improvements were made to the aviation fueling area and infrastructure including a second small ordinance area along Runway 7-25 (Buildings 353 and 354).[133]

January 1951 to 30 June 1951," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

[132] 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.

[133] 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.

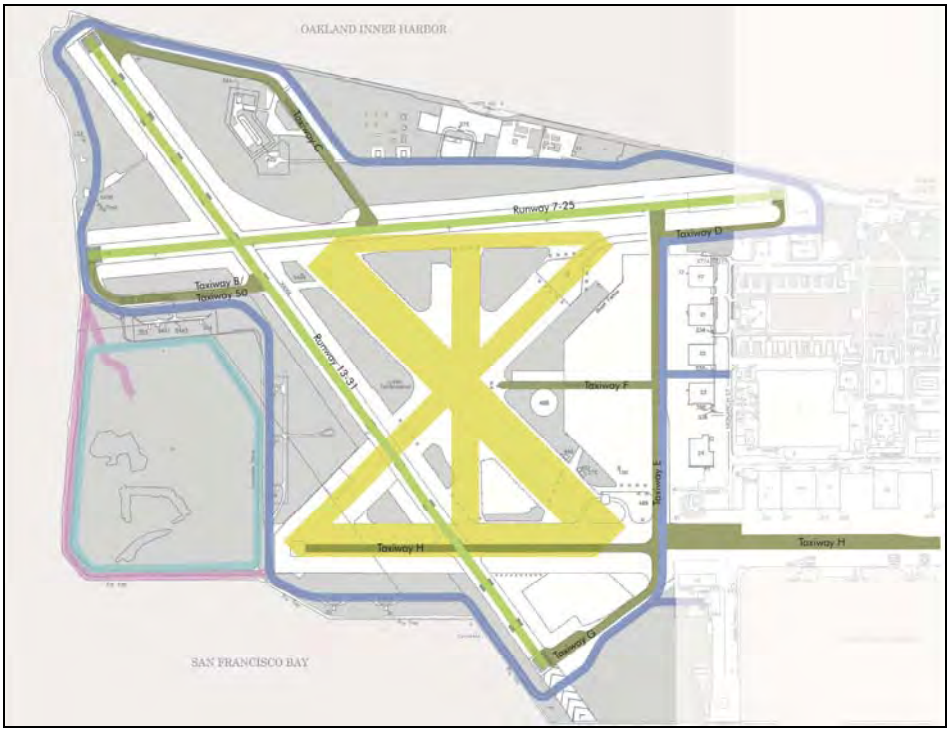


Illustration 7: Airfield diagram showing remaining components of original runways (yellow) and added runways (green). Taxiways (dark green) and other roadways (blues and red) are shown too. Graphic prepared by PGAdesign.

Photograph 31: 1954 aerial photograph showing the expansion of NAS Alameda runway system. Remaining portions of the World War II-era runways can be seen in the middle of the field.[134]

[134] California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

2.2.2.2. NAS Alameda O&R Department (1950-1953)

As during World War II, the bulk of NAS Alameda's activity during the Korean War centered on preparing, maintaining, and modifying combat aircraft. Shipping aircraft to overseas operations like Korea required protective treatments, a special type of preservation. The O&R prepared both Navy and Air Force craft for overseas shipment. Returning aircraft from the Korean theater often required extensive repairs as a result of combat and crash damage. The exigencies of the conflict also prompted retrofitting of new electronic and photographic equipment and new weaponry in the re-commissioned aircraft. In the first half of 1951 alone, the O&R Department modified 130 aircraft, the majority for direct combat operations.[135]

The same advances that made the runway expansion necessary also resulted in changes to the O&R department. Following World War II, NAS Alameda had been designated a repair and overhaul facility for several new engines, including reciprocating engines used on large transports and jets. However, few facilities for these uses had been constructed. In 1947 the Navy began to request appropriations for jet engine test cells on NAS Alameda.[136] These requests were not funded until the expansion of naval aviation facilities in 1951. Along with the runway updates, NAS Alameda also received funding for a new engine overhaul and repair shop (Building 360), and neighboring turbo prop test cells (Building 372). In June 1953, the Navy completed the new four-acre $3.2 million concrete engine overhaul plant (Building 360), that had been designed by station staff.[137]

The station awaited new jet engine test cells; even so, by the close of the Korean War, in 1953, Alameda was the premier jet engine overhaul plant on the West Coast. It serviced the R-3350 and R-4360 reciprocating engines as well as the J-33 (the successor to the I-60), J-35, J-47, J-48, and J-57 jet engines – the principal military jet engines of the 1950s.[138]

The various O&R shops and engine overhaul operations on NAS Alameda continued their transition to assembly line operations. In preparation for completion of the new Engine Overhaul Building (Building 360), NAS Alameda installed conveyor systems and rearranged several of the shops. Two factors triggered the transition from job shop operations, where a single station conducted overhauls, to assembly line operations. First, trained and experienced

[135] US Navy, "History of U.S. Naval Air Station, Alameda, 1 July 1952 to 31 December 1952" and "History of U.S. Naval Air Station, Alameda, 1 July 1951 to 31 December 1951," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 10.
[136] General Information for Supporting Requests for Additional Public Works Projects, 15 February 1946, California – Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[137] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 9.
[138] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 9.

staff members were leaving, and there were insufficient numbers of instructors and training time available to replace them. Second, the assembly line required less space. The addition of new engine and aircraft types required workspace for each type. Most construction during this period was in Korea, and despite the construction program on NAS Alameda additional space for new aircraft and engine types was not high priority.[139]

2.2.2.3. Supply Department (1950-1953)

The supply department struggled with managing the large amounts of supplies needed on hand for the O&R department, items returning from overseas, and the tons of material transported through the Fleet Logistics Wing. The department attempted several temporary measures to protect the supplies. In 1951 the Navy took possession of 76 acres from the University of California land east of Main Street, and erected four new warehouses in 1953 east of Main Street as a part of the appropriations that included the runway improvements and new Engine and Overhaul Building (Building 360).[140]

2.2.3. From Korea to Vietnam (1953-1965)

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.[141]

The nation's changed position in the world meant that demobilization following the Korean War was more limited than that following World War II. Expansion that began during the Korean

[139] US Navy, "History of U.S. Naval Air Station Alameda 1 January 1952 to 30 June 1952," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); JRP, "History and Historic Resources of the Military in California, 1769 to 1989," 8-5.

[140] The warehouse buildings east of Main Street were a component of Fleet Industrial Supply Center Alameda and not a part of the Naval Air Station.

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

War continued in the following decade, and reflected this new position and the introduction of new technologies to the military. NAS Alameda 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.[142] 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.

2.2.3.1. NAS Alameda Operations (1953-1965)

In addition to being the headquarters of the Commander, Fleet Air (ComFAir) Alameda, NAS Alameda in 1961 was home port to four aircraft carriers (**Photograph 32**) – the *Essex*-class *Hancock* (CV-19), the *Midway*-class *Midway* (CV-41) and *Coral Sea* (CV-43), and the new *Forrestal*-class *Ranger* (CV-61) – and one support ship; two carrier air groups (CVG-2 and CVG-9) and their ten associated squadrons; two patrol squadrons; and the Pacific Fleet Air Intelligence Training Center (Building 116). Nearly 8,000 Navy and civilian personnel were permanently attached to the station. That same year, with closure of NAS Oakland and transfer to its reserve unit to Alameda, NAS Alameda became the largest Naval Air Reserve Training Unit (NARTU) in the nation. By 1966, 2,700 reservists trained at the station every month. The extensive reserve training program may have, in part, contributed to the decision to relocate NAS Alameda's carrier-based air squadrons to NAS Lemoore (established in July 1961) and NAS Miramar. These transfers were later offset by the arrival of the aircraft carrier *Enterprise* (CVN-65), the world's largest and first nuclear powered carrier, in 1966.[143]

The increase in jet aircraft had resulted in expansion of runways beginning in 1951 and continuing through 1955. The southern portion of Runway 13-31 was filled and a larger runway and taxiways completed. The expansion had unintended consequences. Existing buildings blocked the control tower's view of the east end of Runway 7-25. The options were to raise the control tower 100 feet, or find other techniques for controlling aircraft in that area. In February

[142] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 12 and 15.
[143] US Navy, "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); Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 14.

1956, NAS Alameda became the first airfield to employ closed-circuit TV cameras to monitor and provide "positive control of aircraft traffic." The system, comprised of three 16mm cameras, transmitted real-time pictures of the station's runways to the station's control tower. One camera, located on Hangar 20, covered the northeast corner that was hidden from view. The two other cameras provided coverage of the northwest and southern portions of the airfield with better images than previously available.[144]

Photograph 32: Aircraft carriers on NAS Alameda in 1964.[145]

The Navy's increased reliance on jet aircraft led to the decline of the use of seaplanes. Transportation Squadron 2 (VR-2) had been stationed on NAS Alameda since 1942. VR-2 upgraded to the Martin *Mars* seaplane in 1944, and made regular trips from NAS Alameda to Hawaii. In 1956 the *Mars* seaplanes on NAS Alameda were replaced with new R3Y *Tradewinds*. In August, the *Mars* aircraft *Marianas* made the last *Mars* operational flight from the station. Collectively, the four *Mars* seaplanes – *Hawaii*, *Philippines*, *Marianas*, and *Caroline* – held several flight records for distance and cargo. The R3Y *Tradewinds* used newer turboprop engines and replaced the earlier piston driven propeller *Mars* seaplane. With the retirement of the *Mars* the Fleet Logistic Air Wing Headquarters left NAS Alameda in 1957. The turboprop

[144] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 13; 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); "TV Used to Control NAS Aircraft Traffic," *The Carrier*, 2 March 1956, 2; "Navy Using Television to Land Planes," *Oakland Tribune*, 26 February 1956, Naval Air Station 1951-1958, Naval Air Station Alameda General Clippings File, Alameda Free Library, Alameda, California.
[145] *The Alameda County Weekender*, 28 November 1964.

engine in the *Tradewinds* proved unreliable and VR-2 was disestablished in 1958. Patrol Squadron 47 (VP-47) was relocated to NAS Whidbey Island in August 1960, leaving NAS Alameda without a permanent sea plane squadron. The station continued to maintain the seadrome landing area through 1966, and completed periodic seaplane operations.[146]

NAS Alameda operated an ordnance division from its early days to arm the carrier and patrol squadrons assigned to the station. Air patrol craft were often armed with torpedoes, so NAS Alameda supported a torpedo shop as a part of the division. Torpedo technology advanced into self-guiding weapons, which the Navy referred to as Advanced Underseas Weapons (AUW). The Ordnance Division assumed the AUW shop 1955, and passed the activity to Fleet Aircraft Service Squadron (FASRON) 116 in 1958 before being transferred back. The Ordnance division began handling more live explosives and shipped materiel through the Naval QuickTrans program, which was airlifted across the country. The increasing reliance on missiles resulted in the growth of the Ordnance Division into a full department responsible for moving guided missiles and underseas weapons transported through the station. The department was later renamed the Weapons Department, which constructed facilities at the northwest end of the airfield, northeast of the intersection of the runways 13-31 and 7-25. These buildings were constructed in two phases: Building 420 in 1958 and Building 497 magazine in 1964.[147]

2.2.3.2. NAS Alameda Overhaul & Repair (1953-1965)

The Cold War focus on technology also resulted in changes to the Overhaul and Repair Department. NAS Alameda received its first jet engines for overhaul at the close of World War II, but improvements on the station to support these new engines were not quickly funded. Resources for jet overhaul and test facilities were requested as early as 1946. Funds for station improvements began in 1951 as a part of a Navy wide facilities improvement. Following the Korean War, improvements continued on NAS Alameda. The increased power of jet engines required new test cell construction, and sophisticated aircraft electronics required additional work space. In 1955, BuDocks authorized over $3.5 million to erect four new buildings: an Electric and Electronics Overhaul building (Avionics, Building 400), a Turbo Jet Test Facility (Building 397) (**Photograph 33**), an Air Turbine Overhaul building (Building 398) and

[146] 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).

[147] 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 1960 to 30 September 1961," "Aviation Historical Summary (OPNav form 5750-2) 1 April 1962 – 30 September 1962," and "Aviation Historical Summary (OPNav form 5750-2) 1 October 1962 – 30 September 1963," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

Compressor building (Building 399). These new facilities were designed by the Henry Kaiser Company.[148]

Photograph 33: Building 397, Turbo Jet Engine Test Facility, 1959.[149]

Completion of Building 360, Engine Repair and Overhaul, freed space in Building 66 which was remodeled to focus solely on engine accessories. By the late 1950s, the O&R Department stretched across 43 buildings on 150 acres – over two million square feet of space.[150]

In 1954 the Navy re-organized its aviation overhaul and repair operations, assigning facilities specific types of aircraft. NAS Miramar was assigned fighters, NAS North Island was assigned antisubmarine and patrol aircraft, and NAS Alameda became the home of light attack aircraft. These aircraft, including the A-1 *Skyraider,* A-3 *Skywarrior,* and A-4 *Skyhawk*, were developed to attack land forces and surface ships. The Air Force also had versions of several of these aircraft, and in 1954 O&R began processing jet engines for the Air Force as well as the Navy. The department continued this service with several contracts at least through 1963. Along with the aircraft the Navy was developing advanced weapons systems for use on these platforms. These weapons began to be serviced through the repair and overhaul operations during this period. The Navy assigned the rework of *Sparrow III* air-to-air guided missiles to NAS Alameda in September 1959. Its successor, the *Sidewinder,* was also assigned to NAS Alameda, and in August 1961 the Navy designated it the West Coast overhaul point for aviation ordnance in place

[148] Program 7, Priority No 138, 21 October 1946; US Navy, Military Public Works Program, Department of the Navy 15 October 1952; Department of the Navy Public Works Construction Program FY 1955, 5 March 1954, California – Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme; U.S. Navy, Bureau of Yards and Docks, *Civil Engineering Corps Bulletin* 2, no. 8 (August 1957): 18.
[149] "New Test Cell Mutes Jet Engine Noise," *The Carrier*, 3 April 1959.
[150] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 13.

of NAS North Island. The *Bullpup* air-to-surface missile used by attack aircraft was added to the station's responsibilities in 1962.[151]

In the late 1950s, the Navy once again reorganized the overhaul and repair process. It merged BuAer with the Bureau of Ordnance to create the Bureau of Naval Weapons (BUWEPS). BUWEPS was to oversee aircraft maintenance. BUWEPS did away with the practice of completely overhauling aircraft at the end of service tours, and instituted a three-tier system of progressively more extensive upkeep, repair, and modification – what was termed "Progressive Aircraft Rework" (PAR). PAR was intended to be more cost-effective, with each aircraft receiving the specific level of maintenance it required. Routine repairs, installations, and modifications – so-called "FIRST LEVEL" maintenance – was to be executed by aircraft squadrons themselves. In "SECOND," or "INTERMEDIATE LEVEL" maintenance, station-based Aircraft Maintenance Departments (AMD) were to perform more detailed engine work, overhauling specific components, and undertaking small repairs. "THIRD LEVEL" maintenance, heavy-duty repair and overhaul, was to be performed by O&R Departments on aircraft requiring the most work. NAS Alameda handled all three levels. Fleet Air Service Squadrons (FARSONS) 8 and 116 on NAS Alameda were absorbed into NAS Alameda's AMD, created in 1959.[152] This centralized intermediate repair in Hangar 41.

The O&R Department continued to employ the latest equipment and techniques. In January 1963, it began employing the Sperry Reflectoscope, an early ultrasonic corrosion-detecting device. The department also won accolades from the San Francisco Bay Area chapter from the American Institute of Industrial Engineers (AIIE) for its automated storage system. The system, which employed a hydraulic lift and vertical floor-ceiling storage racks, enabled an operator to store or retrieve pallets of materials with minimal effort. The system reportedly saved $33,000 the first year, and freed nearly 9,000 square feet of storage space. The AIIE named the department its "Organization of the Year" in March 1964, praising O&R for "making the most significant use of industrial engineers to increase its operating efficiency."[153]

[151] US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958," "Aviation Historical Summary (OpNav Form 5750-2), 1October 1960 to 30 September 1961," "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," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); and Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 15.

[152] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 13; and "FASRons to be Dissolved," *Naval Aviation News* (June 1959), http://www.history.navy.mil/nan/backissues/1950s/1959/jun59.pdf (accessed January 11, 2010).

[153] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 15.

2.2.3.3. NAS Alameda Supply Department (1953-1965)

Expansion of the Supply Department into the station annex during the Korean War allowed the department to undertake a modernization effort thereafter. In 1957 the Supply Department began the process of evaluating "Electronic Data Processing Equipment" for installation in 1961. A Honeywell 800 Electronic Data Processing Machine was selected in 1960 and installed the following year. The computer's memory was quickly upgraded to contain the data necessary for the fiscal and supply management of the station. NAS Alameda completed its conversion to a computerized system in January 1963 and was the first NAS to do so. The completion of the computerization resulted in the creation of a Data Processing Department which eventually moved into Building 62. Naval reorganization affected the Supply Department which became the Regional Aviation Supply Activity.[154]

2.2.3.4. NAS Alameda Housing (1953-1965)

The Navy declared NAS Alameda's housing inadequate in 1958.[155] The federal government was reluctant to become involved in housing development, and designed the Wherry and Capehart programs to meet the need for military family housing through public-private partnerships. Only when flaws in the program became clear did the government directly provide housing through appropriated funds.

Because NAS Alameda was constructed just prior to and during World War II, the base included housing for officers (19 "Big Whites"), 30 units for married enlisted men (CP-1 – CP-30), 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).[156] 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 first improvements were carried out under the Capehart program. In 1963 NAS Alameda completed the first and only Capehart housing program on station. Under the Capehart

[154] Note that the computerization on NAS Alameda was the first for a Naval Air Station, but not a first Navy wide. 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).

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

[156] 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.

program, the military planned and managed the housing, while private contractors secured mortgages to construct the housing and were paid back though 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 in 2000 to the City of Alameda and 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] 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 34**).[158]

Photograph 34: Typical Capehart multiple family unit, Building 754, camera facing northeast, November 12, 2009.

[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 8**). 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 where officer and enlisted housing adjoined each other. The Navy encouraged the inclusion of family friendly amenities like playgrounds. Site surveys of Capehart neighborhoods have documented the existence of recreational facilities such as children's playgrounds and ball fields. It is unclear if these were constructed with Capehart funds, or other funding sources.[159]

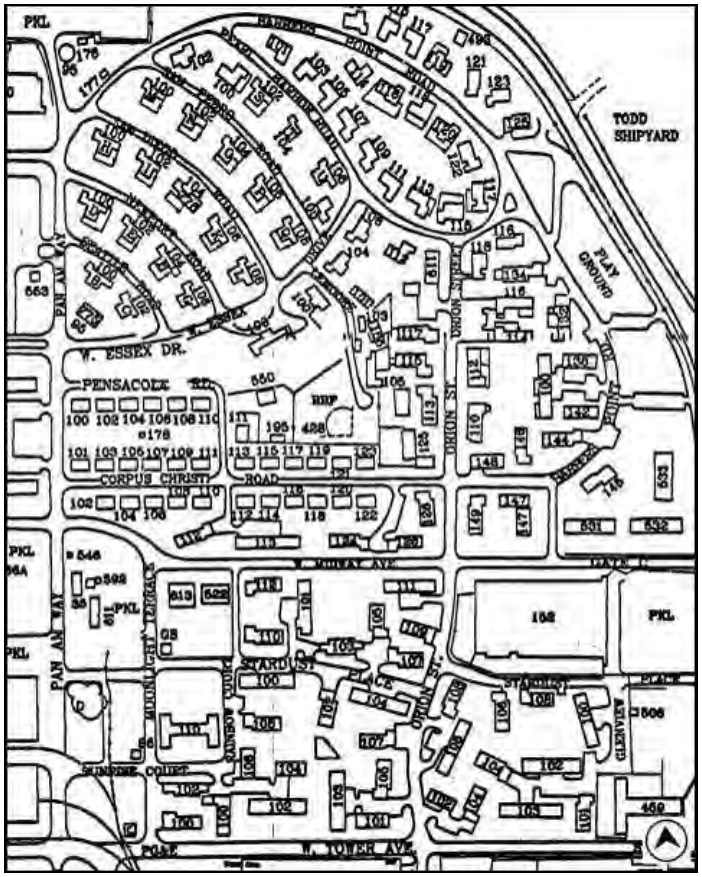


Illustration 8: Map showing housing area in northeastern section of NAS Alameda

The funding appropriations and guidelines set size and dollar limits on the housing units. In 1959 no more than $16,500 could be spent for each unit constructed under the Capehart Act.

[159] Kuranda, "Housing an Air Force and a Navy," 118-119, 129, and 132.

Appropriated funding housing, constructed after the Capehart Act ended in 1962, set both financial limits and square footage limits based on rank. Single family residences were assigned higher-ranking officers, with the maximum number of bedrooms and bathrooms also dictated by rank (**Photograph 35**). Landscape features such as roads, green space and other elements often separated officers and enlisted personnel housing. The Navy was concerned that these limits were inappropriate for flag officers, who, as high ranking officers, usually received the best housing. Construction of flag officer housing was not necessary on NAS Alameda as they were housed in Quarters A, constructed in 1941.[160]

Photograph 35: Single family officers' housing, Building 770, November 4, 2009.

The Navy sought to maximize the size and amenities of each unit, within size and funding restrictions. Amenities included TV antennas, range, refrigerator, exhaust fans, heating and air conditioning, storage, kitchen cabinets, and basic window coverings. Garbage disposals, washers and dryers were included, where possible, and utility hook-ups were a minimum requirement. Dishwashers were provided for high ranking officers (captains and admirals). One parking space was provided for each unit; in warm climates, like California's and NAS Alameda's, carports were preferred to garages. Residential layouts attempted to make the most of the allotted square feet. Hallways were minimized by designing direct access between the main rooms – kitchen, dining room, carport, and service areas. Hallways were found between bed and bathrooms. The use of new techniques and materials also helped the Navy create the

[160] Kuranda, "Housing an Air Force and a Navy," 88, 90,114, and 144; Building A, *iNFADS*, 2008.

best possible housing under the program's limits. The Navy chose materials for economy and durability and used standard components.[161]

Families were moved from the Carrier Courts (current area north of Midway Avenue) and the 600 area (east of Main Street) so that construction of Capehart housing could begin in 1962. The Navy initially built 200 units of Capehart housing, with another 200 planned. The first 200 units consisted of 30 officers' units and 170 enlisted quarters.[162]

NAS Alameda also sought to improve amenities throughout the station. The Exchange moved from Wing 1 Building 2 to renovated facilities in Building 118 (**Photograph 36**). The former warehouse space was divided to create a mall. In addition to the Exchange, offering a variety of clothing and household goods, the building included a cafeteria, watch repair, barber shop, beauty salon, tailor shop, optical shop, photo studio, dry cleaners, laundry and shoe repair.

Photograph 36: Navy Exchange Building 118, camera facing northwest, October 15, 2009.

The development of the complex began in 1962 and was not complete until 1965. A small retail shop was left in Wing 1 of Building 2 to supply daily needs of the enlisted men. Recreation facility expansion included the construction of a six-hole "Pitch and Putt" golf course and a marina in 1960. The Officers' Club and Enlisted Club were redecorated. Other morale and welfare activities included the creation of a nursery and child care in Building 135, sponsored by the Officers' Wives Club.[163]

[161] Kuranda, "Housing an Air Force and a Navy," 87-88, 91, 114-116, and 118-119.
[162] US Navy, "Aviation Historical Summary (OPNav form 5750-2) 1 October 1962 – 30 September 1963," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).
[163] US Navy, "Aviation Historical Summary (OPNav form 5750-2) 1 October 1962 – 30 September 1963," "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," "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); "New Navy Exchange Facility Opens Doors," *The*

Through this 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 mall had been altered, perhaps to provide a suitable space for marching (see Cultural Landscape Report for further discussion of landscape elements during this period).

2.2.4. Vietnam (1965-1973)

Although American military advisors had been involved in Vietnam since the 1950s, direct Naval involvement of NAS Alameda in the conflict 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 morale, welfare and recreation (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.[164]

2.2.4.1. NAS Alameda Operations (1965-1973)

Throughout the Vietnam War era, NAS Alameda continued its mission of operational support and aircraft overhaul and repair. The five attack carriers that had NAS Alameda as their home port – *Hancock*, *Midway*, *Ranger*, *Coral Sea*, and *Enterprise* – were all deployed to the Vietnam theater. As in previous conflicts, NAS Alameda was instrumental in aircraft rework. The carriers sailed to Yankee Station in the Gulf of Tonkin, off the coast of Vietnam. From this location, as a part of Task Force 77, they launched reconnaissance and air to ground attacks on targets in North and South Vietnam in Operation Rolling Thunder from March 1965 to

Carrier, 19 May 1965, 1; "Station Nursery May be Answer to Parents Babysitter Problem," *The Carrier*, 10 August 1956, 4.

[164] 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.

November 1968.[165] During this time the Navy added *USS Oriskany* to the station's complement of carriers, along with the Combat Stores Ship *USS Mars* (AFS-1). The *USS Mars* and *USS Niagara Falls* (AFS-3) were examples of a new class of supply ship replacing three earlier classes and operated a new underway replenishment system. Other support ships included the *USS Repose* hospital ship. Yankee Station was far from usual supply points, so underway replenishment via Combat Stores Ships like the *USS Mars* and *USS Niagara Falls* was necessary to allow the carriers to remain active there. The hospital ships also provided critical medical care for personnel wounded in action in Vietnam. Use of the station's docks for transport of military goods by other branches increased during the war. [166]

The addition of the *USS Enterprise*, the world's first nuclear powered aircraft carrier, to NAS Alameda required additions to its facilities for ship support. It was larger than any other aircraft carrier previously assigned to the station. Dockside utilities were increased and additional morale, welfare and recreational facilities added for the crew. The Navy also began a program dubbed 'Cold Iron' that required changes to the piers. Under Cold Iron when a ship was in port, all ship systems would be shut down and utilities provided from land based connections. This allowed a reduction in the number of crew required to stay aboard. The station began studies of the pier utilities in 1967 to develop plans for their improvement. NAS Alameda installed Mobile Utility Support Equipment (MUSE) on the piers to implement Cold Iron. Environmental concerns regarding the ships docked at the piers brought about further alterations in this area of the station and led to ships' sanitary waste, for example, being sent to East Bay Municipal Utilities District facilities for treatment.[167]

Overall growing environmental awareness resulted in Navy actions to mitigate such issues on NAS Alameda. This began in the same period that Congress passed the National Environmental Policy Act (NEPA) in 1969. New laws and regulations led to development of environmental pollution controls on the station such as the pier sanitation systems noted above. Among the largest civilian concerns from the base was noise. In response the Navy constructed noise

[165] US Navy, "1967 Command History, U.S. Naval Air Station Alameda, California," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); Miller, *The U.S. Navy*, 263-264.
[166] "Alameda Home Port of Stores Ship Mars," *The Carrier*, February 20, 1970; US Navy, "1970 Command History, U.S. Naval Air Station Alameda, California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, 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); Miller, *The U.S. Navy*, 263-264.
[167] US Navy, "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1966 – 30 September 1966," "1967 Command History, U.S. Naval Air Station Alameda, California," "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; "1971 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).

barriers on the airfield and by making changes to the test cell buildings. Engine testing and run up became subject to increasing noise and air pollution control efforts. Concerns about noise led to flights being rerouted to avoid heavily populated areas, and most landings were handled by Runway 31, furthest from the city. The Navy also responded to concerns over hazardous materials by constructing a treatment plant and other hazardous material facilities in the 1960s and 1970s. Limited actions had been taken during World War II and in the 1940s and 1950s to properly contain contaminated waste, much of which ended up in the Seaplane Lagoon or other areas on the station.[168]

The airfield on NAS Alameda became the central landing platform with the Navy-wide retirement of seaplanes in 1968. No longer did NAS Alameda operate two facilities, a land field and seadrome. The airfield, now the only landing platform, was christened 'Nimitz Field,' in January 1967 in honor of Admiral Chester W. Nimitz, who died the previous year.[169] The work, rescue, reconnaissance and transport tasks, once handled by seaplanes, were now divided between large land-based aircraft and helicopters. During the Vietnam War the helicopter became a standard part of military operations.

The station also developed divers within the Ordnance Department to assist with operation and salvage efforts. Divers assisted with underwater recovery of ordnance, crashed aircraft, and elimination of navigation hazards.[170] The Explosive Ordnance Disposal branch of the Weapons Department separated from the Alameda Weapons Department and became a specialized force of explosive ordnance disposal personnel with diving and aerial abilities in 1967. Additional divers were available through Division of Boats and Docks (Building 15) for the salvage of aircraft.

2.2.4.2. NAS Alameda NARF (1965-1973)

In April 1967, the Navy eliminated NAS Alameda's O&R Department and replaced it with a new command, Naval Air Rework Facility (NARF). This reorganization was the result of a more-sweeping administrative transformation within the Navy. In 1966, "Systems Commands" replaced the "Bureau"-structure that had existed since 1842. BUWEPS correspondingly became Naval Air Systems Command (NAVAIRSYSCOM). Under NAVAIRSYSCOM, O&R

[168] Baack, oral history interview, December 8, 2009; US Navy, "1970 Command History," and "1971 Command History," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).
[169] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 16.
[170] US Navy, "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

departments became NARFs; air station functions were placed under the direct supervision of the Chief of Naval Operations.[171]

The reorganization of O&R into NARF did not affect the essential overhaul and repair mission of the activity, and NAS Alameda continued as an aircraft maintenance and support facility. Between 1967 and 1972, for example, NARF reworked more than 1,600 aircraft, serviced more than 9,350 engines, and nearly 25,600 missiles. NARF continued the specialization in overhaul of attack aircraft like the Douglas A-1 (successor to the AD-1) *Skyraider*, A-3 *Skywarrior*, and A-4 *Skyhawk* (**Photograph 37**).

Photograph 37: A-3 aircraft outside Hangar 39, August 1972, image provided by Dick Rutter.

However, NARF did assist with other operational needs. As use of helicopters increased O&R began processing them in Building 166 for shipment along with fixed wing aircraft. NARF also continued to service similar aircraft and engines for the Air Force. Growing deployment of guided missiles also increased NARF's service load. The *Terrier* was added to the missiles reworked at Alameda in 1965, and NARF helped develop lists of needed parts and items for its rework. The station was also selected to overhaul the *Phoenix* and *Shrike* missiles. Missile repair and rework was being handled in Building 400, but the facility was growing out of the space, so the station began planning for a new building (**Photograph 36**). Because the facility had been expanded in the years preceding the Vietnam conflict, and with on-going funding restrictions, NARF put its additional operations in existing facilities. One of the few alterations was installation of clean rooms in the hydraulic and propeller shops. NARF also provided

[171] Miller, *The U.S. Navy*, 101 and 269; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 18.

services to locations off station through the use of maintenance vans, complete with needed equipment and materials for repair. NARF staff also traveled to crash locations to retrieve aircraft for repair. NARF was recognized for its achievements as the first NAVAIRSYSCOM facility to win the Navy Department Craftsmanship Award in 1970 and a year later year received the Secretary of the Navy Activity Award for Achievement in Safety– the highest safety award in the Navy.[172]

Photograph 38: 1960s oblique aerial showing Building 400 in the foreground, located between Hangars 11 and 12 (National Archives and Records Administration, San Francisco).

Civilian activity of aircraft overhaul and repair on NAS Alameda intensified during the Vietnam era to meet increased demands. Throughout the history of the station, O&R / NARF had been part of a military division, but it largely functioned as a civilian activity. A general division of civilian and military personnel had existed on NAS Alameda from the beginning. Civilians conducted the aircraft maintenance, overhaul and repair activities; whereas the military's focus was on the fleet support activities, including ship / aircraft operations and military personnel requirements. As a result, activities of military personnel and those of the civilian employees on the station were often separate from one another. Although the civilian functions supported military operations, the two populations of the station were generally divided from one another. Military personnel had separate eating and recreation facilities than those that were for civilian

[172] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 16, 19; "O&R's Odd Cocoons are Bound for Viet Nam Duty," *The Carrier*, 24 February 1967; US Navy, "1967 Command History, U.S. Naval Air Station Alameda, California," and "Aviation Historical Summary (OPNAV Form 5750-2), 1 April 1965 to 30 September 1965," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco); and "NARF News: Occupancy by Late 1972," *The Carrier*, 3 April 1972.

employees, the latter of which had a civilian welfare and recreation committee that organized functions and facilities for employees. Interaction between military and civilian personnel occurred, for example, during coordination regarding aircraft repair or in informal settings when civilian employees had lunch at the CPO club or Officers' Club. While there was some friction between the groups, with some military personnel referring to civilian workers as "sandcrabs," there was mutual respect regarding the relative expertise of both civilian and military operations.[173]

2.2.4.3. NAS Alameda Supply Department (1965-1973)

The Supply Department continued to support overseas forces, including those in South East Asia, the repair and rework activities of NARF and station supply. The increasing amount of supply needed for the variety of aircraft and activities required continual improvement. Therefore, the supply department progressed in mechanization and computerization of records and benefited from the new technologies introduced to the department. The Navy installed IBM 1050 machines in three warehouses (Buildings 368, 112 and 8) to transmit records to a central base, in addition to adding conveyors to Building 368 to facilitate material movement. The Data Processing Department, located in the first floor of Building 8, updated to an H-2200 computer in 1967 as part of a continued process to make their methods faster and more efficient. By the end of the conflict the Supply Department held approximately one quarter of all the Navy's Aviation supplies.[174]

2.2.4.4. NAS Alameda Station Development (1965-1973)

NAS Alameda underwent many improvements beginning in the late 1960s that focused on the social conditions of military personnel and their dependents. As noted, Secretary of the Navy Zumwalt initiated a program focused on reducing restrictive regulations and paying more attention to morale, welfare and recreation needs of personnel.[175] This included the addition of new housing, recreation and welfare facilities and the establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The last of the new housing units was accepted in 1966. The first set had been constructed under the Capehart

[173] Baack, oral history interview, December 8, 2009; Dick Rutter, former Navy officer A3 aircraft navigator who served on NAS Alameda (1971-1976), oral history interview with Christopher McMorris and Rand Herbert, JRP Historical Consulting, LLC, December 18, 2009; Parry, oral history interview, December 22, 2009.
[174] 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, RG 181, NARA (San Francisco).
[175] Nathan Miller, *The US Navy*, 263-270; JRP, "History and Historic Resources of the Military in California, 1769 to 1989,"8-10 – 8-12.

funding program and additional projects followed with Congressional Appropriated funds. Housing included complete replacement of World War II temporary barracks and replacement of housing units east of Main Street and north of Atlantic Avenue. Additional construction continued in the annex area as funds were available. The station updated the interior and exterior of the original BOQ (Building 17) with projects such as the construction of an instructional center and new barbeque area. Six wings of the BEQ (Buildings 2 and 4) were remodeled in 1968 to provide a more homelike feel for the unattached Chief Petty Officers and semi-private rooms for the enlisted personnel. The additional new and improved officer and enlisted housing meant that the last of the Homoja units, temporary Quonset hut housing, could be removed in 1968.[176]

The Navy implemented other improvements to morale, welfare and recreation facilities. This included the completion of a new picnic area at the west end of the airfield in 1966. The Navy also remodeled Building 18 to include 925 new seats in the theater and established the Family Services Center in the building. The Family Services Center had outgrown its facilities in Building 18 and relocated to the World War II-era Building 137 the following year. Family Services provided orientation for families of servicemen arriving on station, location for Navy Wives' Clubs, and temporary hospitality kits of furnishings and household goods for families awaiting their possessions. Continued efforts to improve morale, welfare and recreational facilities led to renovation of the Family Services and Child Care facilities (Buildings 135 and 137) in 1968 (**Photograph 39**).

Additional station improvements included a remodel of the Commissary (Building 152) that included an enlarged butcher's shop and cosmetic improvements and the addition of a new beverage store (Building 517). The chapel (Building 94) was renovated for the first time in 1968 with new pews and carpets. The Federal Credit Union constructed its own building (Building 527) on the station with its own funds. Contractors with the Brunswick Company constructed a new, 24-lane bowling alley (Building 525) behind Building 18. The Navy drafted plans for a new Fleet Recreation Complex, including indoor locker and snack bar and outdoor playing fields in 1970 with construction following in 1971. Construction on new hotel facilities (Buildings 531-533) for Permanent Change of Station (PCS) traveling personnel began in 1970.[177]

[176] 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*, 6 January 1966.

[177] 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).

Photograph 39: Building 137 shown below the BOQ landscaped drive, circa 1965.[178]

The establishment of Construction Battalion Unit (CBU, also known as Seabees) 490 on the station in 1970 resulted in a series of self help projects to improve facilities. The Seabees constructed the Exchange parking lot, rehabilitated the Marine Barracks, remodeled Wing 1 Building 2 for the new station Reception Center, added baseball fields, expanded the recreation marina, and rehabilitated Building 137 for a Youth Center. In 1971, the Seabees remodeled The White Hat Club (Wing 20 Building 4) to include more dance floor and social areas. Large projects like the construction of the Fleet Recreation Center (Building 542), rehabilitation of Building 4, were still contracted out.[179]

2.2.5. From the End of Vietnam to Base Closure (1973-1997)

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 morale, welfare and recreation 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-

[178] 1960s oblique aerials, Box 4, Photo 1, Record Group 181, 3195B-C, National Archives and Records Administration, San Francisco.

[179] US Navy, "1970 Command History, U.S. Naval Air Station Alameda, California," "1969 Command History, U.S. Naval Air Station Alameda, California," and "1971 Command History, U.S. Naval Air Station Alameda," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997; "Up on the EM Club's second floor," *The Carrier*, Between July 21 and August 18, 1975, Box 4:1975-1979, RG 181, NARA (San Francisco).

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 with the fall of the Berlin Wall and shifts in power in Eastern Europe in 1989, and contracts for 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.[180]

In 1989, the Cold War that had defined global politics after World War II came to an end and with it the need for 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 overall size 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. Fifty-seven years after its commissioning, NAS Alameda was closed in 1997.[181]

2.2.5.1. NAS Alameda Operations (1973-1997)

NAS Alameda suffered from the obsolescence of ships and reduction of naval aircraft in the 1970s. By the end of the 1970s, military and civilian personnel levels were little more than half of what they had been during the height of the Vietnam conflict. NAS Alameda, once home to as many as six aircraft carriers, only served *USS Coral Sea* (CVA-43) and *USS Enterprise* (CVN-65). In 1975 and 1976 three carriers assigned to NAS Alameda were re-assigned or decommissioned. These were the *USS Oriskany* (CVA-34), *USS Ranger* (CVA-61) and *USS Hancock* (CVA-19). In their place were an increasing number of supply ships and oilers at the base. These included *USS Mars* (AFS-1), *USS Niagara Falls* (AFS-3), *USS San Jose* (AFS-7), *USS Kansas City* (AOR-3), *USS Wabash* (AOR-5), *USS Witchita* (AOR-1), and *USS Tulare* (AKA-112 reserve).[182]

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

[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)

[182] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 19 and 20.

The station's aircraft groups also changed in nature. The former patrol groups were replaced with light attack squadrons which could perform reconnaissance (VAQ squadrons) or provide refueling (VAK squadrons) in addition to launching ground attacks. However, the reduction in fleet carriers and carrier groups on NAS Alameda that began in 1961 eventually led to the disestablishment of Fleet Air Alameda Command in 1973. NAS Alameda was no longer a hub for carrier operations. Most of the carrier squadrons were relocated to NAS Lemoore in the San Joaquin Valley, once an auxiliary field for NAS Alameda.[183]

Two helicopter squadrons took the place of the seaplanes. Anti-submarine squadron HS-85 began operations in 1970, and Marine Helicopter Transportation Squadron 769 (HMH-769) joined the transportation efforts of Transport Squadrons (VR) 30 and 55. At one point in 1974 only one regular Navy squadron was operating from NAS Alameda, Transportation Squadron VR-30. The other squadrons were reserve units.[184]

Despite the reduction in military assets, NAS Alameda worked to maintain and improve the function of the piers and airfield. Installation of ship support utilities continued through the 1970s. The turning basin, which continued to fill with silt after the construction of the breakwater, was dredged. The Navy resurfaced taxiways and installed new instrumentation and airfield communication equipment.[185]

A series of Shore Establishment Realignments through the 1970s reduced non-tenant activities on station. While initially administrative in nature, the transfer of activities to tenant status and consolidation of activities with other stations would make it easier to remove activities from NAS Alameda and close the station in subsequent decades. The 1973 Shore Establishment Realignment reduced personnel ceilings affecting non-tenant operations in Air Operations Department, Supply, Public Works, Data Processing and Industrial Relations. In the following years several administrative functions were combined with regional activities. The Medical Department became a branch of the Navy Regional Medical Center Oakland. The Public Works Department became the Public Works Center San Francisco Bay which coordinated services for several naval facilities in the Bay Area. Data processing merged with that of NAS Lemoore and NAS Moffett Field to form the Pacific Fleet Data Processing Service Center. In 1979 the Supply

[183] US Navy, "1973 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).
[184] US Navy, "1974 Command History, Naval Air Station Alameda California," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).
[185] US Navy, "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).

Department's wholesale functions were consolidated with the Naval Supply Center Oakland across the estuary.[186]

One new tenant was added to the station in the 1970s. The Fleet Maintenance Assistance Group arrived in 1973. This group provided training for technical ratings while at the same time repairing carriers and providing ship maintenance.[187] This group evolved into Ship Intermediate Maintenance Activity (SIMA) that emphasized maintenance work rather than training. As a part of this activity a diving locker was established in an existing building (Building 64) allowing work on hulls and other underwater systems (**Photograph 40**). The crews for the activity were housed in the same building with the commissary (Building 152), and shop services were established in Building 162.

Photograph 40: Buildings 15 and 64 in the early 1990s.[188]

Increased defense spending in the 1980s resulted in continued operations on NAS Alameda. Beginning in 1983 the Navy home ported a series of new nuclear powered ships at the station. The *USS Enterprise* (CVN-65) received an overhaul and was joined by the new Nimitz class *USS Carl Vinson.* Along with the *USS Carl Vinson* (CVN-70), the nuclear powered *USS*

[186] US Navy, "1973 Command History, U.S. Naval Air Station Alameda, California," "1974 Command History, U.S. Naval Air Station Alameda, California," "1975 Command History, U.S. Naval Air Station Alameda, California," "Naval Air Station Alameda Command History 1979," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).
[187] US Navy, "1973 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); "What is FMAG?" *The Carrier*, 26 November 1973.
[188] Photograph collection, Naval Air Station Alameda, 3195B-C, Box 13 of 22, RG 181, NARA (San Francisco).

California (CGN-36) and *USS Arkansas* (CGN-41) were ported at the station. The Navy assigned support ships to the station, but the large number of supply ships and oilers assigned during the 1970s were eventually reduced leaving only the *USS Roanoke* (APR-7) and repair ship *USS Samuel Gompers* (AD-37) at the station.

In preparation for the new Nimitz class carrier *USS Carl Vinson* and the newly overhauled *USS Enterprise* additional improvements to the piers were made, including additional dredging and electrical work. NAS Alameda had not been designed for carriers of this size, nor was the expanding air and sea traffic in the bay always conducive to their operation. In 1983 the *USS Enterprise* (CVN-65) ran aground in the San Francisco Bay. In 1989 the carrier was assigned a new station.[189]

Flight operations also declined on NAS Alameda, and concerns over noise and safety largely limited operations to Runway 13-31 during the 1970s. By this time, all but one squadron at the station was a reserve unit. The introduction of Helicopter Mine Squadron (HMS) 15 in 1987 was greeted enthusiastically throughout the station. The result of converting most of the station activities into tenant activities left few strong station ties, and they continued to weaken through the 1980s. In 1982, accounting, distribution and purchasing for the Exchange, which had developed into a multi-base function, was moved to the Field Support Office in Oakland. Activities tied directly to the base were further threatened in 1984 when NAS Alameda began participation in a Commercial Activities Program. The program sought to reduce competition with the private sector through privatizing those activities that were not inherently governmental. Exceptions occurred when governmental agencies could provide the needed service or product at a lower cost.[190] This placed many base operations in competition with the private sector.

2.2.5.2. NAS Alameda NARF / NADEP (1973-1997)

NARF was the largest tenant organization on NAS Alameda by the 1970s and its operation and development largely determined the fate of the station. The nature of aircraft rework at Alameda changed in the 1970s. Many of the aircraft that the facility supported, such as the A-4 *Skyhawk*, were phased out in favor of more advanced versions such as the A-6 *Intruder*. Reciprocating engines like the R-3350 were completely obsolete as new, large jet engines became available.

[189] US Navy, "Naval Air Station Alameda Command History 1981," and "Naval Air Station Alameda Command History 1989," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).

[190] US Navy, "Naval Air Station Alameda Command History 1982," and "Naval Air Station Alameda Command History 1984," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); US Office of Management and Budget, Circular No. A-76, Performance of Commercial Activities, http://www.whitehouse.gov/omb/rewrite/circulars/a076/a076.html (accessed December 11, 2009).

NARF Alameda also assumed a greater role in preparing ASW aircraft, such as the Lockheed P-3 *Orion* and S-3 *Viking*, than it had previously. The PAR concept was also supplanted by a new doctrine, Standard Depot Level Maintenance. This system assisted the overall military drawdown by performing only the necessary maintenance to keep aircraft flying rather than periodic overhauls. Computerized systems were becoming more central to the work that NARF did, as tools for overhauling and modifying aircraft and weapons systems and as components of those same aircraft and weapons.[191]

By the early 1980s, NARF Alameda confronted varied assignments with diminished resources. It was responsible for four aircraft maintenance programs, seven engine work programs, and two missile programs, in addition to repair work on over 100,000 individual components. However, despite the military buildup during the Reagan administration, budget cuts and large numbers of retirements shrank the pool of experienced military and civilian personnel. The station was also in competition with private contractors. By the mid-1980s, NARF Alameda was the lowest ranked rework facility in the country, and in 1985 it was among 22 identified by the Department of Defense for possible closure.[192] NARF Alameda managed to stave off closure over the next three years. Meetings with employees prompted an increase in productivity and morale, and the station rose to second place among the six NARFs in productivity and management before the Department of Defense decided against closure. In April 1987, NARF Alameda became Naval Aviation Depot, Alameda (NADEP), a name change intended to indicate more clearly the facility's diverse maintenance and support workload.[193]

NADEP Alameda also initiated a number of new construction projects that improved its competitiveness with private industry. These projects included the completion of a new Material Engineering Laboratory (Building 7), a 15,000 square-foot building, in 1986 (**Photograph 41**). A year later, the Navy authorized four other work buildings: a corrosion control center, an aircraft stripping plant (Building 410), a gun repair and test facility (Building 29), and a corrosion control building (Building 25). These projects exceeded $65 million. By 1989, NADEP encompassed 2.3 million square feet of floor space stretched across 92 buildings – nearly 140 acres of the entire station. [194]

[191] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 19.
[192] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 20.
[193] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 21.
[194] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 21-22.

Photograph 41: Building 7 in 1987.[195]

2.2.5.3. NAS Alameda Development, (1973-1989)

Through the 1970s, NAS Alameda continued to improve and rehabilitate morale, welfare and recreation facilities through self help programs. The Seabee unit at the station assisted in developing and completing these projects, resulting in the receipt of the Bronze Hammer Award in 1974, 1975, and 1976, given to those stations with the best self-help programs. [196] The self - help activities rehabilitated buildings on station, improved space functionality and reconfigured spaces for new uses. Larger projects initiated before the end of the Vietnam conflict reached completion. The Fleet Recreation Center along the southern end of the base opened in 1975, the industrial sewer system begun in 1970 was completed, and the pier system for the transfer of ships' sanitary waste also went into operation.

The Navy began construction of a new on-station Chief Petty Officer's Club (Building 585) in 1975, refurbished the theater (Building 18), and constructed a new Automotive Hobby Shop (608) and Crafts Hobby Shop (Building 607).[197] NAS Alameda also made investments in recreational facilities and the BEQ. Throughout this period, the adjacent community continued

[195] Photograph collection, Naval Air Station Alameda, 3195B-C, Box 18, RG 181, NARA (San Francisco).
[196] US Navy, "1975 Command History, U.S. Naval Air Station Alameda, California," and "Naval Air Station Alameda Command History 1977," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).
[197] US Navy, "1976 Command History, U.S. Naval Air Station Alameda, California," and "Naval Air Station Alameda Command History 1979," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).

to complain about noise. While noise and pollution abatement measures had been taken in 1970, additional studies continued in 1981 that lead to alterations of the test cells.[198]

Station development and growth in the 1980s focused on improving NADEP facilities. Major expansion was impossible because of opposition to any new bay fill and the complete urbanization of the surrounding area. Older buildings constructed prior to and during World War II were continuously adapted for reuse, but continued to retain the station's character. Not even the Loma Prieta earthquake, a 7.1 magnitude earthquake that struck on October 17, 1989, disrupted the station. Portions of the station were damaged including the runways and the central air traffic control tower (a portion of it collapsed), but full repairs were effective within weeks.[199]

During this period the vegetation on station required periodic maintenance when diseased or dead plants required removal, or storm damaged trees needed clearing. Plans were implemented in the late 1970s to both remove trees on the station, and to replant trees and shrubs (see Cultural Landscape Report for further discussion of alterations made to vegetation on the station during this period).

2.2.5.4. NAS Alameda Closure (1989-1997)

The end of the Cold War in 1989 prompted the BRAC process to reduce the size of American armed forces. Although Secretary of Defense Cheney recommended the closure of all San Francisco Bay Area naval facilities in 1990, NADEP Alameda avoided the initial round of closures. As noted, Secretary of Defense Aspin continued the BRAC process a few years later and specifically targeting Alameda and five other Bay Area facilities for closure. In September 1993, Congress accepted Secretary Aspin's recommendation and included NADEP Alameda on the BRAC list. At the time of the station's closure, 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.[200] Closing ceremonies for NADEP Alameda took place on April 25, 1997 after 57 years of naval operations.[201]

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[198] US Navy, "Naval Air Station Alameda Command History 1981," Box 2 of 2, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco).
[199] Allbrandt, "History of the Naval Air Station & Naval Aviation," 21-22.
[200] 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.
[201] 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,

3. PROPERTY TYPES

"Property type" is a term used in historic preservation planning. It has its origin in the "Secretary of the Interior's Standards: Archaeology and Historic Preservation." A property type is defined as "a grouping of individual properties based on shared physical or associative characteristics. Property types link the ideas incorporated in the theoretical historic context with actual historic properties that illustrate those ideas."[202] This definition recognizes that buildings, structures, or objects may be similar in construction and design and therefore share a physical typology, or the properties may share a historical association that is linked to specific theme of their shared historical context.

A historic context, in turn, analyzes potential significance in terms of time, place, and historic theme. As stated in the Secretary of the Interior's Standards:

> Historic contexts, as theoretical constructs, are linked to actual historic properties through the concept of property type. Property types permit the development of plans for identification, evaluation, and treatment even in the absence of complete knowledge of individual properties.[203]

While the concepts as presented in federal regulations and guidelines are somewhat complicated, a historic context is generally common sense in its application. With respect to NAS Alameda, the time, place, theme, and property types are easily identifiable in most instances. In the previous section, the history of NAS Alameda was discussed in two chronological periods: Pre-World War and World War II, and the Cold War era (1946-1989). These periods are then discussed within the Specific Building and Cold War era evaluations. Both periods of study generally reflect the patterns of development of NAS Alameda in regards to support of the U.S. Pacific Fleet, especially the overhaul and repair of aircraft and missiles. The historic context for evaluating properties on the station, therefore, involves a place (NAS Alameda), an historic theme (fleet support), and two areas of study (Specific Buildings and Cold War era). A property type is simply a category of a building or structure that represents that theme in each of the different studies.

The California military state-wide study of historic resources categorized property types that relate to NAS Alameda in broad categories during the World War II period (1939-1945) such as

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http://www.globalsecurity.org/military/facility/alameda.htm (accessed December 15, 2009); *The Carrier*, final edition, 23 May 1997.

[202] Department of the Interior, "Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines," *Federal Register*, vol. 44, No. 190 (September 22, 1983; October 1995 release).

[203] Department of the Interior, "…Secretary of the Interior's Standards and Guidelines," under "Standards for Preservation Planning," subsection "Developing Historic Contexts." *Federal Register*, vol. 44, No. 190.

New Permanent Installations, Naval Air Stations, and Military Architecture of World War II. In the Cold War period (1946-1989) categories include Weapons Research and Development, Support for Troops Overseas, and Military Architecture of the Cold War Era.[204] Some buildings on NAS Alameda fall into these categories, and some do not. In general, some of the previous categories are too wide or not specific enough for the property types that existed on station and require further division.

In the initial phases of this study, JRP planned to categorize buildings and structures on NAS Alameda into six categories for the Specific Buildings and Cold War Evaluations. These categories were:

- Administrative
- Support, Storage, and Public Works / Infrastructure
- Ordnance / Magazines Training and Instructional
- Morale, Welfare, and Recreation
- Residential and Subsistence

After conducting fieldwork and research the following nine categories for property types were decided upon to help understand the resources on the base within the context of Navy history and military architecture. The categories, as discussed in this section, are:

- Administrative / Training
- Aircraft / Missile Overhaul and Repair
- Airfield / Seaplane Facilities
- Morale, Welfare, and Recreation
- Ordnance / Magazines
- Public Works / Infrastructure
- Residential and Subsistence
- Storage
- Waterfront Operations

The following discussion includes tables that list the buildings / structures on NAS Alameda in terms of property types for the Specific Buildings Evaluation buildings / structures and the Cold War period (1946-1989). Much of the design and construction history for these resources was obtained from the 2008 NAS Alameda *Internet Naval Facilities Assets Data Store (iNFADS)* provided to JRP by the Navy. Additional real property information was obtained from plans in the Plans and Maps Room in Building 1 on NAS Alameda, the Plans Room at Treasure Island, and structure cards from the NAVFAC Archive in the CEC / Seabee Museum at NBVC, Port

[204] JRP, "Historic Context: Themes, Property Types, and Registration Requirements," iv-v.

Hueneme, California. JRP also conducted research at repositories such as the National Archives and Records Administration Pacific Region (San Francisco), the Oakland Public Library Oakland History Room, and the Alameda Free Library. Building plans and real property records provided information regarding both design and construction, including structural materials and building alterations. Because these sources were consulted for the entire survey population addressed in this report, these records are not specifically cited in this section of the report for each individual building. These records all appear in the reference list in Section 6, and the buildings / structures are described on DPR 523 forms in **Appendix C**.

3.1. Specific Buildings Evaluation (1938-1945)

The "Specific Buildings Evaluation" refers to those buildings and structures constructed before 1946 that had not been previously evaluated, or that had received insufficient evaluation in previous surveys. These facilities were reconsidered by this study for their potential NRHP eligibility, either as individual properties within the context of World War II, or as a potential contributor to the NAS Alameda Historic District. The evaluation of these resources followed National Park Service guidance, specifically *National Register Bulletin 15*, as well as the statewide guidance for military properties, and are located on DPR 523 forms in **Appendix C**.[205]

3.1.1. Administrative / Training

There are no buildings on NAS Alameda during the period of the Specific Buildings Evaluation that fall under this property type.

3.1.2. Aircraft / Missile Overhaul and Repair

Overhaul and repair of aircraft for Pacific operations were primary functions of the station during World War II. Large buildings were required to handle the overhaul and repair of multiple aircraft or engines and associated parts. The concrete maintenance hangars (Buildings 11 and 12) with corner piers, large sliding bay doors, and industrial sash windows are examples of this type. The concrete Engine Test Cell facility (Building 14) with its multiple engine test stand sections; the two-story concrete Engine Accessory Test Shop with industrial metal sash windows (Building 66) (**Photograph 42**); and the large, irregular shaped wood-sheathed Engine Accessory Overhaul Shop (Building 162) are other buildings used for various elements of the overhaul and repair functions. **Table 2** lists the aircraft / missile overhaul and repair buildings / structures in the Specific Buildings Evaluation.

[205] CFR Title 36, Part 60; *National Register Bulletin 15*, passim; JRP, "Historic Context: Themes, Property Types, and Registration Requirements."

Table 2. Specific Buildings Study Property Type –Aircraft / Missile Overhaul and Repair

Building No.	Facility Name	Built
011	AIRCRAFT MAINT SHOP	1941
012	AIRCRAFT MAINT SHOP	1941
014	ENGINE TEST CELLS	1940
066	ENGINE ACCESS. TEST SHOP	1942
113	A/C PT SHPG CONT OVHL BLDG	1943
162	ENG ACCESSOR OVERHAUL SHOP	1945

Photograph 42: Engine Accessory Test Shop (Building 66), October 15, 2009.

3.1.3. Airfield / Seaplane Facilities

The Specific Buildings Evaluation includes a wide variety of infrastructure associated with airfield and seaplane operations (**Table 3**), including the runways and associated infrastructure. The Navy built structures within this property type during World War II and in the Cold War era, between 1940 and 1970. The airfield structures in this property type for the Specific Buildings Evaluation include post-war resources, which illustrates the reworking of the airfield facilities throughout the station's active operations. The only true "buildings" within this property type that are part of the Specific Buildings Evaluation is the large concrete Control Tower (Building 19), which is a standardized military design, and the Radio Transmitter (Building 35) which is a concrete, flat roof building with Moderne elements found on other buildings constructed during

the initial phase of station construction in the early 1940s. The concrete and wood piling Seaplane Ramps 1 through 4 were built between 1940 and 1941. The other facilities of this property type that are in the Specific Buildings Evaluation are various types of runway infrastructure, such as paved apron areas and runway lighting systems including that Approach Lighting (Building 201489) and Wheels Up/Wave Off Landing Aids (Buildings 513 and 514) that were expanded after World War II, with the exception of an Aircraft Beacon (Building 20156). Navigational structures located on the airfield, such as the Compass Rose (Buildings 488 and 489) (**Photograph 43**), and the metal-sheathed Tetrahedron (Building 480) are also included in the airfield infrastructure and were installed during the war. The asphalt over a concrete base runways, taxiways, and parking aprons that were constructed during World War II were altered during the airfield expansion in the 1950s. The original five runways represented a compact system of short, wide concrete runways in which three intersected in the center and another two formed a north and south boundary to the system. Parking aprons of concrete filled the eastern area between the runways. The imposition of Runway 7-11 and Runway 13-31 over this early system left most of the area paved although the new runway system was less compact. The modern runways intersect near the northwest corner of the airfield and have separate looping taxiways serving each end. The modern runways have a concrete base covered with asphalt and concrete taxiways.

Table 3. Specific Buildings Evaluation Property Type - Airfield / Seaplane Facilities

Building No.	Facility Name	Built
19	OPERATIONS BLDG CONTROL TOWER	1941
035	RADIO TRANSMITTER BUILDING	1940
480	TETRAHEDRON	1942
488	COMPASS ROSE	1944
489	COMPASS ROSE	1944
513	WHEELS UP LANDING AID-R/W 31	1964
514	WHEELS UP LANDING AID-R/W 25	1964
200642	RUNWAYS	1952
200687	SEA PLANE RAMP 4	1940
200689	RUNWAY LIGHTING	1954
201061	TAXIWAYS	1952
201087	RUNWAY LIGHTING	1954
201191	AIRCRAFT PARKING APRON	1945
201194	TAXIWAY LIGHTING	1954
201196	OBSTRUCTION LIGHTS	1946
201201	BEACON LIGHTS	1946
201210	RUNWAY	1952
201224	AIRCRAFT MAINTENANCE APRON	1941

Building No.	Facility Name	Built
201242	AIRCRAFT OPERATIONAL APRON	1959
201244	AIRCRAFT OPEN STORAGE	1941
201253	RUNWAY 13-31	1952
201254	RUNWAY 7-25/L-R/	1952
201256	TAXIWAYS	1952
201258	AIRCRAFT MAINTENANCE APRON	1941
201260	AIRCRAFT PARKING APRON	1945
201489	APPROACH LIGHTING	1964
201543	AIRCRAFT ACCESS APRONS	1942
201544	AIRCRAFT HOLDING APRON	1959
201545	AIRCRAFT ARMING / DE-ARMING PAD	1941
201546	AIRCRAFT BEACON	1942
201547	R/W DISTANCE MARKERS LIGHTED	1957
201549	R/W GUIDANCE LIGHTING SYSTEM	1965
201550	CENTER LINE R/W LIGHT	1965
201551	WHEELS UP-WAVE OFF LIGHTS	1965
201711	HELICOPTER PARKING PADS	1970
RAMP1	SEAPLANE RAMP 1	1940
RAMP2	SEAPLANE RAMP 2	1940
RAMP3	SEAPLANE RAMP 3	1941
No #	SEAPLANE LAGOON	1940

Photograph 43: Compass Rose (Building 489) on Airfield, October 14, 2009.

3.1.4. Morale, Welfare, and Recreation

Facilities constructed to house morale, welfare, and recreation services for military personnel on station that are part of the Specific Buildings Evaluation (**Table 4**) include the large Enlisted Men's Swimming Pool (Building 76) and Gymnasium (Building 134) (**Photograph 44**). Adjacent to the Gymnasium were squash courts and nearby playing field and tennis courts (Buildings 442, 428, and 423). The large wood-frame warehouse containing the Commissary (Building 152) is also included in this category, as well as the flag pole located directly north of the Administrative Building (Building 1).

Table 4. Specific Buildings Study Property Type - Morale, Welfare and Recreation

Building No.	Facility Name	Built
076	ENLISTED MEN'S SWIMMING POOL	1942
134	GYMNASIUM	1945
152	COMMISSARY-GEN WAREHOUSE R/I	1945
382	SQUASH COURT	1945
384	FLAGPOLE	1941
422	BASEBALL DIAMOND	1944
423	TENNIS COURTS	1941
428	SOFTBALL DIAMOND	1945

Photograph 44: Enlisted Men's Pool (Building 76) and Gymnasium (Building 134), December 16, 2009.

3.1.5. Ordnance / Magazines

Of the Specific Buildings Evaluation study population, a variety of designs were utilized to store ordnance on NAS Alameda (**Table 5**). The concrete magazines with gable roofs and raised loading docks known as Buildings 26 and 52 are the only two of this design on the station. Concrete arch-type, earth covered magazines are more common place and of standard military plans (Buildings 50, 51, 56, 57, 58 and Buildings 355, 356, 357, 358, 359) (**Photograph 45**), as well as the small, flat topped concrete lockers located with the seaplane and landplane hangars (Building 307, 308, 313, 314, 315, 316, 319, 321, 322). A metal frame smoke drum house (Building 53) with rectangular plan is also included within this group.

Table 5. Specific Buildings Evaluation Property Type - Ordnance / Magazines

Building No.	Facility Name	Built
026	SMALL ARMS MAGAZINE	1941
050	WARHEAD MAGAZINE	1941
051	WARHEAD MAGAZINE	1941
052	PYROTECHNICS MAGAZINE	1941
053	SMOKE DRUM STOREHOUSE	1941
056	HIGH EXPLOSIVES MAGAZINE	1941
057	HIGH EXPLOSIVES MAGAZINE	1941
058	HIGH EXPLOSIVES MAGAZINE	1941
307	AMMUNITION LOCKER	1942
308	AMMUNITION LOCKER	1942
313	AMMUNITION LOCKER	1942
314	AMMUNITION LOCKER	1942
315	AMMUNITION LOCKER	1942
316	AMMUNITION LOCKER	1942
319	AMMUNITION LOCKER	1942
321	AMMUNITION LOCKER	1942
322	AMMUNITION LOCKER	1942
355	FUSE-DETONATOR MAGAZINE	1941
356	FUSE-DETONATOR MAGAZINE	1941
357	FUSE-DETONATOR MAGAZINE	1941
358	FUSE-DETONATOR MAGAZINE	1941
359	FUSE-DETONATOR MAGAZINE	1941

Photograph 45: High Explosive Magazines (Buildings 50 and 51), December 16, 2009.

3.1.6. Public Works / Infrastructure

The property type for public works / infrastructure for the Specific Buildings Evaluation (**Table 6**) includes a wide variety of buildings and structures on NAS Alameda. The large rectangular concrete Power Plant (Building 10) is a two-story, flat roof building (**Photograph 46**). A large concrete shop building with clerestory was used for locomotive repair (Building 67).

Building 175 is a small, wood-sheathed transformer house and buildings 176, 177, and 178, are small flat top concrete buildings that house utilities. Building 96 is concrete water tank. Buildings 272 and 273 are iron ARMCO huts. Building 292 is a wood-frame rectangular building with gable roof located near the carrier piers (**Photograph 47**). The oldest building is Building 90, which was a temporary wood-frame building with gable roof first constructed as a garage, and later used for administrative / training.

Table 6. Specific Buildings Evaluation Property Type - Public Works / Infrastructure

Building No.	Facility Name	Built
010	POWER PLANT BUILDING	1940
067	AUTOMOTIVE REPAIR SHOP	1942
090	GARAGE/EMPLOYMENT OFFICE*	1938
095	WATER STORAGE TANK/NON-POT	1943
175	TRANSFORMER HOUSE	1943
176	WATER PUMPING STATION	1943

Building No.	Facility Name	Built
177	TRANSFORMER HOUSE	1941
178	TRANSFORMER HOUSE	1941
191	STORAGE RACKS	1944
272	LOX FACILITY	1945
273	LOX FACILITY	1943
292	PW RIGGERS	1945

*Building changed use to Administrative / Training in Cold War Period

Photograph 46: Power Plant (Building 10), October 3, 2009.

Photograph 47: Public Works Riggers (Building 292), October 8, 2009.

3.1.7. Residential and Subsistence

Only two residential buildings on station are part of the Specific Buildings Evaluation (**Table 7**). The wood-frame barracks with an H-shaped footprint (Building 78), are standard Navy B-1-B plans, and housed the Women Accepted for Volunteer Emergency Service (WAVES) on NAS Alameda (**Photograph 48**). These barracks differed slightly from standard plans on the interior because they included privacy dividers, which was not common for male barracks. Building 89 is an open-bay gable roof metal garage associated with the BEQs (Buildings 2 and 4), which included the Marine Corps barracks in Building 4.

Table 7. Specific Buildings Evaluation Property Type - Residential and Subsistence

Building No.	Facility Name	Built
078	WAVES BARRACKS / TRAINING	1942
089	GARAGE / MARINE BARRACKS	1938

Photograph 48: WAVES Barracks (Building 78), November 4, 2009.

3.1.8. Storage

Storage, being a general use category, involves a variety of different structures on NAS Alameda that include for the Specific Buildings Evaluation (**Table 8**) a range of resources from wood-framed warehouses (Buildings 112, 117 and 118) (**Photograph 49**) to wood-frame shelters (Building 271) and small concrete buildings (Building 196).

Table 8. Specific Buildings Evaluation Property Type – Storage

Building No.	Facility Name	Built
013	PAINT-OIL STORAGE	1942
098	BARREL SHED	1942
112	PRESERVATION-PACKAGING	1944
117	STOREHOUSE	1943
118	STOREHOUSE	1944
196	STORAGE /FLAMMABLE/	1943
265	FLAMMABLE STORES	1945
271	GAS CYLINDER STORAGE	1945

Photograph 49: Storehouse (Building 117), October 15, 2009.

3.1.9. Water Front Operations

Only two buildings in the Specific Buildings Evaluation on station fall into this property type (**Table 9**). The Boathouse (Building 15) (**Photograph 50**) and the Boiler House / SIMA Locker (Building 64), which was originally constructed as a boiler house for the carrier piers, are both concrete buildings constructed on wooden piers.

Table 9. Specific Buildings Evaluation Property Type – Water Front Operations

Building No.	Facility Name	Built
015	BOATHOUSE	1940
064	BOILER / SIMA DIVING LOCKER	1941

Photograph 50: Boathouse (Building 16), October 13, 2009.

3.2. Cold War Evaluation (1946-1989)

Most of the buildings and structures of NAS Alameda that had been built by the end of World War II continued to be utilized in station operations and functions during the Cold War era (1946-1989). The following sub-sections make note of the more prominent buildings that continued in service after the war, but focused on the facilities designed and built during the Cold War period.

3.2.1. Administrative / Training

Building 1 was designed and functioned as the primary administrative office on NAS Alameda. The large concrete building employs Moderne architectural details in keeping with the other major buildings of the initial phase of construction on NAS Alameda in the years leading up to World War II (**Photograph 51**). Building 90, originally constructed as wood-frame garage, was later converted for administrative use. The large two-story concrete civilian cafeteria (Building 62) was altered to become a data processing center in the 1980s.

No training buildings built during the World War II period remain on NAS Alameda. Building 101, which was destroyed by a fire in 2003, was the only building on station constructed specifically for training during this time. Building 78, which was built and used during World War II as barracks for WAVES, and was later used for apprentice training. **Table 10** lists the administrative / training buildings of the Cold War study.

Table 10. Cold War Evaluation Property Type – Administrative / Training

Building No.	Facility Name	Built
001	ADMINISTRATION BUILDING	1940
062	ADMINISTRATIVE OFFICE FAC*	1942
078	WAVES BARRACKS / TRAINING**	1942
090	EMPLOYMENT OFFICE***	1938

*Building changed use from MWR;
** Building changed use from Residential and Subsistence;
***Building changed use from Public Works / Infrastructure

Photograph 51: Administration (Building 1), October 6, 2009.

3.2.2. Aircraft / Missile Overhaul and Repair

During the Cold War period, NAS Alameda continued to utilize its World War II buildings for aircraft and missile overhaul and repair; however, to meet the increasing workload and technological advances in jet engine technology, additional buildings of this property type were constructed during the Cold War period (**Table 11**).

The World War II-era hangars still in use included the large concrete and steel maintenance hangars (Buildings 11 and 12), and the wood and asbestos panel preservation hangars (Buildings 166 and 167). The sprawling large concrete and steel Overhaul and Repair Building 5, which is the heart of the O& R department, as well as the reinforced concrete Engine Test Cells (Building 14), large concrete and steel Engine Accessory Test shop (Building 66), engineering facility (Building 42) and concrete weapons shop with clerestory (Building 43) are all World War II construction that continued to be used during the Cold War era. The large two-story, wood-frame and wood-sheathed Engine Accessory Overhaul Shop (Building 162) and Ordnance Office (Building 102) built during World War II are the few buildings within this property type with wood sheathing. Others include Building 77, which was used as a Radio and Radar repair shop and operations building during World War II, became the base's Air Terminal in 1960. The Paint Storage Mixing Room (Building 347) is a flat roof concrete building that was completed just after the war in 1946. The pre-World War II constructed Building 163A is red brick and was built as a chemical warehouse before the Navy took possession of the property in 1938. The Navy used Building 163A shop building during the Cold War era mostly in support of O&R functions.

New construction in and after 1946 included a large concrete, flat roof with sliding bay doors Avionics Building (Building 400) that was erected between Buildings 11 and 12 in 1957 (**Photograph 52**). The Advanced Underwater Weapons (AUW) Shop (Building 420) is also a large, concrete building with multiple roof heights that was completed the following year, along with the Turbo Jet Engine Test Cells (Building 397), which is a flat roof concrete building with a series of three sets of interconnected exhaust towers. The Turbo Prop Test Cell (Building 372), also has two metal exhaust towers in front of a set of large metal roll-up doors on the west end, with the same roll-up doors on the east end. They are similarly configured to the southeast end of Building 14, the World War II-era test cell building.

Large metal-sheathed buildings date to the Cold War era include the gable roof Building 113, double-gable building with multiple bay sliding doors (Building 410) and the Corrosion Control Facility (Building 25) constructed in 1987. Building 500 is a gable roof, corrugated metal building with three open bays and an enclosed office area built in 1964. The Engine Overhaul (Building 360) and Air Turbine Overhaul (Building 398) have similar corrugated metal-sheathed exteriors with a colored band near the roof line and large metal roll-up doors.

Pre-fabricated medium size corrugated metal buildings with gable roofs include Buildings 405, 494, 611. Buildings 351 and 346 are ARMCO huts. Building 393 is a three-bay corrugated metal building with shed roof and Building 610 is a flat roof, corrugated metal building attached to Building 360 that houses a high speed grinder.

The Missile Rework Building (Building 530) is a large flat roof building with a rectangular plan and concrete tilt-up walls of exposed aggregate constructed in 1973.

The last additions to the base within this property type and period was a flat Rinse Facility (Building 259) with short concrete sides and drainage system located on the airfield in 1983, a long, irregular shaped concrete Gun Testing Facility (Building 29) built in 1987, and a two-story concrete Material Engineering Lab (Building 7) built in 1985.

Table 11. Cold War Evaluation Property Type –Aircraft / Missile Overhaul and Repair

Building No.	Facility Name	Built
005	OVERHAUL-REPAIR SHOPS	1940
007	MATERIAL ENGINEERING LAB	1985
011	AIRCRAFT MAINTENANCE SHOP	1941
014	ENGINE TEST CELLS	1940
025	CORROSION CONTROL FACILITY	1987
029	GUN TEST FACILITY	1987
042	ATS ENGINEERING FACILITY	1941
043	WEAPONS SHOP	1941
044	ENGINEERING OFFICE FACILITY	1941
066	ENGINE ACCESS. TEST SHOP	1942
077	AIR TERMINAL BUILDING*	1942
102	ORDNANCE OFFICE BLDG	1943
112	PRESERVATION-PACKAGING	1944
113	A/C PT SHPG CONT OVHL BLDG	1943
162	ENG ACCESSORY OVERHAUL SHOP	1945
163A	EQUIPMENT-MAINT SHOP	1939
166	SHIPS INSTALL FACILITY	1946
167	PROPELLER SHOP-A/C PRESERVE	1946
259	RINSE FACILITY	1983
346	MAINTENANCE SHOP, DWF	1949
347	PAINT STORAGE - MIXING ROOM	1946
351	PAINT LOCKER /ARMCO HUT/	1949
360	ENGINE OVERHAUL BLDG	1953
372	TURBO PROP TEST CELLS	1953
393	REFUELER REPAIR SHELTER	1953
397	TURBO JET ENGINE TEST CELLS	1958
398	AIR TURBINE OVERHAUL	1957
400	AVIONICS BUILDING	1957

Building No.	Facility Name	Built
405	A/C GSE REPAIR FACILITY	1957
410	CLEANING STRIPPING SHELTER	1958
420	AUW SHOP	1958
494	MAINTENANCE BUILDING	1963
500	OYR RECEIVING SHELTER	1964
530	MISSILE REWORK BUILDING	1973
610	HIGH SPEED GRIND SHELTER	1979
611	ELECTRONICS MAINTENANCE SHOP	1981

*****Building use changed to Airfield / Seaplane Lagoon Facilities

Photograph 52: Maintenance Hangars and Avionics Building (Building 11, 12, and 400), October 1, 2009.

3.2.3. Airplane / Seaplane Facilities

The airplane / seaplane facilities property type for the Cold War era (**Table 12**) includes a wide variety of buildings and infrastructure. Many buildings associated with the airfield and seaplane operations of the base were built during World War II and continued to serve during the Cold War decades. Typical construction materials include reinforced concrete, metal frame, and metal siding. The largest buildings have some minimal Moderne style details, but these facilities tend to be unadorned and utilitarian in appearance. World War II-era hangars landplane hangars (Buildings 20-23), seaplane hangars (Buildings 39-41) (**Photograph 53**) continued to be used during the Cold War era as well. The large concrete Control Tower (Building 19) is of typical military design for naval air stations. Building 77 is a four-story concrete building with Moderne elements that was first used for Radio and Radar repair shops and changed use to an Air Terminal in 1960. Radio Transmitter Building (Building 35) is also constructed of concrete with Moderne style features such as a repeated horizontal element scored into the sides of the building

and rounded door hood, which can be seen on other buildings on station built in the early 1940s. A small wood frame building with shed roof built in 1945 on the airfield housed a Radio Receiver (Building 133).

Runway lighting systems such as Approach Lighting (Building 201489) and Wheels Up / Wave Off Landing Aids (Buildings 513 and 514) were expanded after World War II, especially after the airfield runways were reworked, with the exception of an Aircraft Beacon (Building 20156). Navigation structures such as the Compass Rose (Buildings 488 and 489), and the metal-sheathed Tetrahedron (Building 480) are World War II airfield infrastructure that continued to be used after the war. The asphalt with sub-concrete base runways, taxiways, and parking aprons were constructed during World War II, and then were substantially altered and expanded in the 1950s. Building 451 is one-story, rectangular in plan, and clad in corrugated metal panels, and was installed as a weather station in the 1950s. A helicopter parking pad was added in 1970 (Building 201711).

The Seaplane facilities on NAS Alameda also continued their functions well into the Cold War, including the concrete and wood piling Ramps 1 through 4 are associated with the Seaplane Lagoon and were built in 1940-41, as was the concrete piling Dock 4. The bulkhead (Building 200648) and jetty (Building 200650) enclosed the south end of the Seaplane Lagoon.

Table 12. Cold War Evaluation Property Type Airfield / Seaplane Facilities

Building No.	Facility Name	Built
019	OPERATIONS BLDG-CONTROL TOWER	1941
020	LANDPLANE HANGAR	1941
021	LANDPLANE HANGAR	1941
022	LANDPLANE HANGAR	1941
023	LAND PLANE HANGAR	1941
035	RADIO TRANSMITTER BUILDING	1940
039	MAINTENANCE HANGAR	1944
040	MAINTENANCE HANGAR	1941
041	A/C INTER MAINTENANCE SHOP	1945
077	AIR TERMINAL BUILDING*	1942
133	RADIO RECEIVER BUILDING	1945
450	CLOUD HEIGHT SET	1959
451	AUTOMATIC WEATHER STATION	1959
480	TETRAHEDRON	1942
488	COMPASS ROSE	1944
489	COMPASS ROSE	1944
499	FIELD LIGHTING VAULT	1964
513	WHEELS UP LANDING AID-R/W 31	1964

Building No.	Facility Name	Built
514	WHEELS UP LANDING AID-R/W 25	1964
200642	RUNWAYS	1952
200648	BULKHEAD	1939
200650	JETTY	1939
200687	SEA PLANE RAMP 4	1940
200689	RUNWAY LIGHTING	1954
201061	TAXIWAYS	1952
201087	RUNWAY LIGHTING	1954
201191	AIRCRAFT PARKING APRON	1945
201194	TAXIWAY LIGHTING	1954
201196	OBSTRUCTION LIGHTS	1946
201201	BEACON LIGHTS	1946
201210	RUNWAY	1952
201224	AIRCRAFT MAINTENANCE APRON	1941
201242	AIRCRAFT OPERATIONAL APRON	1959
201244	AIRCRAFT OPEN STORAGE	1941
201253	RUNWAY 13-31	1952
201254	RUNWAY 7-25/L-R/	1952
201256	TAXIWAYS	1952
201258	AIRCRAFT MAINTENANCE APRON	1941
201260	AIRCRAFT PARKING APRON	1945
201489	APPROACH LIGHTING	1964
201543	AIRCRAFT ACCESS APRONS	1942
201544	AIRCRAFT HOLDING APRON	1959
201545	AIRCRAFT ARMING / DE-ARMING PAD	1941
201546	AIRCRAFT BEACON	1942
201547	R/W DISTANCE MARKERS LIGHTED	1957
201549	R/W GUIDANCE LIGHTING SYSTEM	1965
201550	CENTER LINE R/W LIGHT	1965
201551	WHEELS UP-WAVE OFF LIGHTS	1965
201711	HELICOPTER PARKING PADS	1970
RAMP1	SEAPLANE RAMP 1	1940
RAMP2	SEAPLANE RAMP 2	1940
RAMP3	SEAPLANE RAMP 3	1941
DOCK4	DOCK 4	1940
NO #	SEAPLANE LAGOON	1940

*****Building use changed from Aircraft / Missile O & R

Photograph 53: Seaplane Hangars (Buildings 39, 40 and 41) with Seaplane Lagoon, October 1, 2009.

3.2.4. Morale, Welfare, and Recreation

The Navy continued to use its World War II-era constructed MWR buildings, as well as expanding these facilities on the station during the Cold War period (**Table 13**).

World War II-era MWR buildings include the large two-story U-shaped Dispensary (Building 16), which has Moderne style elements seen on other major station buildings, such as Building 1. The Ambulance Garage (Building 115), Medical Laboratory (Building 130), and Rehabilitation Center (Building 116) are all wood sheathed buildings constructed during World War II and are associated with the medical department. The Recreation Building (Building 18) is a large two-story concrete building with a repeated horizontal window elements also found on the wood-framed Chapel (Building 94). The Gymnasium (Building 134), Enlisted Men's Swimming Pool (Building 76), and Officer's Bath House (Building 75A) are all flat roof, concrete structures. The concrete Officer's Recreation Building (Building 60), with rounded bay, has been altered since its 1941 construction. A small metal frame building clad with metal and plastic corrugated panels shelters the Officers Club BBQ (Building 419) that was added near Building 60 in the 1950s.

The large concrete Civilian Cafeteria (Building 62), which somewhat mirrors the design of the Enlisted Men's Mess Hall (Building 3), was altered during the Cold War period to become a data processing center. The large wood-frame warehouse that is Building 118 was converted into the Navy Exchange during this period as well.

The Community Facilities Building (Building 135) and Recreation Storage (Building 137) are wood frame structures originally constructed during World War II as a Bachelor Officers' Quarters and associated mess hall, later converted for MWR use during the Cold War. The large wood-frame Commissary (Building 152) has a loading dock, bays, retail entrance, with offices and storage on the second story. Adjacent to the former BOQs is a one-story masonry warehouse-type structure that housed the Bowling Lanes (Building 525) (**Photograph 54**) and the Chief Petty Officer's Mess (Building 585), with irregular floor plan, slanted roof, and concrete construction.

MWR facilities in the southern area of the station expanded with the construction of playing fields (Buildings 251, 252, 253, 254) in 1975, a roughly T-shaped concrete Recreation Center (Building 542) in 1975, and a one-story masonry and glass Auto Hobby Shop (Building 608) with adjacent metal bays (Building 608 A-C) in 1979. An irregularly shaped corrugated metal-sheathed craft hobby shop (Building 607) was constructed north of Building 92 in 1980.

Buildings constructed to expand the Navy Exchange operations included a T-shaped, metal-sheathed Exchange service station (Building 459) constructed in 1962, a pre-fabricated wood and metal building with double-gable roof for the Exchange Beverage Store (Building 517) in 1968, and a metal-sheathed with rectangular plan Package Store (Building 564) in 1974.

The buildings constructed on station with a contemporary architectural design include Building 527, which are two connected rectangular plan buildings with wide flat-roof concrete eaves and recessed walls clad in horizontal metal siding. The Family Service Center (Building 613) is a concrete and stucco building with a flat top pyramid roof clad in Spanish tiles. The Child Care Center (Building 258), built in 1985, has slant roofs, dormers, and recessed entries. The McDonalds (Building 119) is of typical drive-through restaurant design of the 1980s.

Children's Play Yards (FH 2126-2129) were circular play areas located in the multi-family residential area and are no longer present. The remaining building numbers (Buildings 71, 380, 381, 382, 384, 422, 423, 428, 521, 546 and 201187) represent playing fields, courts, flagpoles, bus shelters, and monuments.

Table 13. Cold War Evaluation Property Types – Morale, Welfare, and Recreation

Building No.	Facility Name	Built
016	DISPENSARY	1942
018	RECREATION BLDG-P O	1941
060	OFFICERS RECREATION BUILDING	1941
062	ADMINISTRATIVE OFFICE FAC*	1942
071	MOUNTED A-7 AIRCRAFT	1987
075A	OFFICERS BATH HOUSE	1942
076	ENLISTED MEN'S SWIMMING POOL	1942
094	CHAPEL	1943
115	AMBULANCE GARAGE	1943
116	REHAB CENTER	1943
118	STOREHOUSE**	1944
119	MCDONALDS	1985
130	MED. LAB/LOW PRESSURE CHAMBER	1944
134	GYMNASIUM	1945
135	COMMUNITY FACILITIES BLDG***	1944
137	RECREATION STORAGE***	1945
152	COMMISSARY-GEN WAREHOUSE R/I	1945
251	FLEET RECREATION	1975
252	FLEET RECREATION	1975
253	FLEET RECREATION	1975
254	FLEET RECREATION	1975
258	CHILD CARE CENTER	1985
380	SALUTING BATTERY	1954
381	BASEBALL BLEACHERS	1952
382	SQUASH COURT	1945
384	FLAGPOLE	1941
419	OFFICERS CLUB BARBECUE	1956
422	BASEBALL DIAMOND	1944
423	TENNIS COURTS	1941
428	SOFTBALL DIAMOND	1945
459	NAVY EXCHANGE SERVICE STATION	1962
517	NAVY EXCHANGE BEVERAGE STORE	1968
521	MOUNTED A-4 AIRCRAFT	1968
525	BOWLING LANES	1970
527	CREDIT UNION	1970
542	FLEET RECREATION BUILDING	1975

Building No.	Facility Name	Built
546	BUS STATION	1974
564	CLASS VI PACKAGE STORE	1974
585	CPO MESS OPEN	1976
607	CRAFT HOBBY SHOP	1980
608	AUTO HOBBY SHOP	1979
608 A-C	AUTO HOBBY SHOP	1979
613	FAMILY SERVICE CENTER	1983
201187	HISTORICAL RAILROAD MARKER	1952
FH-2126	CHILDREN'S PLAY YARD	1969
FH-2127	CHILDREN'S PLAY YARD	1969
FH-2128	CHILDREN'S PLAY YARD	1969
FH-2129	CHILDREN'S PLAY YARD	1969

*Changed use from MWR to Training during Cold War Period
** Changed use from Storage to MWR Cold War Period
*** Changed use from Residential and Subsistence to MWR

Photograph 54: Bowling Lanes (Building 525), December 11, 2009.

3.2.5. Ordnance / Magazines

Although all serving the purpose of storing ammunition on NAS Alameda, a variety of designs were employed for ordnance / magazines during the Cold War (**Table 14**). Two concrete magazines with gable roofs and raised loading docks (Buildings 26 and 52) are the only buildings of this design on the station. Concrete arch-type, earth covered magazines are common place and of standard military plans (Buildings 50, 51, 56, 57, 58 and Buildings 353, 354, 355,

356, 357, 358, 359), as are the small, flat top concrete lockers located with the seaplane and landplane hangars (Building 307, 308, 313, 314, 315, 316, 319, 321, 322). Building 53 is a metal frame smoke drum house with rectangular plan. Buildings 120, 121, and 122 are ARMCO huts that were used to house torpedoes.

Building 497 is a long, rectangular special weapons magazine with loading bays on one side that was constructed in 1964. In 1976, a square plan concrete building with a defensive parapet and round blast walls around the entrances (Building 594) was constructed (**Photograph 55**). Buildings with similar plans are located on NAS North Island in San Diego (constructed at the same time) where they are listed as Special Weapons Magazines.

Table 14. Cold War Evaluation Property Types – Ordnance / Magazines

Building No.	Facility Name	Built
026	SMALL ARMS MAGAZINE	1941
050	WARHEAD MAGAZINE	1941
051	WARHEAD MAGAZINE	1941
052	PYROTECHNICS MAGAZINE	1941
053	SMOKE DRUM STOREHOUSE	1941
056	HIGH EXPLOSIVES MAGAZINE	1941
057	HIGH EXPLOSIVES MAGAZINE	1941
058	HIGH EXPLOSIVES MAGAZINE	1941
120	FLAMMABLE STORAGE	1944
121	TORPEDO STOREHOUSE	1944
122	NAVY EXCHANGE STORAGE	1944
307	AMMUNITION LOCKER	1942
308	AMMUNITION LOCKER	1942
313	AMMUNITION LOCKER	1942
314	AMMUNITION LOCKER	1942
315	AMMUNITION LOCKER	1942
316	AMMUNITION LOCKER	1942
319	AMMUNITION LOCKER	1942
321	AMMUNITION LOCKER	1942
322	AMMUNITION LOCKER	1942
353	STANDARD MAGAZINE	1952
354	SPECIAL MAGAZINE	1952
355	FUSE-DETONATOR MAGAZINE	1941
356	FUSE-DETONATOR MAGAZINE	1941
357	FUSE-DETONATOR MAGAZINE	1941
358	FUSE-DETONATOR MAGAZINE	1941

Building No.	Facility Name	Built
359	FUSE-DETONATOR MAGAZINE	1941
497	SPECIAL WEAPONS MAGAZINE	1964
594	PHYS SEC/REACTION FORCE FAC	1976

Photograph 55: Special Weapons Magazines (Buildings 497 and 594), October 14, 2009.

3.2.6. Public Works / Infrastructure

Public works buildings and base infrastructure are a loosely related property type and do not have a cohesive architectural style because their designs are based on their utilitarian functions. These facilities were constructed throughout the World War II and Cold War period, and date between 1940 and 1989 (**Table 15**). Some of the oldest buildings are the U-shaped Public Works Transportation Garage (Building 6). Other early concrete buildings are the Power Plant (Building 10), Building 67 with clerestory, and small flat roof maintenance shop (Building 27).

A large U-shaped, wood sheathed building (Building 114) housed Public Works functions in a rectangular, gable roof building with open storage bays and small office area (Building 191).

Concrete security buildings include Buildings 30 and 31 at the main gate and security towers at magazines (Buildings 440, 441, 442 and 498).

A series of sewage pumping stations consisting of pads, pumping equipment, and lifts are located throughout the station (Building 287, 449, 468, 469, 492, 493, 592, and 596). Building 562 is two rectangular concrete buildings with slight gable roofs that house the industrial waste pumping station. Water distribution infrastructure includes concrete water tanks (Building 95, 96A and B and 174A and B) associated with a tall, concrete building with glass blocks that houses a water pumping station (Building 173).

The station expanded its electric distribution system and constructed a series of concrete, flat top buildings with metal bays personnel doors (Buildings 552-559) (**Photograph 56**). Other electrical distribution structures include transformer pads (Building 34 and 505) and fenced in electrical boxes (Buildings 411, 412 and 560CA). Building 529 is a tilt-up concrete aggregate wall building with flat roof

Pre-fabricated buildings with gable roofs to meet infrastructure demands include Building 90, which was a temporary wood-frame building first constructed as a garage, and later used for administrative / training, wood-frame rectangular Building 292, the Pump House (Building 340), the Compressor Building (Building 399), the Air Vacuum Pumping Station (Building 470), Building 544 is a Butler-type building, the Hose Maintenance Building (Building 612), and the Steam Boiler Plant (Building 622) and Building 24A, which has a slight gable roof. Building 164 is a gable roof mobile home type structure and Building 263 is an ARMCO hut. Building 19-1 is a prefabricated corrugated metal gable roof garage building with vehicular bays.

Small buildings with shed roofs the housed sewage pumping plants, utilities, and emergency generators include Buildings 86, 175, 176, 177, 178, 392, 491, 501, and 600.

Buildings 584 and 623 have a similar design of a tall concrete block base with corrugated metal siding above, with flat roof and a rectangular plan. Building 584 is also visible by its three exhaust stacks and pipes protruding from the structure's south side (**Photograph 57**).

The Breakwater is located south of the carrier piers on the harbor and is constructed with stones of various sizes, based on CEC design. Other infrastructure includes the storm sewers and railroad tracks.

Table 15. Cold War Evaluation Property Type –
Public Works / Infrastructure

Building No.	Facility Name	Built
006	PW TRANS SHOP GARAGE	1940
010	POWER PLANT BUILDING	1940
019-1	CRASH & RESCUE GARAGE	1962
024A	INDUST. WASTE TREATMENT FACILITY	1977
027	PW MAINT. SHOP / COMPRESSOR	1940
030	GATE HOUSE / MAIN GATE	1941
031	SENTRY HOUSE / MAIN GATE	1941
034	TRANS PAD BEHIND 10	1941
035	RADIO TRANSMITTER BLDG.	1940
036A	RADIO TOWERS	1940
067	AUTOMOTIVE REPAIR SHOP	1942
086	SEWAGE PUMPING STATION	1942
095	WATER STORAGE TANK/NON-POT	1943
096A	WATER STORAGE TANK	1943
096B	WATER STORAGE TANK	1943
100	TRANSFORMER VAULT	1942
114	PW OFFICE-MAINTENANCE SHOP	1944
164	WATER TREATMENT FACILITY BLDG	1960
173	WATER PUMPING STATION	1946
174A	WATER STORAGE TANK	1946
174B	WATER STORAGE TANK	1946
175	TRANSFORMER HOUSE	1943
176	WATER PUMPING STATION	1943
177	TRANSFORMER HOUSE	1941
178	TRANSFORMER HOUSE	1941
191	STORAGE RACKS	1944
263	AUTOMOTIVE WELDING SHOP	1946
287	SEWAGE PUMPING PLANT	1945
292	PW RIGGERS	1945
340	PUMP HOUSE/FIRE PROTECTION	1950
392	EMERGENCY GENERATOR HOUSE	1956
399	COMPRESSOR BUILDING	1957
411	TRANSFORMER STATION NO 4	1956
412	TRANSFORMER STATION NO 2	1943
440	CONTROL CENTER	1959
441	SENTRY HOUSE	1959

Building No.	Facility Name	Built
442	CONTROL CENTER	1959
449	SEWAGE PUMPING STATION	1954
468	SEWAGE PUMPING STATION	1962
469	SEWAGE PUMPING STATION	1962
470	AIR VACUUM PUMPING STATION	1961
491	EMERGENCY GENERATOR BLDG	1961
492	SEWAGE PUMPING STATION	1962
493	SEWAGE PUMPING STATION	1964
498	SENTRY TOWER	1964
501	A/C SANITARY FACILITY	1964
505	TRANSFORMER STATION NO 5	1965
529	SWTCHG/SUBSTA BLDG/SHLTR	1974
544	LIQUID OXY NIT FAC NONIND	1974
552	ELECTRICAL SUBSTATION MAIN	1973
553	ELECTRICAL SUBSTATION #6	1973
554	ELECTRICAL SUBSTATION #7	1973
555	ELECTRICAL SUBSTATION #8	1973
558	ELECTRICAL SUBSTATION #14	1973
559	ELECTRICAL SUBSTATION #9	1973
562	SEWAGE IND WASTE PUMP STATION	1975
584	PIER UTILITY BOILER PLANT	1977
592	SEWAGE PUMP STATION	1975
596	SEWAGE LIFT STATION	1976
600	CENTRAL COOLANT SUPPLY	1975
612	HOSE MAINTENANCE BUILDING	1980
622	STEAM BOILER PLANT	1987
623	DIESEL FUEL TANK FARM	1987
200649	SEAWALL	1947
200658	BREAKWATER	1947
200727	STORM SEWER	1955
201153	RAILROAD TRACKS	1940

Photograph 56: Electrical Substation No. 6 (Building 553), October 9, 2009.

Photograph 57: Pier Utility Boiler Plant (Building 584), October 8, 2009.

3.2.7. Residential and Subsistence

Navy personnel housing has represented a large percentage of NAS Alameda buildings since the station's inception in World War II, although a perpetual need for additional units required the construction of many more residential buildings on the station during the Cold War era (**Table 16**). World War II housing for military personnel included the BEQs (Buildings 2 and 4), which are connected by a Mess Hall (Building 3). These large concrete, two-story buildings consist of a central branch with multiple wings with the repeated horizontal scored lines found on other buildings from the early World War II period. Building 3 is a flat roof, concrete building with a series of columns. The rear of the building is connected to Buildings 193 and 63, both concrete with flat roofs. Building 89 is an open-bay gable roof metal building associated with Buildings 2 and 4.

The wood-frame I-shaped barracks (Building 78), is of standard B-1-B plans, and was used to house WAVES. This building differed slightly from standard plans on the inside with the inclusion of privacy dividers in the dormitories, which was not present for male barracks of that period. Building 17 is a large, two-story concrete BOQ with a central east-west section with U-shaped branches on the east and west ends and one-story section branch on the south.

Quarters A and Officers Housing units B-U and their adjacent garages were built in 1941. These large two-story wood-frame homes are clad in stucco with Moderne elements. The residences are located at the northeast corner of the station. Chief Petty Officer Housing (FH0001-FH0030) was built in 1941 and 1942. These small, one-story small houses have a roughly square plan and are clad in stucco with flat roofs.

To meet the growing demand for housing on the station after World War II, the Navy constructed Capehart building program type single-family and multi-family dwellings 1963 to 1965, including large two-story rectangular plan multiple family residences for enlisted men and their families were constructed apartment style with attached carports (FF 738-742, FH 753-764, FH 779-784, and FH 800-837) (**Photograph 58**). Officer housing in the form of one-story, Ranch style houses clad in stucco with attached carports were constructed from 1963 to 1965 (FH 730-737, FH 743-752, FH 765-776). Two of the original playgrounds from 1969 still remain (FH-2127 and 2129).

An additional housing facility completed during the early 1970s was the Navy Lodge (Buildings 531, 532, and 533). The lodge was intended to provide temporary short-term housing on station, and has the appearance of a simple, flat-roofed two-story hotel sided with plywood and concrete.

Table 16. Cold War Evaluation Property Type – Residential and Subsistence

Building No.	Facility Name	Built
002	ENLISTED MENS' BARRACKS	1940
003	MESS HALL-GALLEY	1940
004	ENLISTED MENS' BARRACKS	1940
017	BACHELORS OFFICERS QUARTERS	1941
063	GALLEY	1942
078	WAVES BARRACKS / TRAINING	1942
089	GARAGE / MARINE BARRACKS	1938
193	COMMISSARY OFFICE	1944
531	NAVY LODGE	1971
532	NAVY LODGE	1971
533	NAVY LODGE	1971
FH-0730	102 BARBERS POINT ROAD	1963
FH-0731	100 PEARL HARBOR ROAD	1963
FH-0732	101 PEARL HARBOR ROAD	1963
FH-0733	103 PEARL HARBOR ROAD	1963
FH-0734	105 PEARL HARBOR RD	1963
FH-0735	107 PEARL HARBOR RD	1963
FH-0736	106 ALAMEDA RD	1963
FH-0737	112 PEARL HARBOR RD	1963
FH-0738	119 NORFOLK RD	1963
FH-0739	117 NORFOLK RD	1963
FH-0740	115 NORFOLK RD	1963
FH-0741	113 NORFOLK ROAD	1963
FH-0742	125 CORPUS CHRISTI RD	1963
FH-0743	113 BARBERS POINT RD	1964
FH-0744	114 BARBERS POINT RD	1964
FH-0745	115 BARBERS POINT RD	1964
FH-0746	116 BARBERS POINT RD	1964
FH-0747	117 BARBERS POINT RD	1964
FH-0748	118 BARBERS POINT RD	1964
FH-0749	109 PEARL HARBOR RD	1964
FH-0750	111 PEARL HARBOR RD	1964
FH-0751	113 PEARL HARBOR RD	1964
FH-0752	104 ALAMEDA RD	1964
FH-0754	148 BARBERS POINT RD	1964
FH-0755	146 BARBERS POINT RD	1964
FH-0756	149 BARBERS POINT RD	1964

Building No.	Facility Name	Built
FH-0757	147 BARBERS POINT RD	1964
FH-0758	144 BARBERS POINT RD	1965
FH-0759	140 BARBERS POINT RD	1965
FH-0761	114 NORFOLK RD	1965
FH-0762	136 BARBERS POINT RD	1965
FH-0763	116 NORFOLK RD	1965
FH-0764	134 BARBERS POINT RD	1965
FH-0765	118 NORFOLK RD	1965
FH-0766	116 PEARL HARBOR RD	1965
FH-0767	115 PEARL HARBOR RD	1965
FH-0768	117 PEARL HARBOR RD	1965
FH-0769	122 BARBERS POINT RD	1965
FH-0770	120 BARBERS POINT RD	1965
FH-0771	119 BARBERS POINT RD	1965
FH-0772	121 BARBERS POINT RD	1965
FH-0773	123 BARBERS POINT RD	1965
FH-0774	125 BARBERS POINT RD	1965
FH-0775	95 ALAMEDA RD	1966
FH-0776	104 SAN DIEGO RD	1966
FH-0777	105 ALAMEDA RD	1966
FH-0778	100 LEMOORE RD	1966
FH-0779	101 LEMOORE RD	1966
FH-0780	103 LEMOORE RD	1966
FH-0781	105 LEMOORE RD	1966
FH-0782	138 BARBERS POINT RD	1966
FH-0783	142 BARBERS POINT RD	1966
FH-0784	145 BARBERS POINT RD	1966
FH-0800	112 PENSACOLA ROAD	1963
FH-0801	113 PENSACOLA RD	1963
FH-0802	124 CORPUS CHRISTI RD	1963
FH-0803	126 CORPUS CHRISTI RD	1963
FH-0804	128 CORPUS CHRISTI RD	1963
FH-0805	112 7TH AVENUE	1963
FH-0806	111 NORFOLK RD	1963
FH-0807	110 EL TORO RD	1963
FH-0808	101 MIRAMAR RD	1963
FH-0809	103 MIRAMAR RD	1963
FH-0810	105 MIRAMAR RD	1963

Building No.	Facility Name	Built
FH-0811	107 MIRAMAR RD	1963
FH-0812	109 NORFOLK RD	1963
FH-0814	102 MIRAMAR RD	1963
FH-0816	108 7TH AVENUE	1963
FH-0817	106 7TH AVENUE	1963
FH-0818	100 6TH AVENUE	1963
FH-0819	102 6TH AVENUE	1963
FH-0820	100 7TH AVENUE	1963
FH-0821	102 7TH AVENUE	1963
FH-0822	104 7TH AVENUE	1963
FH-0823	101 NORFOLK RD	1963
FH-0824	103 NORFOLK RD	1963
FH-0825	105 NORFOLK RD	1963
FH-0826	107 NORFOLK RD	1963
FH-0827	108 NORFOLK RD	1963
FH-0828	106 NORFOLK RD	1963
FH-0829	102 NORFOLK RD	1963
FH-0830	104 NORFOLK RD	1963
FH-0831	106 MIRAMAR RD	1963
FH-0832	108 MIRAMAR RD	1963
FH-0833	100 GLENVIEW RD	1963
FH-0834	102 GLENVIEW RD	1963
FH-0835	104 GLENVIEW RD	1963
FH-0836	103 GLENVIEW RD	1963
FH-0837	101 GLENVIEW RD	1963
FH-0001	101 CORPUS CHRISTI RD	1941
FH-0014	106 CORPUS CHRISTI ROAD	1941
FH-0002	103 CORPUS CHRISTI RD	1941
FH-0003	105 CORPUS CHRISTI RD	1941
FH-0004	107 CORPUS CHRISTI RD	1941
FH-0005	109 CORPUS CHRISTI RD	1941
FH-0006	111 CORPUS CHRISTI ROAD	1941
FH-0007	111 PENSACOLA ROAD	1941
FH-0008	110 PENSACOLA ROAD	1941
FH-0009	108 PENSACOLA ROAD	1941
FH-0010	106 PENSACOLA ROAD	1941
FH-0011	104 PENSACOLA ROAD	1941
FH-0012	102 PENSACOLA ROAD	1941

Building No.	Facility Name	Built
FH-0013	100 PENSACOLA ROAD	1941
FH-0015	108 CORPUS CHRISTI ROAD	1942
FH-0016	110 CORPUS CHRISTI ROAD	1942
FH-0017	112 CORPUS CHRISTI ROAD	1942
FH-0018	114 CORPUS CHRISTI ROAD	1942
FH-0019	116 CORPUS CHRISTI ROAD	1942
FH-0020	118 CORPUS CHRISTI ROAD	1942
FH-0021	120 CORPUS CHRISTI ROAD	1942
FH-0022	122 CORPUS CHRISTI ROAD	1942
FH-0023	102 CORPUS CHRISTI ROAD	1942
FH-0024	104 CORPUS CHRISTI ROAD	1942
FH-0025	123 CORPUS CHRISTI ROAD	1942
FH-0026	121 CORPUS CHRISTI ROAD	1942
FH-0027	119 CORPUS CHRISTI ROAD	1942
FH-0028	117 CORPUS CHRISTI ROAD	1942
FH-0029	115 CORPUS CHRISTI ROAD	1942
FH-0030	113 CORPUS CHRISTI ROAD	1942
FH-2127	CHILDREN'S PLAY YARD	1969
FH-2129	CHILDREN'S PLAY YARD	1969
FH-A	100 ALAMEDA RD	1941
FH-B	100 SEATTLE RD	1941
FH-C	102 SEATTLE RD	1941
FH-D	100 NEWPORT RD	1941
FH-E	102 NEWPORT RD	1941
FH-F	104 NEWPORT RD	1941
FH-G	106 NEWPORT RD	1941
FH-H	100 SAN DIEGO RD	1941
FH-I	102 SAN DIEGO RD	1941
FH-K	106 SAN DIEGO RD.	1941
FH-L	108 SAN DIEGO RD	1941
FH-M	100 SAN PEDRO RD	1941
FH-N	102 SAN PEDRO ROAD	1941
FH-O	104 SAN PEDRO ROAD	1941
FH-P	106 SAN PEDRO ROAD	1941
FH-Q	108 SAN PEDRO ROAD	1941
FH-S	102 PEARL HARBOR ROAD	1941
FH-T	104 PEARL HARBOR ROAD	1941
FH-U	106 PEARL HARBOR ROAD	1941

Photograph 58: Capehart Multi-family Enlisted Housing (Building FH-741), November 4, 2009.

3.2.8. Storage

Buildings utilized for storage on NAS Alameda are a variety of designs range from large, World War II-era warehouse structures, to pre-fabricated metal buildings installed during the war and in subsequent decades (**Table 17**). Building 8 is a large three-story general storehouse constructed of concrete with concrete towers, industrial metal sash windows, and loading bays. Building 9 has a similar design to the hangars with its slightly gabled roof, towers at the corners, large sliding bay doors and industrial sash windows. Large wooden warehouses include Buildings 91, 92, 112, 117 and 118, all of general World War II-era design. Buildings 168, 169, and 170 are large gable roof warehouses clad in corrugated metal siding built during the Cold War period.

Building 13 is a rectangular building composed of three buildings made of concrete and wood exterior finishes. Building 98 is a one-story shed roof building clad in horizontal wood siding. Building 137, originally constructed as a wood-frame mess hall, was converted for recreation storage.

Covered storage shelters include the wood frame Building 271, which was constructed in 1945. Other storage facilities include Building 540, a small, concrete building with flat roof and a single door, and Building 196, a larger flat roof building constructed of concrete and masonry with a sliding door.

Pre-fabricated buildings were commonly used during the Cold War to expand storage on NAS Alameda. These include smaller type buildings such as 414, 391, 550, and 595. Buildings 338A-H are 19 feet tall pre-fabricated metal buildings with slightly gabled roofs. Buildings 360A-D are small pre-fabricated metal buildings with a full length roll-up door on one end of each unit. Buildings 265, 614, 615, 616, 618 and 619 are small pre-fabricated metal buildings with roll-up bays with a gable roof (**Photograph 59**). Buildings 194, 272, 273, 337, and 388 are all ARMCO huts. Steel frame open sided hazardous material storage area D-13 was constructed in 1984.

Table 17. Cold War Evaluation Property Type – Storage

Building No.	Facility Name	Built
008	GENERAL STOREHOUSE	1940
009	AIRCRAFT STOREHOUSE	1940
013	PAINT-OIL STORAGE	1942
091	PACKING - SHIPPING STOREHOUSE	1942
092	PACKING-SHIPPING DEPT.	1942
098	BARREL SHED	1942
012	AIRCRAFT MAINTENANCE SHOP	1941
117	STOREHOUSE	1943
118	STOREHOUSE*	1944
137	RECREATION STORAGE*	1945
168	STOREHOUSE	1946
169	AVIATION WAREHOUSE	1946
170	STOREHOUSE	1957
194	600 STORAGE	1945
196	STORAGE /FLAMMABLE/	1943
265	FLAMMABLE STORES	1945
271	GAS CYLINDER STORAGE	1945
272	LOX FACILITY	1945
273	LOX FACILITY	1943
337	STORAGE /ARMCO HUT/	1946
338A	AIRCRAFT CONTAINER	1948
338B	STORAGE CONTAINER	1948
338C	STORAGE CONTAINER	1948
338D	STORAGE CONTAINER	1948
338E	AIRCRAFT CONTAINER	1948
338F	STORAGE CONTAINER	1948
338G	STORAGE CONTAINER	1948
338H	STORAGE CONTAINER	1948

Building No.	Facility Name	Built
360A	ENGINE COMPONENT STORAGE	1985
360B	ENGINE COMPONENT STORAGE	1985
360C	ENGINE COMPONENT STORAGE	1985
360D	ENGINE COMPONENT STORAGE	1985
388	INERT STORAGE /ARMCO/	1950
391	GAP SITE STORAGE SHELTER	1950
407	LIQUID OXYGEN FACILITY	1957
414	CHEMICAL STORAGE	1957
540	LINE SHACK	1975
550	160'S GROUNDS EQUIP SHED	1974
595	LOX EQUIPMENT SHELTER	1976
614	HAZARDOUS MATERIAL STOREHSE	1982
615	HAZARDOUS MATERIAL STOREHSE	1982
616	HAZARDOUS MATERIAL STOREHSE	1982
618	800 STRG(PAINT/FLAMMABLE)(A)	1982
619	800 STRG(PAINT/FLAMMABLE)(B)	1982
620	INDUSTRIAL SHOP	1985
D-13	HAZARDOUS STORAGE	1984

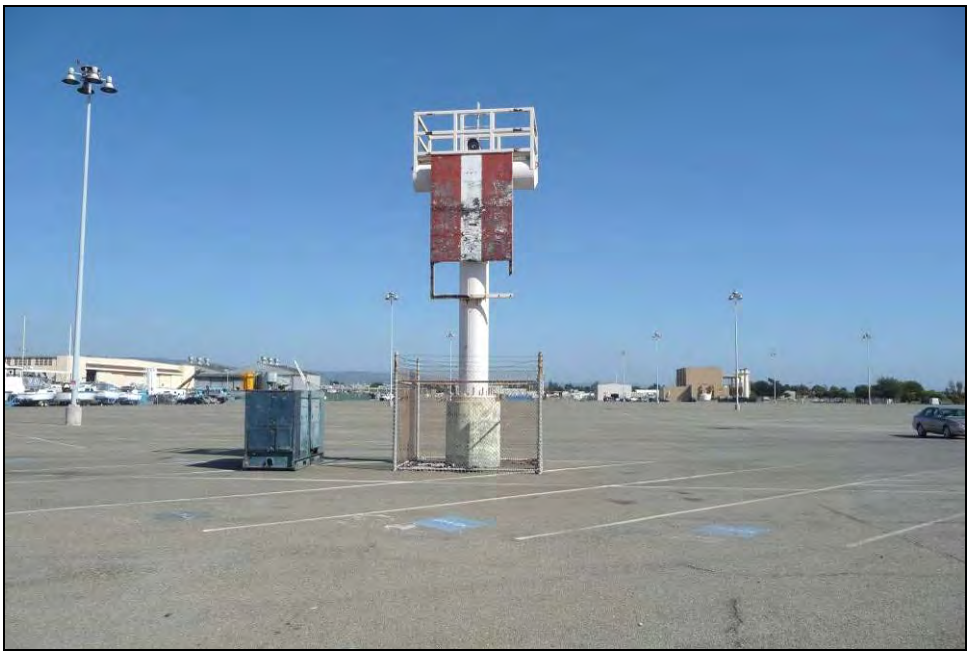
Photograph 59: Hazardous Material Storage (Building 614), October 1, 2009.

3.2.9. Waterfront Operations

For the most part, NAS Alameda met its waterfront operations responsibilities using existing waterfront resources constructed during World War II, such as the concrete Boathouse (Building 15) and Boiler Plant (Building 64 Boiler / SIMA Locker), the asphalt and wooden piling Carrier Piers 1-3, and Wharf 1 and 2, and metal Crane Tracks used for loading and unloading on Pier 3. The Navy increased its operations at the waterfront with the construction of additional wooden dolphins (Building 431 and 512), a wooden aviation fuel pier was constructed in 1953 at the Oakland Estuary side of the station (Pier 4), navigation range lighting for carrier piers (302E and 302W) (**Photograph 60**) and pre-fabricated metal buildings (Buildings 68, 601, 621) (**Photograph 61**). **Table 18** lists the waterfront operations buildings / structures from the Cold War Evaluation.

Table 18. Cold War Evaluation Property Type – Waterfront Operations

Building No.	Facility Name	Built
015	BOATHOUSE	1940
064	BOILER / SIMA DIVING LOCKER	1941
068	WATERFRONT MAINTENANCE SHOP	1988
302E	NAVIGATION RANGE LIGHT	1985
302W	NAVIGATION RANGE LIGHT	1985
431	MOORING DOLPHIN/25 PILES	1951
434	MOORING DOLPHIN/25 PILES	1945
512	DOLPHIN	1964
601	OIL/WATER SEPARATOR	1974
621	WATERFRONT OPS BLDG	1988
201062	CRANE TRACKS	1944
PIER1	PIER 1	1939
PIER2	PIER 2	1941
PIER3	PIER 3	1945
PIER4	AVIATION FUEL PIER 4	1953
WHARF 1	WHARF 1	1945
WHARF 2	WHARF 2	1945



Photograph 60: Building 302W Navigation Range Light, October 8, 2009.

Photograph 61: Oil Water Separator (Building 601), December 11, 2009.

4. EVALUATION OF NATIONAL REGISTER ELIGIBILITY

4.1. Evaluation Criteria, Program Comments, and Memorandums of Agreement

4.1.1. NRHP Criteria of Significance

The inventory and evaluation of buildings, structures, objects, and districts on NAS Alameda presented in this report was conducted through application of the significance criteria of the National Register of Historic Places (NRHP) program.

Eligibility for listing in the NRHP rests on the twin factors of significance and integrity. 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.

Historic significance is judged by applying the NRHP criteria.[206] 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 and structures can occasionally be recognized for the important information they might yield regarding historic construction or technologies, the buildings within the study

[206] The NRHP criteria are in the Code of Federal Regulations, Title 36, Part 60.4.

area for this project are of building types that are generally very well documented in primary and secondary sources, and are not themselves the primary source of this information.[207]

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: [208]

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 those resources built in 1960 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

[207] National Park Service, Department of the Interior. *National Register Federal Program Regulations.* Title 36: Parks, Forests, and Public Property, Part 60 National Register of Historic Places, 60.4 Criteria for evaluation. http://www.nps.gov/nr/regulations.htm (accessed 2009).
[208] 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).

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 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 be 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.[209]

4.1.2. CRHR Criteria of Significance

The analysis in this report 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 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.[210]

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:

[209] National Park Service, *National Register Bulletin 15*, 44.
[210] 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).

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.[211]

Criterion 4, like NRHP Criterion D, is used to evaluate prehistoric sites and archaeological resources. Although buildings and structures can occasionally be recognized for the important information they might yield regarding historic construction or technologies, the buildings within the study area for this project are of building types that are generally very well documented in primary and secondary sources, and are not themselves the primary source of this information.

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 CRHR lists the same seven aspects of integrity used for evaluating properties under the NRHP criteria. 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.

4.1.3. Application of Nationwide Section 106 Agreement Documents

Three nationwide Section 106 agreement documents were applied to resources in the study population addressed in this report: the PMOA on World War II Temporary Military Buildings; the Program Comment for World War II and Cold War era (1939-1974) Ammunition Storage Facilities; and Program Comment for Wherry and Capehart Era Family Housing at Air Force and Navy Bases. These documents provide streamlined methods for compliance with Section 106 of the NHPA for these specific property types. In each case, the Navy has or is conducting nationwide study and documentation of the properties. Copies of the documents are included in **Appendix F**. When applied to buildings the PMOA or Program Comment is noted on the associated DPR 523 form located in **Appendix C.** Nationwide Section 106 agreement documents have been applied as listed in **Table 19**.

[211] 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.

Table 19. Buildings subject to nationwide Section 106 documents

Building No.	Facility Name[212]	Year Built	Relation to NAS Alameda Historic District	Nationwide Section 106 Agreement Document
78	TEMPORARY BARRACKS	1942	Outside district	World War II Temporary Military Buildings
26	SMALL ARMS MAGAZINE	1941	Outside district	Ammunition Storage Facilities
50	WARHEAD MAGAZINE	1941	Outside district	Ammunition Storage Facilities
51	WARHEAD MAGAZINE	1941	Outside district	Ammunition Storage Facilities
52	PYROTECHNICS MAGAZINE	1941	Outside district	Ammunition Storage Facilities
53	SMOKE DRUM STORAGE	1941	Outside district	Ammunition Storage Facilities
56	HIGH EXPLOSIVES MAGAZINE	1941	Outside district	Ammunition Storage Facilities
57	HIGH EXPLOSIVES MAGAZINE	1941	Outside district	Ammunition Storage Facilities
58	HIGH EXPLOSIVES MAGAZINE	1941	Outside district	Ammunition Storage Facilities
120	FLAMMABLE STORAGE	1944	Outside district	Ammunition Storage Facilities
121	TORPEDO STOREHOUSE	1944	Outside district	Ammunition Storage Facilities
122	NAVY EXCHANGE STORAGE	1944	Outside district	Ammunition Storage Facilities
307	AMMUNITION LOCKER	1942	Non-Contributor	Ammunition Storage Facilities

[212] In Spring 2011 and after SHPO concurred with the Navy's findings of this report, the City of Alameda demolished the following Capehart Era Family Housing buildings that were evaluated under the Wherry and Capehart Era Family Housing program comment: 105 Norfolk Road, 106 Norfolk Road, and 104 Glenview Road.

Building No.	Facility Name[212]	Year Built	Relation to NAS Alameda Historic District	Nationwide Section 106 Agreement Document
308	AMMUNITION LOCKER	1942	Non-Contributor	Ammunition Storage Facilities
313	AMMUNITION LOCKER	1942	Non-Contributor	Ammunition Storage Facilities
314	AMMUNITION LOCKER	1942	Non-Contributor	Ammunition Storage Facilities
315	AMMUNITION LOCKER	1942	Non-Contributor	Ammunition Storage Facilities
316	AMMUNITION LOCKER	1942	Non-Contributor	Ammunition Storage Facilities
319	AMMUNITION LOCKER	1942	Non-Contributor	Ammunition Storage Facilities
353	STANDARD MAGAZINE	1952	Outside district	Ammunition Storage Facilities
354	SPECIAL MAGAZINE	1952	Outside district	Ammunition Storage Facilities
355	FUSE-DETONATOR MAGAZINE	1941	Outside district	Ammunition Storage Facilities
356	FUSE-DETONATOR MAGAZINE	1941	Outside district	Ammunition Storage Facilities
357	FUSE-DETONATOR MAGAZINE	1941	Outside district	Ammunition Storage Facilities
358	FUSE-DETONATOR MAGAZINE	1941	Outside district	Ammunition Storage Facilities
359	FUSE-DETONATOR MAGAZINE	1941	Outside district	Ammunition Storage Facilities
497	SPECIAL WEAPONS MAGAZINE	1964	Outside district	Ammunition Storage Facilities
730	102 BARBERS POINT ROAD	1963	Outside district	Wherry and Capehart Era Family Housing
731	100 PEARL HARBOR ROAD	1963	Outside district	Wherry and Capehart Era Family Housing
732	101 PEARL HARBOR ROAD	1963	Outside district	Wherry and Capehart Era Family Housing
733	103 PEARL HARBOR ROAD	1963	Outside district	Wherry and Capehart Era Family Housing

Building No.	Facility Name[212]	Year Built	Relation to NAS Alameda Historic District	Nationwide Section 106 Agreement Document
734	105 PEARL HARBOR RD	1963	Outside district	Wherry and Capehart Era Family Housing
735	107 PEARL HARBOR RD	1963	Outside district	Wherry and Capehart Era Family Housing
736	106 ALAMEDA RD	1963	Outside district	Wherry and Capehart Era Family Housing
737	112 PEARL HARBOR RD	1963	Outside district	Wherry and Capehart Era Family Housing
738	119 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
739	117 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
740	115 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
741	113 NORFOLK ROAD	1963	Outside district	Wherry and Capehart Era Family Housing
742	125 CORPUS CHRISTI RD	1963	Outside district	Wherry and Capehart Era Family Housing
800	112 PENSACOLA ROAD	1963	Outside district	Wherry and Capehart Era Family Housing
801	113 PENSACOLA ROAD	1963	Outside district	Wherry and Capehart Era Family Housing
802	124 CORPUS CHRISTI RD	1963	Outside district	Wherry and Capehart Era Family Housing
803	126 CORPUS CHRISTI RD	1963	Outside district	Wherry and Capehart Era Family Housing
804	128 CORPUS CHRISTI RD	1963	Outside district	Wherry and Capehart Era Family Housing
805	112 7TH AVENUE	1963	Outside district	Wherry and Capehart Era Family Housing
806	111 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
807	110 EL TORO RD	1963	Outside district	Wherry and Capehart Era Family Housing

Building No.	Facility Name[212]	Year Built	Relation to NAS Alameda Historic District	Nationwide Section 106 Agreement Document
808	101 MIRAMAR RD	1963	Outside district	Wherry and Capehart Era Family Housing
809	103 MIRAMAR RD	1963	Outside district	Wherry and Capehart Era Family Housing
810	105 MIRAMAR RD	1963	Outside district	Wherry and Capehart Era Family Housing
811	107 MIRAMAR RD	1963	Outside district	Wherry and Capehart Era Family Housing
812	109 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
814	102 MIRAMAR RD	1963	Outside district	Wherry and Capehart Era Family Housing
816	108 7TH AVENUE	1963	Outside district	Wherry and Capehart Era Family Housing
817	106 7TH AVENUE	1963	Outside district	Wherry and Capehart Era Family Housing
818	100 6TH AVENUE	1963	Outside district	Wherry and Capehart Era Family Housing
819	102 6TH AVENUE	1963	Outside district	Wherry and Capehart Era Family Housing
820	100 7TH AVENUE	1963	Outside district	Wherry and Capehart Era Family Housing
821	102 7TH AVENUE	1963	Outside district	Wherry and Capehart Era Family Housing
822	104 7TH AVENUE	1963	Outside district	Wherry and Capehart Era Family Housing
823	101 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
824	103 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing

Building No.	Facility Name[212]	Year Built	Relation to NAS Alameda Historic District	Nationwide Section 106 Agreement Document
825	105 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
826	107 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
827	108 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
828	106 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
829	102 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
830	104 NORFOLK RD	1963	Outside district	Wherry and Capehart Era Family Housing
831	106 MIRAMAR RD	1963	Outside district	Wherry and Capehart Era Family Housing
832	108 MIRAMAR RD	1963	Outside district	Wherry and Capehart Era Family Housing
833	100 GLENVIEW RD	1963	Outside district	Wherry and Capehart Era Family Housing
834	102 GLENVIEW RD	1963	Outside district	Wherry and Capehart Era Family Housing
835	104 GLENVIEW RD	1963	Outside district	Wherry and Capehart Era Family Housing
836	103 GLENVIEW RD	1963	Outside district	Wherry and Capehart Era Family Housing
837	101 GLENVIEW RD	1963	Outside district	Wherry and Capehart Era Family Housing

The PMOA on World War II Temporary Buildings recognized that temporary buildings from World War II were not intended for permanent use, yet these buildings represented an important period of history. Consequently, the Department of Defense prepared a narrative study of these buildings, documented representative examples of each building type for the Historic American

Buildings Survey (HABS), and identified examples for continuing preservation allowing the removal of most World War II temporary buildings. This PMOA was applied to Building 78 on NAS Alameda along with analysis of other potential areas of significance. Building 78 is a standardized World War II temporary barracks constructed according to the Navy's B-1 plan. The PMOA addressed possible significance for association with World War II and the building's architecture. JRP applied the PMOA in these areas. The Department of Defense has completed the required study, recordation, and preservation efforts under the PMOA. None of the buildings selected for recordation or preservation are located on NAS Alameda, and the Navy's responsibilities under Section 106 of the NHPA in this regard have been met. JRP also evaluated the building for association with the WAVES, for association with the NAS Alameda Historic District, and for association with the Cold War themes. Research conducted by JRP did not identify any significant associations under these themes.

The Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities applies to facilities constructed as, or that fall within the current Department of Defense category group code "42." Twenty five buildings or structures on NAS Alameda are in this category. The program comment does not apply to ammunition storage facilities identified as part of a historic district. None of the buildings or structures subject to this Program Comment have been identified as a part of the NAS Alameda Historic District; therefore, the Program Comment applies to all 25 ammunition storage facility buildings or structures on station.

The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative examples of this property type are located at three Naval Surface Warfare Centers (Crane, Indiana; Dahlgren, Virginia; and Indian Head, Maryland). NAS Alameda was not identified as a possible location of significant examples. The Navy will develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945," and will document the representative examples of the basic types of aboveground and underground ammunition storage facilities. Upon completion of the thematic study, and selection of three representative installations, the Navy's responsibility for these property types under NHPA Section 106, including those on NAS Alameda, will be met. The buildings of this type on NAS Alameda will not require any further treatment under this Program Comment.

The November 2004 Program Comment for Wherry and Capehart Era Family Housing at Air Force and Navy Bases assumes that this property type is generally eligible for listing in the NRHP. Section II.A. of the comment states:

> The Air Force and the Navy have gathered data on their inventory of Wherry and Capehart properties which will be appended to the Army's context study … to provide a comprehensive understanding of the Department of Defense (DoD) inventory for this property type. As with the Army, the Air Force and the Navy consider their inventory of Wherry and Capehart properties, including any associated structures and landscape features, to be eligible for the National Register of Historic Places for the purposes of Section 106 compliance.

The Program Comment applies to 49 single and multi-family housing units constructed in the final year of the Capehart program (started in 1962 completed in 1963) located on NAS Alameda and within the study area. There are no Wherry Program housing units within the study population. These units were a part of a larger housing area that once extended eastward, beyond the current boundaries of the facility, and contained 200 units in total. The units east of the current NAS Alameda boundary (east of Main Street) have been transferred from Navy ownership and this area was not part of the current study.

In order to comply with this Program Comment for the Capehart properties on NAS Alameda, the current study evaluated whether the buildings of the housing program were eligible as part of a historic district and the current study concluded that they did not meet the significance criteria within this context (see Section 5 and the DPR 523 forms in **Appendix C**). The Navy has completed the required contextual study as directed by the Program Comment: "Housing an Air Force and a Navy: The Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)."[213] The report did not identify the Capehart housing on NAS Alameda as an important example. Also in compliance with the Program Comment, the Navy will utilize or modify the Army-produced *Neighborhood Design Guidelines for Army Wherry and Capehart Housing* in their management and maintenance of these properties. The Navy will also advise developers that these properties may be eligible for historic preservation tax credits as a part of privatization projects. No further treatment for Alameda's property is required because the Navy has completed the nationwide treatment steps. Upon the completion of these tasks, the Navy's responsibility for these properties under NHPA Section 106 will be met.

4.2. Results of Previous Studies

4.2.1. Findings of Previous Studies

This section is taken from a previous study of historic properties on NAS Alameda, unless otherwise noted: Jones & Stokes, "Historic Properties Inspection Report for the Naval Air Station Alameda Historic District Alameda, California, Final," prepared for Naval Facilities

[213] Kuranda, "Housing an Air Force and a Navy."

Engineering Command, Southwest and Base Realignment and Closure Program Management Office West (July 2007).

In 1992, architectural historian Sally Woodbridge completed a "Historic Architectural Resources Inventory for Naval Air Station, Alameda" that inventoried and evaluated the buildings and structures on NAS Alameda constructed before 1946.[214] Woodbridge identified a potential historic district comprised of 85 contributing buildings and structures built between 1939 and 1945 (38 contributors located in the central core, and 47 contributors located in the officer housing area). The NAS Alameda Historic District, she concluded, met eligibility requirements under Criterion A, for its significance as a World War II-era naval air station under the contextual theme of the development of U.S. Navy bases in the San Francisco Bay Area during World War II, and under Criterion C, for its master planning and its status as a example of the Moderne style. The district was determined eligible through consultation and concurrence with the SHPO on September 25, 1992.[215] In 1997, the Navy, through further consultation with the SHPO, corrected the number of contributing buildings to account for a total of 49 residences, revising the number of contributing elements from 85 to 87.[216] A fire in 2003 destroyed one contributing building (Building 101), thereby reducing the number of contributors in the District to 86.

In 1997, Stephen Mikesell of JRP Historical Consulting Services completed a "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[217] This document, prepared as a long-range guide for the management and administration of the historic district, expanded upon the 1992 study, and identified the character-defining elements of the historic district. This 1997 Guide identified four functional areas of the District (Administrative Core, Shops Area Hangars Area, and Residential Area) and also identified the significant vistas, open spaces, streetscapes, and landscapes within the historic district.[218]

[214] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" (1992).
[215] Office of Historic Preservation, "Historic Property Datafile for Alameda County," California Historic Resources Information System, as of December 3, 2004; US Navy, Engineering Field Activity, West, Naval Facilities Engineering Command, "Final Environmental Impact Statement for the Disposal and Reuse of Naval Air Station Alameda and the Fleet and Industrial Supply Center, Alameda Annex and Facility, Alameda, California" (October 1999), 3-63.
[216] Daniel Abeyta, State Office of Historic Preservation, Sacramento, CA, letter to Mr. Louis S. Wall, Cultural Resources Program Coordinator, NAVFAC, November 5, 1997.
[217] Mikesell, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," (1997).
[218] Stephen Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997. As noted above, the "Hangars Area" has been identified as the "Operations Area" in the "Cultural Landscape Report for NAS Alameda" (2011), also prepared by JRP. This reflects 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.

Also in 1997, JRP Historical Consulting Services prepared a DPR 523 form that evaluated the Alameda Training Wall (also known as the south jetty of the Oakland Inner Harbor Jetties and Federal Channel Historic District) located on land under the jurisdiction and control of the former NAS Alameda. The 1997 evaluation of the wall structure established that 1,750 feet of the Alameda Training Wall appears eligible for listing in the NRHP under Criteria A and C in the areas of transportation and engineering.

In 2007 and 2008, the Navy contracted with Jones & Stokes Associates to prepare a "Historic Properties Inspection Report," and a NRHP Nomination for NAS Alameda Historic District. The Historic Properties Inspection Report reported on the condition of the previously identified 86 contributing elements of the NAS Alameda Historic District. A summary of the district as identified in the 2008 draft NRHP nomination synthesized data from the previous Woodbridge and Mikesell studies of the NAS Alameda Historic District.

4.2.2. National Register District Boundary and Contributing Elements Prior to Current Study

The previous studies described above each addressed contributing and non-contributing elements of the NAS Alameda Historic District, and each described the boundaries of the district. The slight differences between each are presented below.

The 1992 inventory and evaluation of NAS Alameda described the boundaries of the historic district as follows (**Illustration 9**):

> The triangular and quadrangular open spaces that stretch from the Main Gate on the north side of the base southward to the Main Administration Building, and the east quadrangle formed by Buildings 2, 3, and 4 contribute importantly to a dignified and gracious introduction to the base. The principle streets defining the district are the N/S-running First (Monarch Street), Second (Lexington Avenue), Third (Saratoga Street), Fourth (Todd Street), and Fifth (Pan-Am Way and Ferry Point) Streets and the E/W-running Avenues A (Red Line Avenue), B (Essex Drive), C (Midway Avenue), D (Ranger Avenue), E (Hope Avenue), and F (Tower Avenue). The officer housing balloons at the west ends of Avenues A (Red Line Avenue), B (Essex Drive), and C (Midway Avenue) and has its own curved street pattern. Taxiways #4 and #7 mark the east and south boundaries of the district; the outer northern boundary is Main Street. Although Ramps 1, 2, and 3; Piers 1, 2, and 3; and Wharfs 1 and 2 were constructed during the period of significance (the ramps were used for sea planes), they have since lost integrity and do not contribute to the district. The nondescript ammunition lockers, fuel storage drums, and miscellaneous sheds remaining from the period of significance

> are judged not to contribute to the historic district because of their temporary nature.[219]

The 1997 preservation guide described the key elements of the NAS Alameda Historic District as having five important visual and spatial axes:

> a north-south axis on Second (Lexington Avenue) and Third (Saratoga Street) Streets connecting the gate house (Buildings 30 and 31) with the Headquarters Building (Building 1); a strong east-west axis, connecting Buildings 2, 3, 4 on the west with Buildings 16, 18 along Third Street (Saratoga Street); strong axes along the edges of the hangars, on First Street (Monarch Street) and Avenue F (Tower Avenue); and informal, non-orthogonal axes at the edges of the residential area.[220]

The guide further defined four core sub-areas within the base: the Administrative Core; the Hangars Area; the Shops Area; and the Residential Area (**Illustration 10**).
The Administrative Core is bounded by Avenue A (Red Line Avenue) on the north; Fifth Street (Pan Am Way) on the east; First Street (Monarch Street) on the west; and Avenue C (Midway Avenue) on the south. The Hangars Area frames the west and south sides of the historic district, facing First Street (Monarch Street) to the east and Avenue F (Tower Avenue) to the north.[221] The Shops Area is bounded on the west by First Street (Monarch Street), on the east by Fifth Street (Pan Am Way), on the south by Avenue F (Tower Avenue), and on the north by Avenue C (Midway Avenue). The 1997 guide did not further define the boundaries of the residential area, except that it is composed of informal, non-orthogonal axes. Overall, the guide focused on describing historic and functional subareas of NAS Alameda and the main axes of the base plan, rather than specific definition of the boundaries of the historic district.

The 2007 Historic Properties Inspection Report and the 2008 National Register Nomination, both prepared by Jones & Stokes, used the historic district boundary created by Woodbridge with the four sub-areas created by Mikesell to describe the NAS Alameda historic district (**Illustration 11**).

The current study has revisited the district boundaries and makes recommendations for changes in Section 5.

[219] Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1.
[220] Mikesell, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 85.
[221] The "Hangars Area" has been renamed the "Operations Area" in the Cultural Landscape 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.

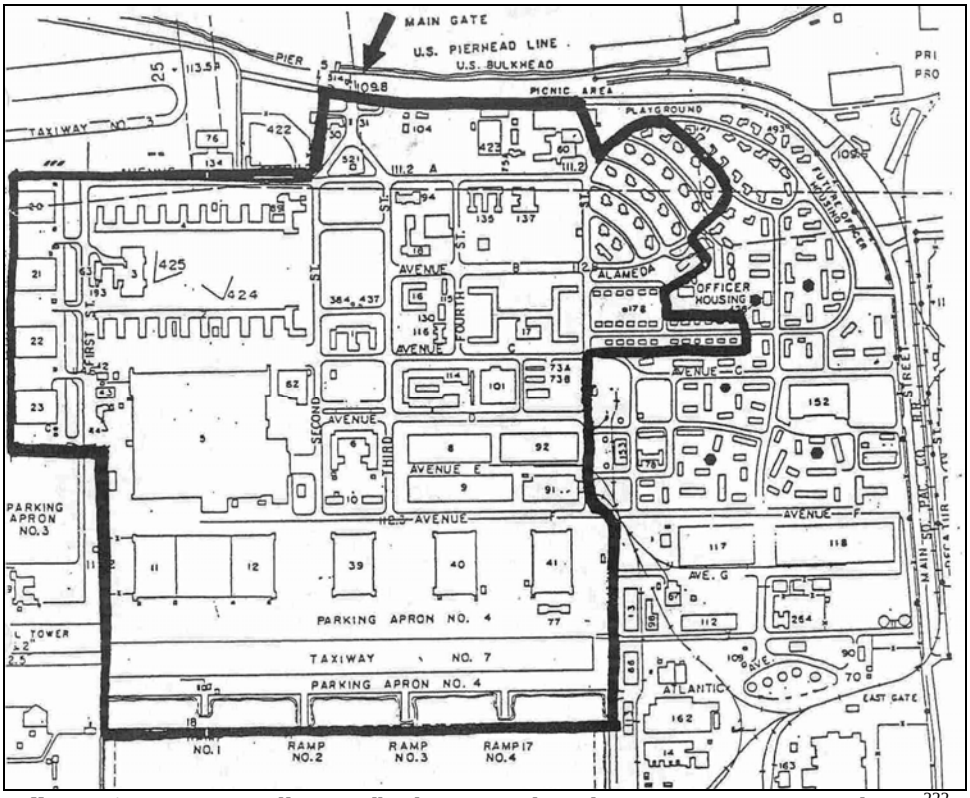


Illustration 9: 1992 Sally Woodbridge NAS Alameda Historic District Boundaries.[222]

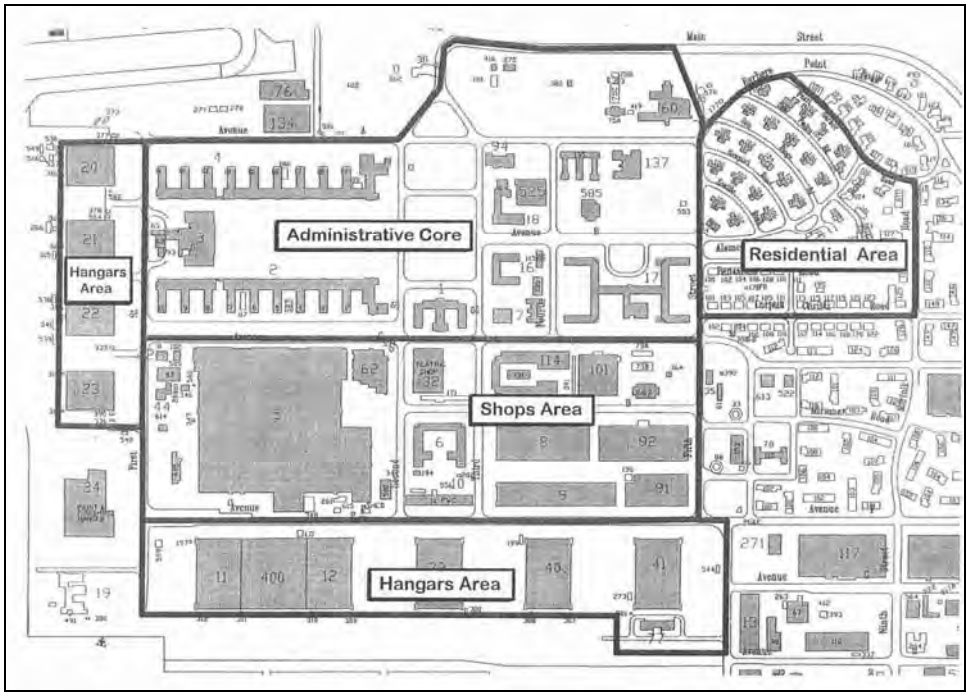


Illustration 10: 1997 Steve Mikesell NAS Alameda Historic District Boundaries with sub-areas.[223]

[222] Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," np.

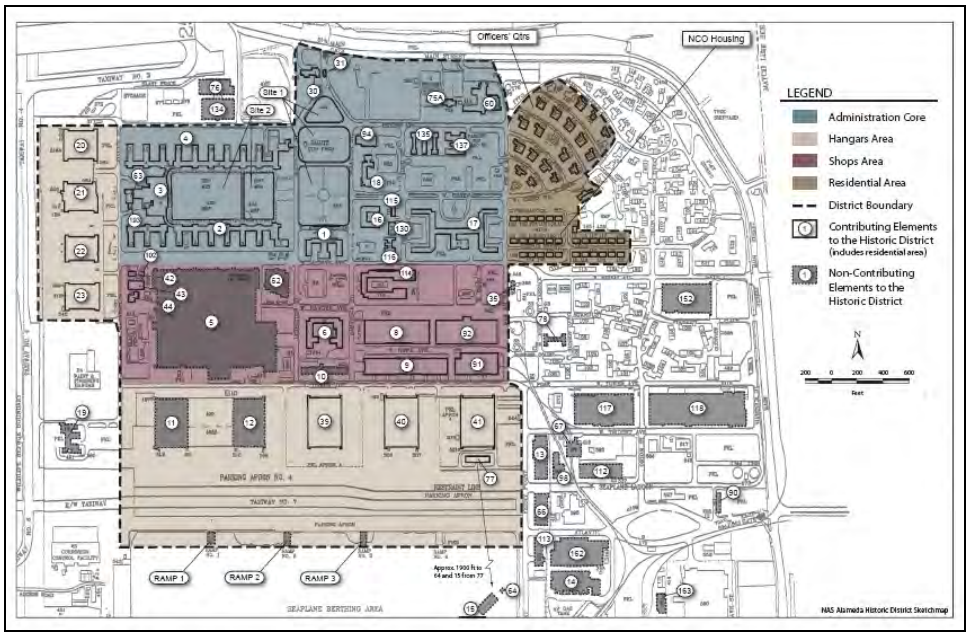


Illustration 51: 2008 Jones & Stokes NAS Alameda Historic District Boundaries.[224]

4.3. Specific Buildings Evaluations Under World War II-era Context

The "Specific Buildings Evaluation" refers to those buildings and structures constructed before 1946 that had not been previously evaluated, or that had received insufficient evaluation in previous surveys. These facilities were reconsidered by this study for their potential NRHP eligibility, either as individual properties within the context of World War II, or as a potential contributor to the NAS Alameda Historic District.

The evaluation of these resources followed the National Park Service guidance, specifically *National Register Bulletin 15*, and the statewide guidance for military properties. The evaluations are organized by resource name on DPR 523 forms in **Appendix C**.[225] Please note, **Appendix C** has sequential page numbers. **Tables B-7** and **B-8** include page numbers for **Appendix C** and provide lists of the DPR 523 forms by building numbers and resource names for quick reference. To facilitate record keeping and assist readers in understanding previous building evaluation, the site record form completed by Woodbridge in 1992 and applicable sections from the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda

[223] Mikesell, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 3.
[224] Jones & Stokes, "Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Final" Figure 3; and "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," sketch map.
[225] CFR Title 36, Part 60; *National Register Bulletin 15*, passim; JRP, "Historic Context: Themes, Property Types, and Registration Requirements."

Historic District" are attached to update forms. The Woodbridge form provides the basis for the re-evaluation of buildings and the Guide indicates previously identified character-defining features. Character-defining features are further identified on the current forms.

4.3.1. Specific Buildings Evaluation NRHP Evaluations under World War II Context

The buildings and structures of the Specific Building Evaluation were evaluated for potential significance under NRHP Criteria A and C (CRHR 1 and 3) within the period of significance from when construction of the station began in 1938 to the conclusion of World War II in 1945. None of the Specific Building Evaluation resources appear to be historically significant individually within the context of NAS Alameda's initial development or use during World War II. The potential significance of these resources lay in their possible contribution to the NAS Alameda Historic District. As discussed in Section 5, the district 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. Under Criterion A, JRP evaluated the Specific Building resources to assess whether they contributed to the historic district and 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. Under Criterion C, JRP evaluated these resources to assess whether they contributed to the historic district and its distinctive characteristics of type, period, and method of construction, particularly in support of district's design and planning that embody the strategic development for naval air stations and for the important role the station's design had in support of naval air power during World War II. In addition, JRP assessed whether Specific Building Evaluation resources retain sufficient historic integrity to convey their significance to the historic district's period of significance.

Other than the thirteen buildings and structures newly identified that contribute to the historic district, the remainder of the Specific Building resources either did not have sufficient historic significance to be considered a contributor to the historic district or they lacked sufficient historic integrity. Some resources lacked both historic significance and integrity to the district's period of significance. There are also areas containing World War II-era resources adjacent to the historic district that include buildings / structures that have been moved or altered, and that have considerable post-1945 construction interspersed among the older buildings. Such areas were not considered to have sufficient historic integrity to be included within the boundaries of the historic district. Many of the ineligible resources served functions on NAS Alameda before and during World War II, but did not contribute to the significance of the station and understanding

the historically significant themes noted above. Many were simply part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, these buildings and structures did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although some retain integrity, they are generally unremarkable in terms of their use in routine operations and fleet support, and were not historically important within the context of the station or within the larger historical context of development of the station. Most of these buildings and structures are utilitarian in design, materials, and construction methodology, and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). These facilities have no direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Please note, there are resources on NAS Alameda that have some similar historic associations as those resources that are considered NRHP eligible; however, if they are not among the 13 new contributors to the historic district, the conclusion of this report is that they do not retain sufficient historic integrity to convey their significance.

4.4. Cold War Evaluations (including resources from Specific Buildings Evaluation)

The current study also evaluated all buildings and structures constructed before 1989 for potential eligibility for listing in the NRHP (and CRHR) for associations with the Cold War (1946-1989). These evaluations were conducted because previous studies did not address this potential period of significance. The evaluations also establish whether or not any of the facilities built during the latter part of the Cold War era met NRHP Criteria Consideration G, for properties less than fifty years old (and similar special consideration under CRHR). Furthermore, the evaluations considered whether or not each building or structure met the criteria for listing in the NRHP as an individual property, or as a potential contributor to the NAS Alameda Historic District. The Cold War Evaluation also considered whether or not a Cold War-era historic district existed on NAS Alameda, independent of the existing World War II-era historic district. As with the Specific Building Evaluation, the Cold War Evaluation of these resources took into account National Park Service *Bulletin 15* and the Statewide Study.[226]

The Cold War evaluations are also organized by resource name on DPR 523 forms located in **Appendix C**. As noted, Appendix C has sequential page numbers. **Tables B-7** and **B-8** in **Appendix B** include page numbers for Appendix C and provide lists of DPR 523 forms by building numbers and resource names for quick reference. To facilitate record keeping and assist readers in understanding previous building evaluations, the site record form completed by

[226] CFR Title 36, Part 60; *National Register Bulletin 15*, passim; JRP, "Historic Context: Themes, Property Types, and Registration Requirements."

Woodbridge in 1992 and applicable sections from the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District" are attached to current relevant DPR 523 forms. The Woodbridge form provides the previous evaluation for the World War II era. Combined, the two forms create a full evaluation of the buildings and structures from construction through the end of the Cold War. The Guide indicates previously identified character-defining features. Character-defining features are further identified on the current forms.

4.4.1. Evaluations under National Register Criteria

The evaluation of resources on NAS Alameda within the context of the Cold War 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.[227]

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, or shift in station planning tied to specific operations. Cold War resources on NAS Alameda 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.[228] Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period.

None of the facilities 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 resources 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 buildings or structures on NAS Alameda has historic significance within the Cold War period of operations or functions of the station. This applied to buildings and structures considered individually on NAS Alameda, as well as to any potential collection of resources on station. The lack of significance of the station during the Cold War in general, and of the separate buildings and structures on

[227] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory (prepared for United States Army Corps of Engineers, 2000), 8-1 to 8-60.
[228] JRP, "Historic Context: Themes, Property Types, and Registration Requirements."

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.

4.4.2. Exceptional Importance under Criteria Consideration G.

Some of the properties evaluated by this study were built after 1960 and are less than fifty years old. These resources were not only subject to the thresholds of significance (evaluation criteria, registration requirements, and program comments) described above, but were also subject to NRHP Criterion Consideration G for properties less than fifty years old. 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. The properties 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 (see Section 4). 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).[229]

[229] JRP, "Historic Context: Themes, Property Types, and Registration Requirements."

5. CONCLUSIONS

This report contains two categories of conclusions. Buildings and structures constructed before 1946 that had not been previously evaluated or received insufficient evaluation were reconsidered for potential eligibility either as individual properties within the context of World War II, or as possible contributors to the NAS Alameda Historic District. The second set of conclusions considered the eligibility of all buildings constructed before 1989 for listing in the NRHP for associations with the Cold War (1946-1989). Conclusions regarding the historic significance and integrity of the cultural landscape on NAS Alameda are discussed in the Cultural Landscape Report, prepared under separate cover.[230]

Woodbridge previously identified the NAS Alameda Historic District in the 1992 report "Historic Architectural Resources Inventory for Naval Air Station, Alameda." The current study of pre-1946 buildings included preparation of updated DPR 523 forms, but did not reconsider eligibility of buildings and structures already identified as contributors to the NAS Alameda Historic District. JRP surveyed and evaluated a total of 442 resources on NAS Alameda for the combined studies in this report. None of resources evaluated in the combined studies appear to be individually eligible for the NRHP or CRHR. Of the total, 105 resources constructed prior to 1946 were surveyed and evaluated. Of the studied buildings and structures, there are 99 contributing and 57 non-contributing buildings and structures located within the historic district boundaries, with another 286 non-eligible buildings and structures located outside the historic district. This study identified 13 new contributors to the NAS Alameda Historic District, and recommends expanding the historic district boundaries (**Table 20.**) (See also **Table B-5** and **B-6** in **Appendix B**).

The NAS Alameda Historic District is eligible for listing in the NRHP under NRHP Criteria A and C (CRHR 1 and 3) with a period of significance from when construction of the station began in 1938 to the conclusion of World War II in 1945. The district 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 historic district and its contributors retain sufficient historic integrity to convey their collective significance to the period of significance. The NAS Alameda Historic District, however, does not have important associations with historically significant themes of development during the Cold War period.

[230] The findings and conclusions from combined the Specific Buildings Evaluation / Cold War Evaluation will be synthesized with the findings and conclusions of the Cultural Landscape Report in the National Register nomination form that will be prepared for the NAS Alameda Historic District.

Under Criterion A, the NAS Alameda Historic District is significant because of 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 its important associations with the Navy's role in Pacific theater naval operations during World War II. NAS Alameda was one of the major naval air stations constructed in the years prior to World War II and the only one of the three built on the West Coast that was completely new construction. The Navy's detailed attention given to construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet and the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period. 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. The district in general and its contributing elements provide a direct link to Navy's initial development of NAS Alameda and the station's support of a central and vital role in the Pacific theater.

Under Criterion C, the NAS Alameda Historic District is significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. NAS Alameda was 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. NAS Alameda's careful arrangement of spatial organization and buildings / structures, along with the integration of architecture and landscape, use of Moderne style architecture, and details of the station's architecture demonstrate the Navy's distinct efforts to provide a modern facility to increase efficiency and functionality in support of the growing importance of Navy aviation.

One of the most striking and refined details of the station's design is the use of Moderne style architecture for the prominent buildings. The use of this style architecture aligns with, and is an excellent example of, several architectural trends of the period. The station's architecture is an important illustration within California military facilities of the continued use in federal architecture of classically-inspired proportion and symmetry while reducing overt historical reference in ornament and style. The station's Moderne design also corresponds with the use and integration of streamlined geometry and form into architecture during the 1930s, as well as

prominent use of modern construction materials, which highlights the modernity and technological advances of the period. The use and refined execution of the Moderne style on NAS Alameda is important within the context of California military facilities and is an central component of the historic significance of the NAS Alameda Historic District.

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 functional layout enabled the station to rapidly expand to serve and support this important wartime activity. The NAS Alameda Historic District does not, however, have significance as the important work of a master as neither the designers at BuDocks 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.

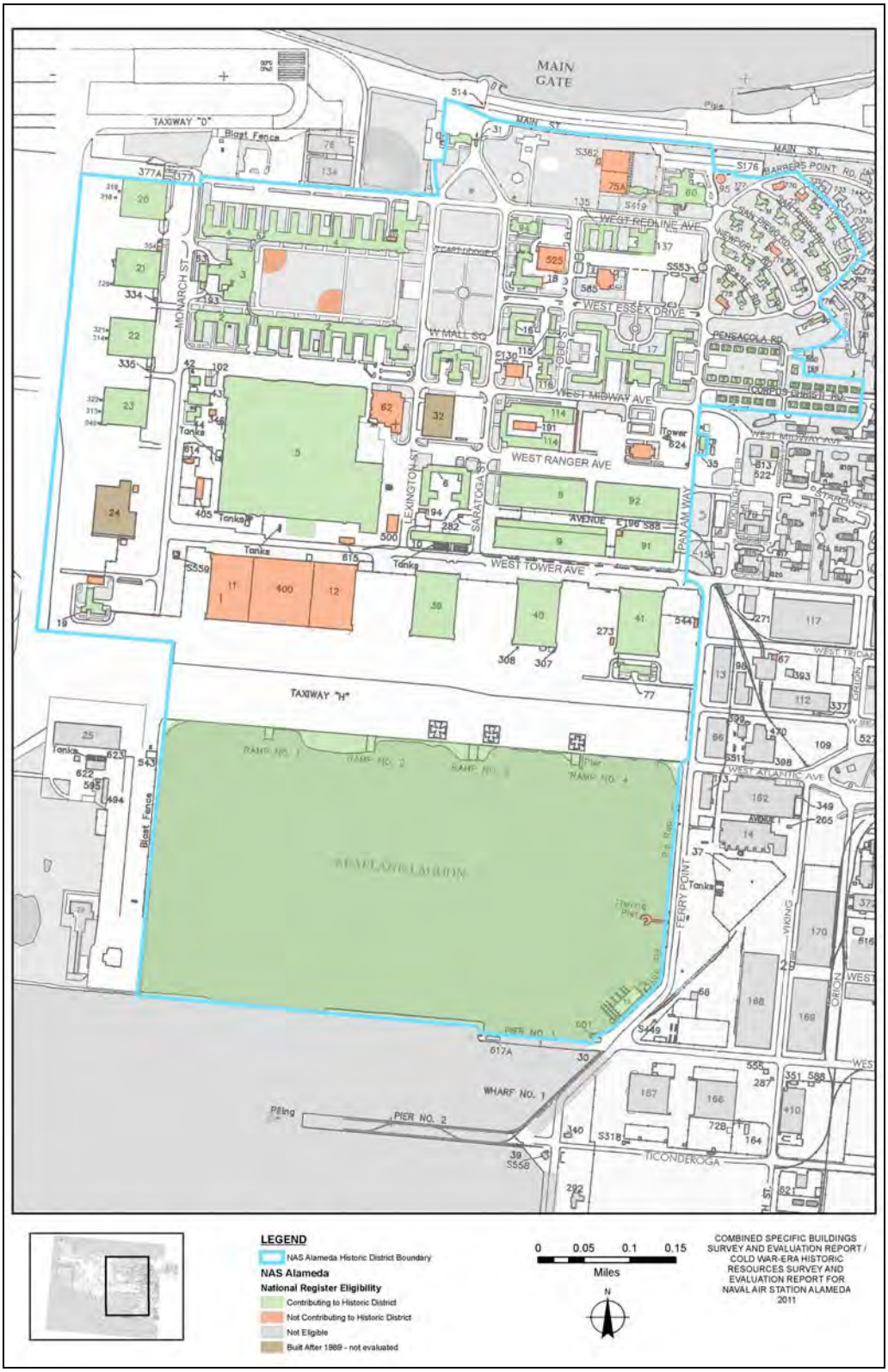
In addition to its historic significance, the NAS Alameda Historic District also retains a high degree of historic integrity to convey its significance. It has the physical features that relate to its period of significance (1938-1945), and it retains elements of all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The 13 new contributors to the NAS Alameda Historic District all retain historic integrity to convey their significance. There are resources on NAS Alameda that have some similar historic association as those resources that are considered NRHP eligible, however, as noted in Section 4, if they are not among the 13 new contributors to the historic district, the conclusion of this report is that they do not retain sufficient historic integrity to convey their significance.

The following is a summary table of the 13 new contributors to the NAS Alameda Historic District. This is followed by an illustration of the historic district, summaries of the evaluation of the 13 new contributors, and a description of the historic district boundaries. The full evaluations are in the DPR 523 forms in **Appendix C**, which also include discussion of the character-defining features of the historic district contributors.[231]

[231] The character-defining features of the NAS Alameda Historic District were previously identified and discussed in: Stephen Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

Table 20. Contributors to the NAS Alameda Historic District Identified in this Report

Building Number	Historic Function	Year Built
No Number	Seaplane Lagoon	1940
5	Overhaul and Repair Shops	1940
10	Power Plant Building	1940
15	Boathouse	1940
19	Control Tower	1941
35	Radio Transmitter Building	1940
64	Boiler / SIMA Diving Locker	1941
Ramp 1	Seaplane Ramp #1	1940
Ramp 2	Seaplane Ramp #2	1940
Ramp 3	Seaplane Ramp #3	1941
200648	Bulkhead	1938
200650	Jetty	1939
200687	Seaplane Ramp #4	1940



NAS Alameda Historic District, as defined by this report.

Building 5: The previous evaluation of the Assembly & Repair Shops concluded that the building did not retain historic integrity to the historic district's period of significance (1938-1945). Research revealed that additions and modifications to the buildings were constructed during the period of significance, and thus Building 5 retains historic integrity. Building 5 was one of the central and most important functions on NAS Alameda, contributing significantly to the station's overall purpose and to its war time effort. It is prominently located within, and thus illustrates, the station's orthogonal formal design, and it has similar architectural features to the station's hangars and thus contributes to the Moderne style architectural character of the historic district. Furthermore, the additions to the building reflected the growth of A&R on NAS Alameda during World War II and the adaptation of the facility to meet the demands imposed by the war.

Building 10: Similar to Building 5, research revealed that the Power Plant retain historic integrity to the historic district's period of significance, with the expansion of the building in 1945. This expansion had been previously been noted as having been constructed after World War II. The Power Plant had a crucial function on the station, its location highlighted the design and organizational design of the station, and its expansion reflected the growth and adaptation of the station during World War II.

Building 19: The previous evaluation of the Control Tower concluded the building had lost historic integrity to the historic district's period of significance. Re-evaluation of this building now concludes that it retains sufficient historic integrity to be a contributor to the historic district. The Control Tower was the central facility for aircraft operations and has primary significance for its association with the historic district's importance in naval air station development and the role NAS Alameda served during World War II. The building also shares character-defining features with the administrative core and shops on NAS Alameda. This evaluation led to reconsideration of the district boundaries, which were expanded to include the Control Tower.

Building 35: The previous evaluation concluded that Radio Transmitter Building was ineligible as a contributing element of the NAS Alameda Historic District because the addition on the south end of the building was considered compromising to its historic integrity. Research revealed that the southern addition to the building was constructed between 1942 and 1943. Thus the building retains integrity to the period of significance. The building contributed to important communication functions during World War II. It is also illustrative of the evolution in the station's formal layout and design, and it contributes to the architectural character of the historic district with its Moderne style elements.

Seaplane Lagoon and Constituent Elements: The Seaplane Lagoon and other contributing elements that are constituent elements (Seaplane Ramps 1 through 4, Bulkhead, and Jetty) of the Seaplane Lagoon are significant for their important role in supporting seaplane operations and its association with the development of NAS Alameda and its important associations with the station's role in Pacific theater naval operations during World War II. The Seaplane Lagoon contributes to the historical association of operations before and during World War II, and it is a significant component of the station's overall design and layout. This evaluation led to reconsideration of the district boundaries, which were expanded to encompass the Seaplane Lagoon.

Buildings 15 and 64: Buildings 15 and 64 are situated in the vicinity of the Seaplane Lagoon and within the expanded historic district boundary. They are significant within the historic district because of their importance to waterfront operations. They also contribute architecturally to the district in a manner similar to some industrial buildings and the siting of these two buildings reflects the station's important design and layout that took into account the local conditions of this facility.

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 angled 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 along the edge of the former taxiway to encompass Building 19. The

boundary extends north along the east side of Taxiway 4 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. Thus completes the boundary of the historic district as defined by this report (See **Figure A-5 Appendix A** for a comparison of the previous and current district boundaries).

As for the Cold War period, the history of the station during the Cold War illustrates that the NAS Alameda Historic District, its contributing elements, or 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in naval 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.[232] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. The resources on NAS Alameda, including the NAS Alameda Historic District, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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 historically significant individuals of that era (NRHP Criterion B / CRHR Criterion 2). The buildings structures on NAS Alameda do not exemplify an important type, period, or method 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).

There is one additional resource on NAS Alameda that has historic status. The Pan Am China Clipper commemorative monument located near Building 1 is California Registered Historical Landmark No. 968. Although the monument does not meet NRHP eligibility criteria, it was automatically listed in the California Register and carries Status Code "1CL" in the California Historic Resources Information System.[233]

[232] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).
[233] Office of Historic Preservation, "Historic Property Datafile for Alameda County," California Historic Resources Information System, as of December 3, 2004.

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Drawer 11, 600 Block Essex.

Drawer 17, 1500 Ferry Point.

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Drawer 47, Yards and Docks.

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APPENDICES:

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D. Preparers' Qualifications

E. Information Regarding GIS Data Layers

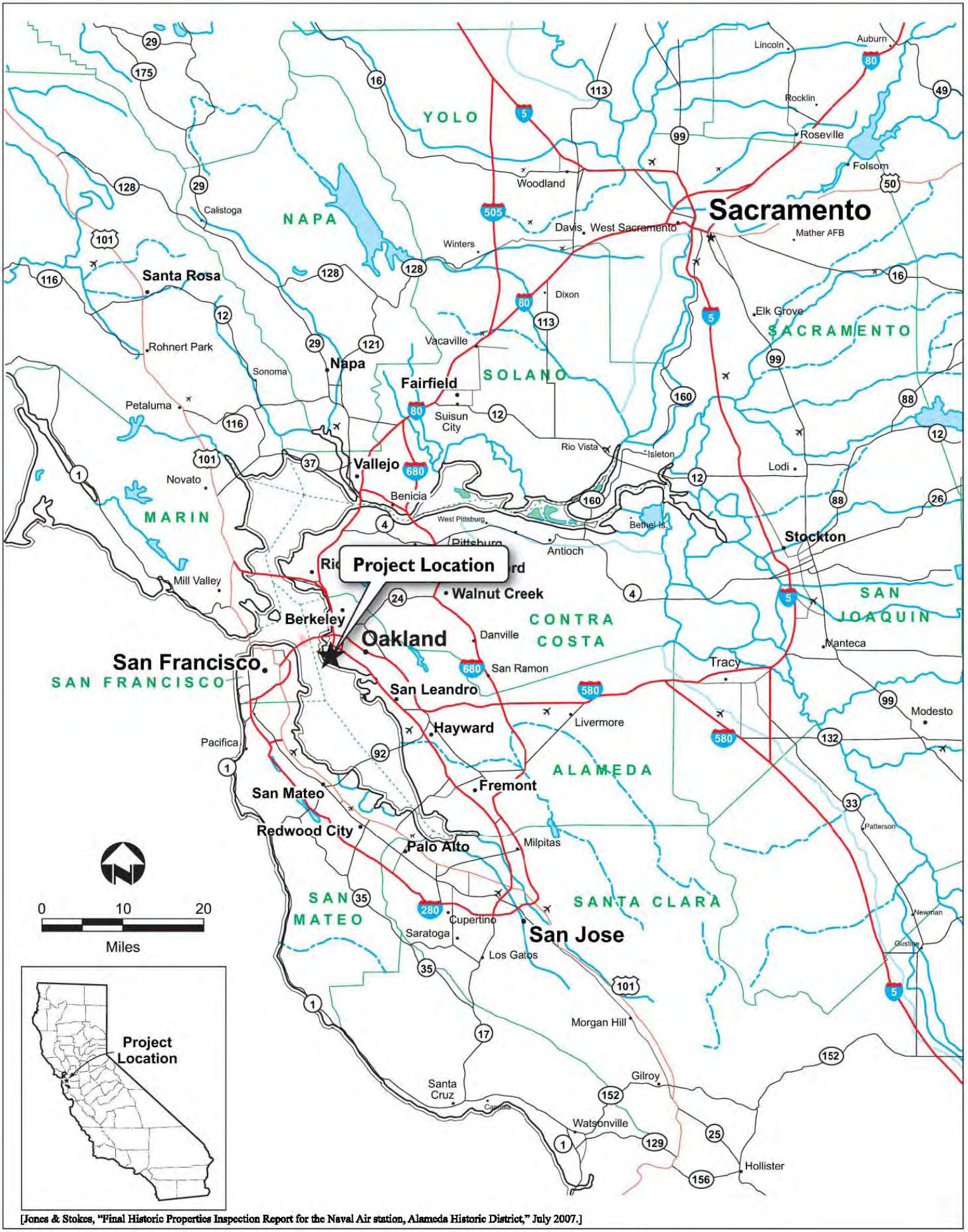
F. Program Comments

G. Navy Correspondence

APPENDIX A:

A – 1. FIGURES

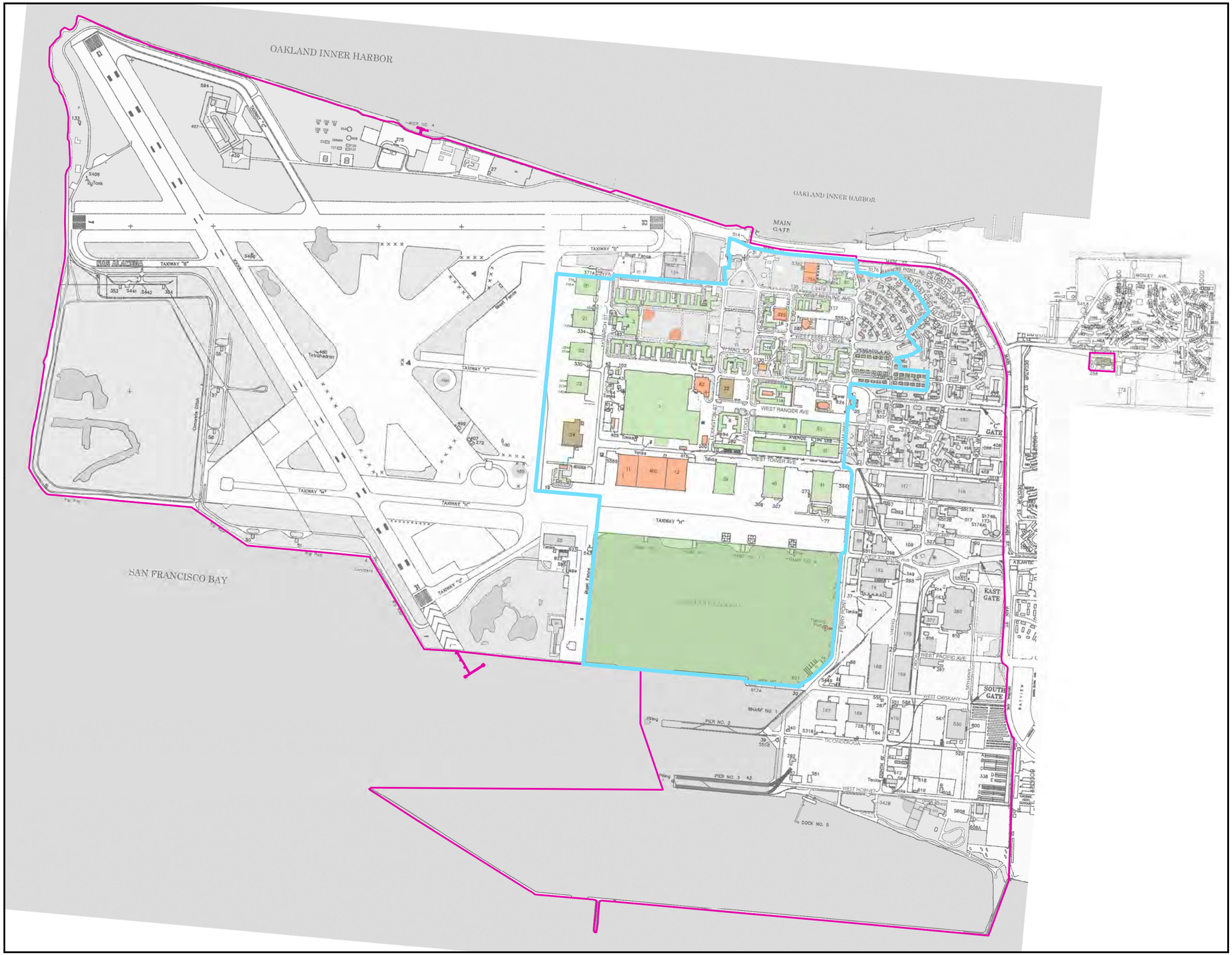
A – 2. AERIAL PHOTOGRAPHS of NAS Alameda



[Jones & Stokes, "Final Historic Properties Inspection Report for the Naval Air station, Alameda Historic District," July 2007.]

COMBINED SPECIFIC BUILDINGS SURVEY AND EVALUATION REPORT / COLD WAR-ERA HISTORIC RESOURCES SURVEY AND EVALUATION REPORT FOR NAVAL AIR STATION ALAMEDA

FIGURE 1. PROJECT VICINITY MAP



LEGEND

- NAS Alameda Historic District Boundary
- Combined Specific Bldg and Cold War Era Study

NAS Alameda

National Register Eligibility

- Contributing to Historic District
- Not Contributing to Historic District
- Not Eligible
- Built After 1989 - not evaluated

0 0.1 0.2 0.3

Miles

N

COMBINED SPECIFIC BUILDINGS SURVEY AND EVALUATION REPORT / COLD WAR-ERA HISTORIC RESOURCES SURVEY AND EVALUATION REPORT FOR NAVAL AIR STATION ALAMEDA 2011

FIGURE 2

LEGEND

- NAS Alameda Historic District Boundary

NAS Alameda

National Register Eligibility

- Contributing to Historic District
- Not Contributing to Historic District
- Not Eligible
- Built After 1989 - not evaluated

0 0.08 0.16 0.24

Miles

N

COMBINED SPECIFIC BUILDINGS SURVEY AND EVALUATION REPORT / COLD WAR-ERA HISTORIC RESOURCES SURVEY AND EVALUATION REPORT FOR NAVAL AIR STATION ALAMEDA 2011

FIGURE 3a - AREA 1

LEGEND

- NAS Alameda Historic District Boundary

NAS Alameda

National Register Eligibility

- Contributing to Historic District
- Not Contributing to Historic District
- Not Eligible
- Built After 1989 - not evaluated

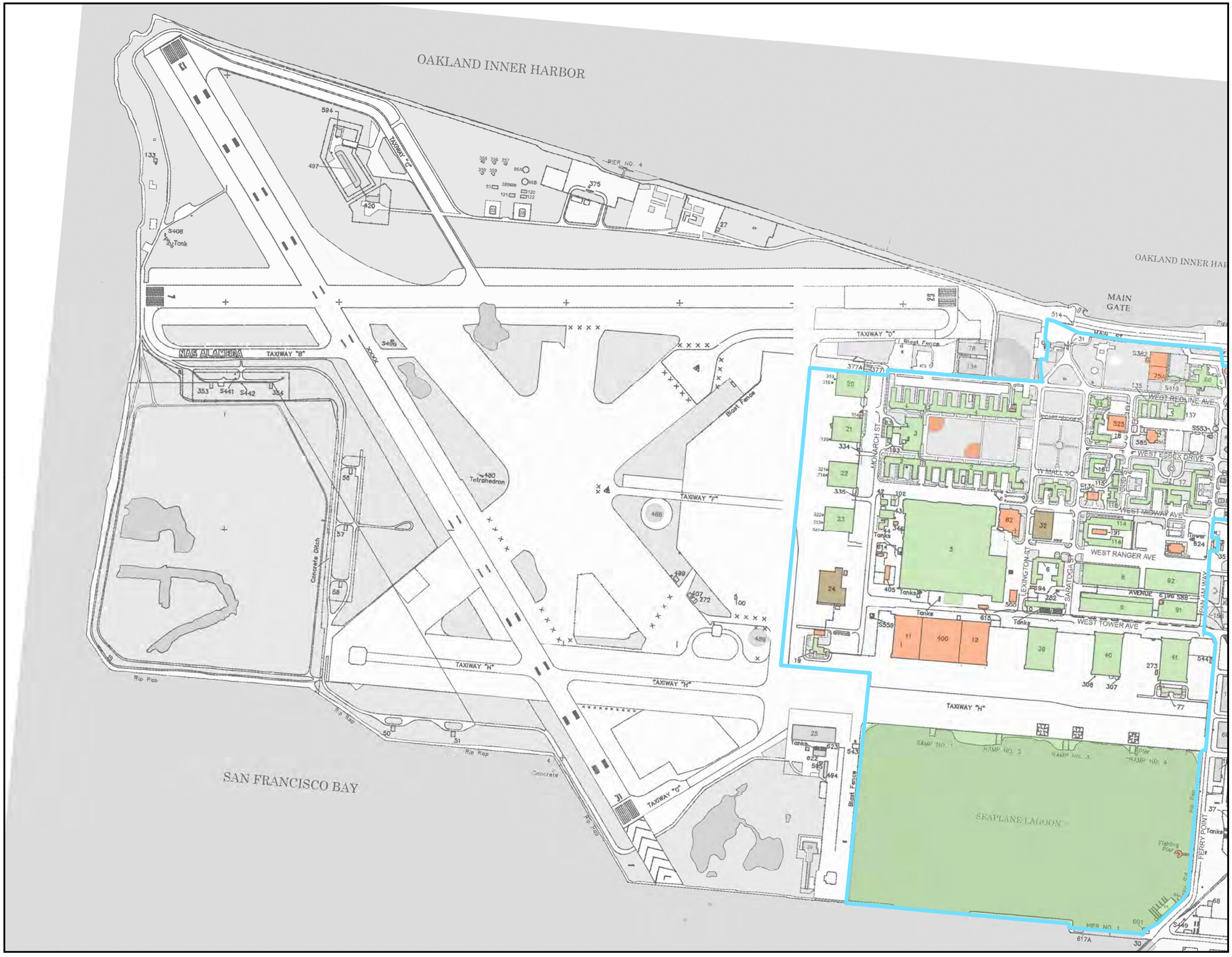
0 0.09 0.18 0.27

Miles

N

COMBINED SPECIFIC BUILDINGS SURVEY AND EVALUATION REPORT / COLD WAR-ERA HISTORIC RESOURCES SURVEY AND EVALUATION REPORT FOR NAVAL AIR STATION ALAMEDA 2011

FIGURE 3b - AREA 2



LEGEND

- NAS Alameda Historic District Boundary

NAS Alameda

National Register Eligibility

- Contributing to Historic District
- Not Contributing to Historic District
- Not Eligible
- Built After 1989 - not evaluated

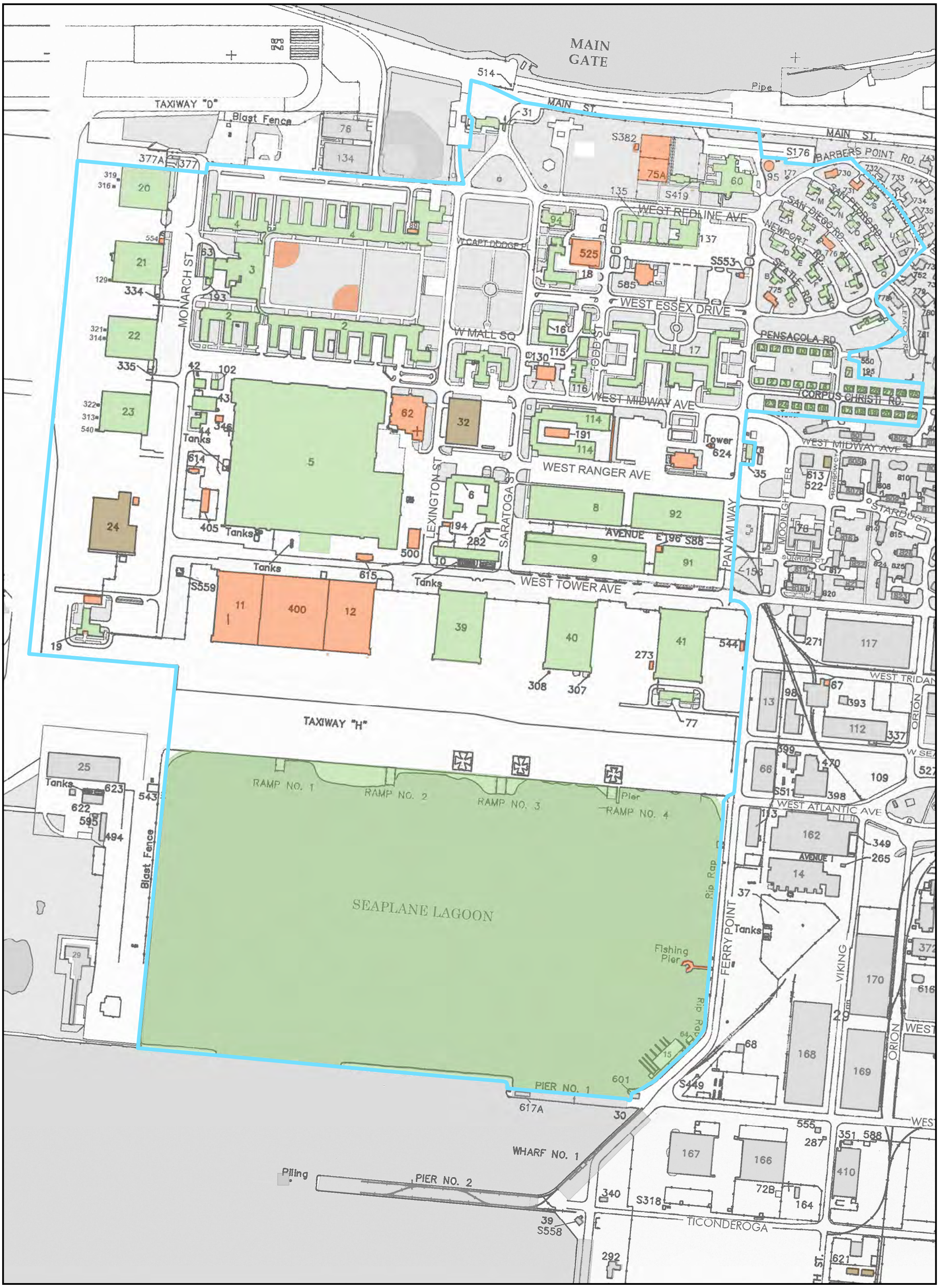
0 0.1 0.2 0.3

Miles

N

COMBINED SPECIFIC BUILDINGS SURVEY AND EVALUATION REPORT / COLD WAR-ERA HISTORIC RESOURCES SURVEY AND EVALUATION REPORT FOR NAVAL AIR STATION ALAMEDA 2011

FIGURE 3c - AREA 3



LEGEND

- NAS Alameda Historic District Boundary

NAS Alameda

National Register Eligibility

- Contributing to Historic District
- Not Contributing to Historic District
- Not Eligible
- Built After 1989 - not evaluated

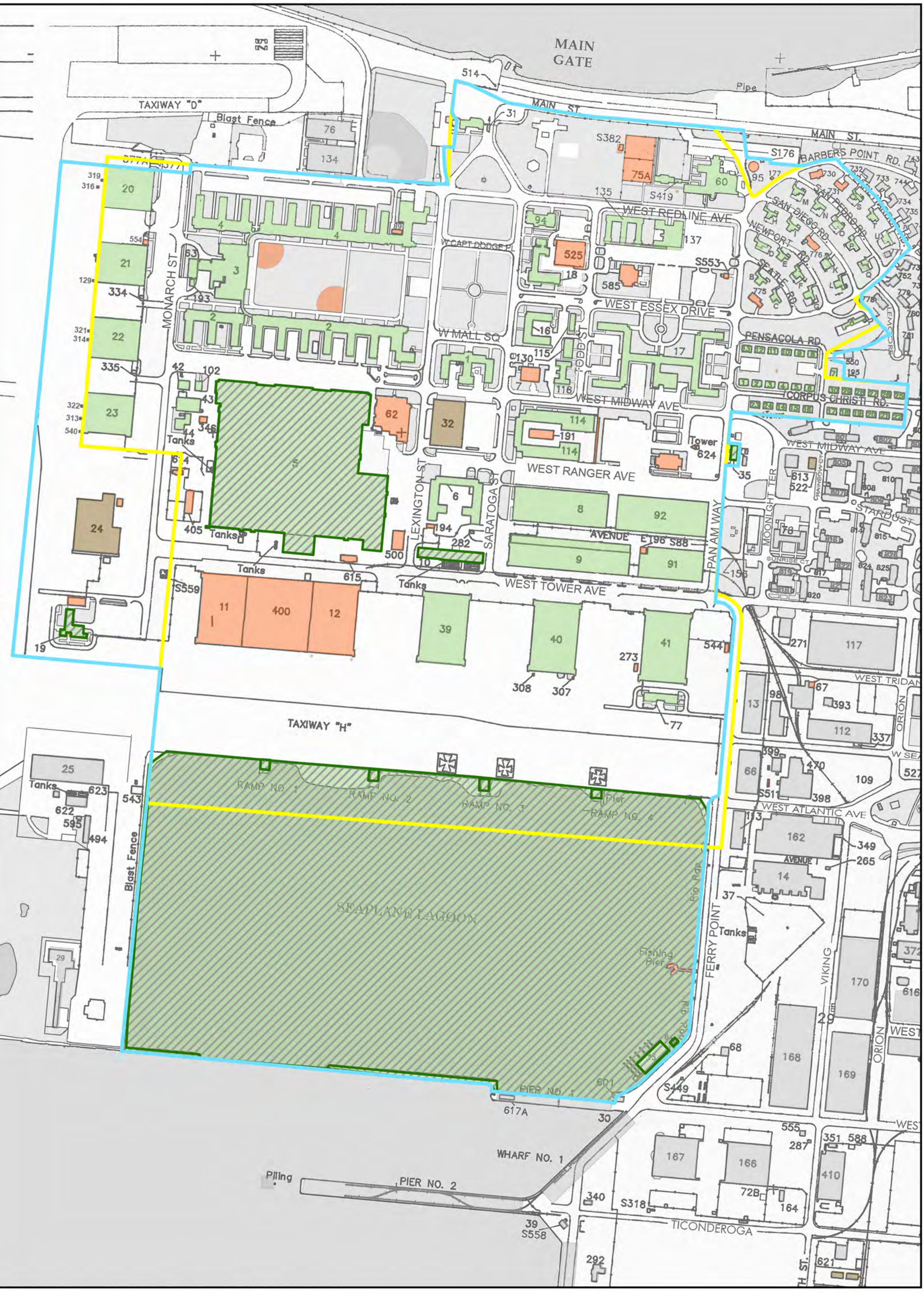
0 0.05 0.1 0.15

Miles

N

COMBINED SPECIFIC BUILDINGS SURVEY AND EVALUATION REPORT / COLD WAR-ERA HISTORIC RESOURCES SURVEY AND EVALUATION REPORT FOR NAVAL AIR STATION ALAMEDA 2011

FIGURE 4



LEGEND

- NAS Alameda Historic District Boundary
- Previous Historic District Boundary - Woodbridge

NAS Alameda

National Register Eligibility

- Contributing to Historic District
- Not Contributing to Historic District
- Not Eligible
- Built After 1989 - not evaluated
- Newly Contributing to Historic District

0 0.05 0.1 0.15

Miles

N

COMBINED SPECIFIC BUILDINGS SURVEY AND EVALUATION REPORT / COLD WAR-ERA HISTORIC RESOURCES SURVEY AND EVALUATION REPORT FOR NAVAL AIR STATION ALAMEDA 2011

FIGURE 5

U.S. NAVAL AIR STATION

ALAMEDA AND VICINITY

Scale: ——— *1000 ft.*

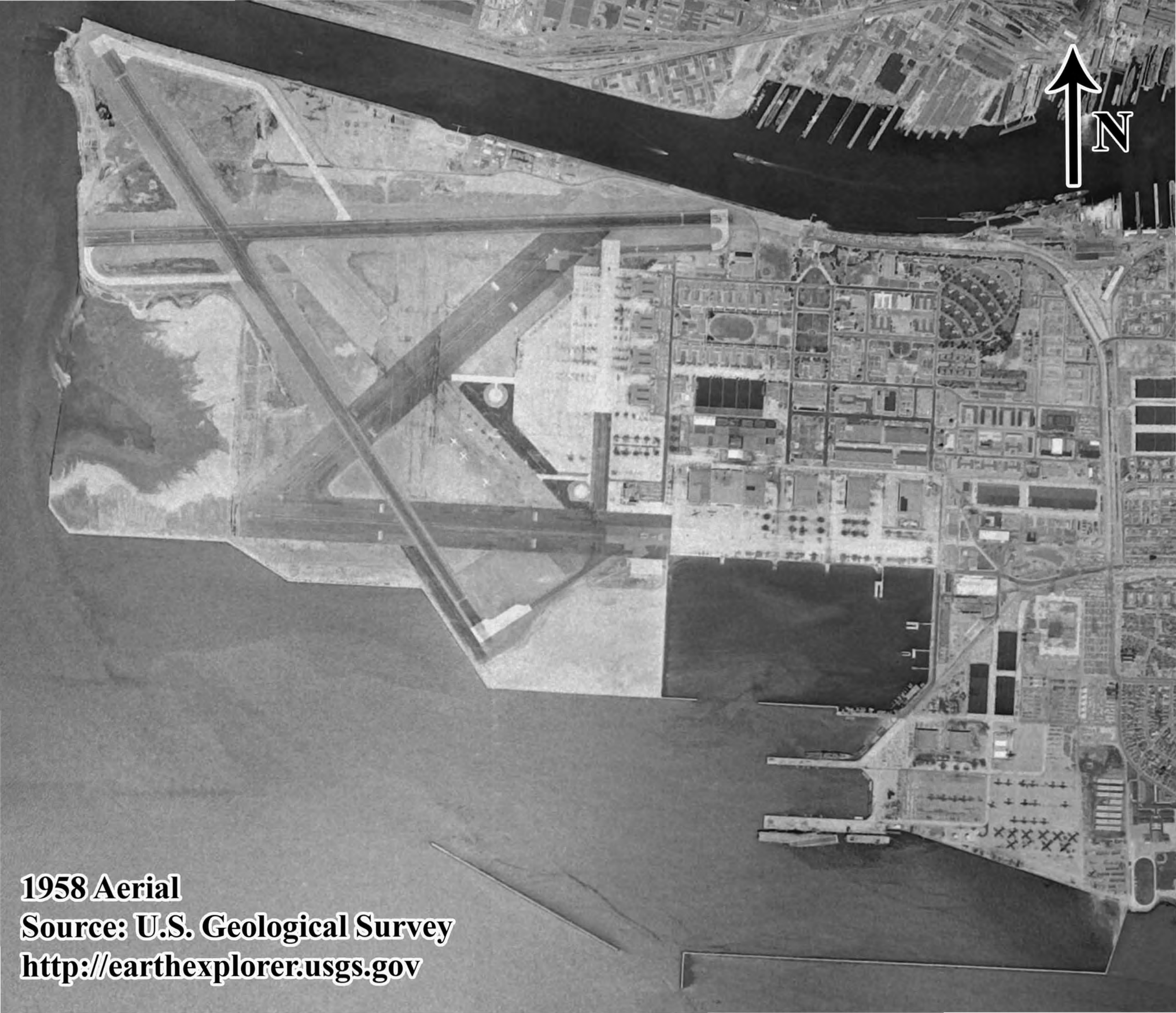
1943 Aerial Source: CEC/Seabee Museum, NBVC, Port Hueneme, California

U.S. NAVAL AIR STATION
ALAMEDA, CALIF.
DECEMBER 1, 1945
SCALE - 1 INCH = 5000 FEET
PHOTOGRAPHIC LABORATORY N.A.S. ALAMEDA - PILOT LT. GIALDEN

1945 Aerial Source: CEC/Seabee Museum, NBVC, Port Hueneme, California

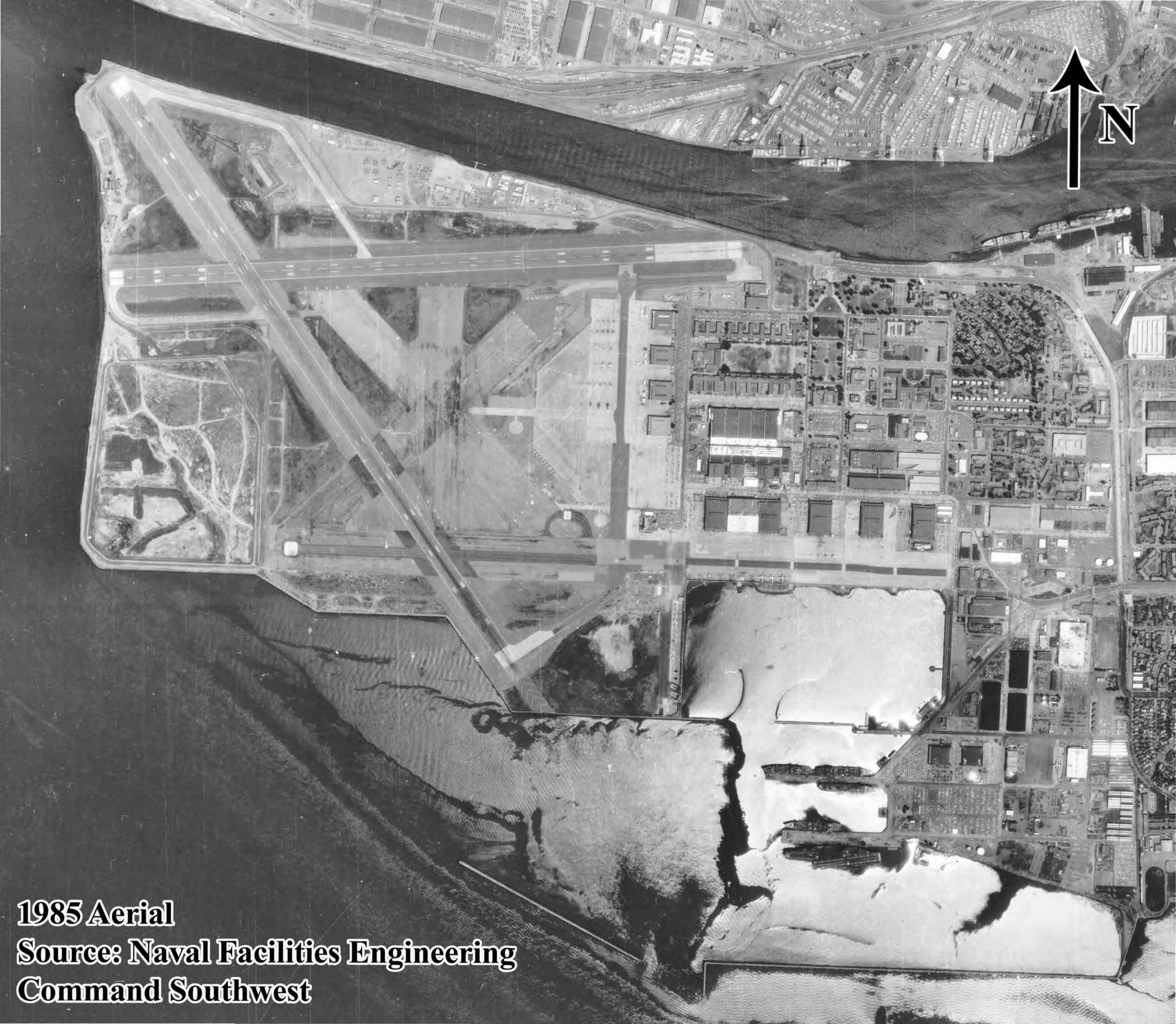
1946 Aerial
Source: Naval Facilities
Engineering Command Southwest

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:

TABLES

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
001	ADMINISTRATION BUILDING	1940
002	ENLISTED MENS BARRACKS	1940
003	MESS HALL-GALLEY	1940
004	E M BARRACKS	1940
005	OVERHAUL-REPAIR SHOPS	1940
006	PW TRANS SHOP GARAGE	1940
007	MATERIAL ENGINEERING LAB	1985
008	GENERAL STOREHOUSE	1940
009	AIRCRAFT STOREHOUSE	1940
010	POWER PLANT BUILDING	1940
011	AIRCRAFT MAINT SHOP	1941
012	AIRCRAFT MAINT SHOP	1941
013	PAINT-OIL STORAGE	1942
014	ENGINE TEST CELLS	1940
015	BOATHOUSE	1940
016	DISPENSARY	1942
017	BACHELORS OFFICERS QUARTERS	1941
018	RECREATION BLDG-P O	1941
019	OPERATIONS BLDG-CONTRL TOWER	1941
019-1	CRASH & RESCUE GARAGE	1962
020	LANDPLANE HANGAR	1941
021	LANDPLANE HANGAR	1941
022	LANDPLANE HANGAR	1941
023	LAND PLANE HANGAR	1941
024A	IND WST TREATMENT FAC	1977
025	CORROSION CONTROL FACILITY	1987
026	SMALL ARMS MAGAZINE	1941
027	PW MAINT SHOP/COMPRESSOR	1940
029	GUN TEST FACILITY	1987
030	GATE HOUSE /MAIN GATE/	1941
031	SENTRY HOUSE/MAIN GATE/	1941
034	TRANS PAD BEHIND 10	1941
035	RADIO TRANSMITTER BLDG.	1940
036A	RADIO TOWERS	1940
039	MAINT HANGAR	1944
040	MAINT HANGAR	1941
041	AIRCRAFT INTER MAINT SHOP	1945
042	ATS ENGINEERING FACILITY	1941
043	WEAPONS SHOP	1941

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
044	ENGINEERING OFFICE FACILITY	1941
050	WARHEAD MAGAZINE	1941
051	WARHEAD MAGAZINE	1941
052	PYROTECHNICS MAGAZINE	1941
053	SMOKE DRUM STOREHOUSE	1941
056	HIGH EXPLOSIVES MAGAZINE	1941
057	HIGH EXPLOSIVES MAGAZINE	1941
058	HIGH EXPLOSIVES MAGAZINE	1941
060	OFFICERS RECREATION BUILDING	1941
062	ADMINISTRATIVE OFFICE FAC	1942
063	GALLEY	1942
064	SIMA DIVING LOCKER	1941
066	ENGINE ACCESS. TEST SHOP	1942
067	AUTOMOTIVE REPAIR SHOP	1942
068	WATERFRONT MAINT SHOP	1988
071	MOUNTED A-7 AIRCRAFT	1987
075	OFFICERS BATH HOUSE	1942
076	E.M. SWIMMING POOL	1942
077	AIR TERMINAL BUILDING	1942
078	WAVES BARRACKS/TRAINING	1942
086	SEWAGE PUMPING STATION	1942
089	GARAGE /MARINE BARRACKS/	1938
090	EMPLOYMENT OFFICE	1938
091	PACKING - SHIPPING STOREHOUSE	1942
092	PACKING-SHIPPING DEPT.	1942
094	CHAPEL	1943
095	WATER STORAGE TANK/NON-POT	1943
096A	WATER STORAGE TANK	1943
096B	WATER STORAGE TANK	1943
098	BARREL SHED	1942
100	TRANSFORMER VAULT	1942
102	ORDNANCE OFFICE BLDG	1943
112	PRESERVATION-PACKAGING	1944
113	A/C PT SHPG CONT OVHL BLDG	1943
114	PW OFFICE-MAINTENANCE SHOP	1944
115	AMBULANCE GARAGE	1943
116	REHAB CTR	1943
117	STOREHOUSE	1943
118	STOREHOUSE	1944

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
119	MCDONALDS	1985
120	FLAMMABLE STORAGE	1944
121	TORPEDO STOREHOUSE	1944
122	NAVY EXCHANGE STORAGE	1944
130	LOW PRESSURE CHAMBER	1944
133	RADIO RECEIVER BUILDING	1945
134	GYMNASIUM	1945
135	COMMUNITY FACILITIES BLDG	1944
137	RECREATION STORAGE	1945
152	COMMISSARY-GEN WHSE R/I	1945
162	ENG ACCESSORY OVERHAUL SHOP	1945
163A	EQUIPMENT-MAINT SHOP	1939
164	WATER TREATMENT FACILITY BLDG	1960
166	SHIPS INSTALL FACILITY	1946
167	PROPELLER SHOP-A/C PRESERV.	1946
168	STOREHOUSE	1946
169	AVIATION WAREHOUSE	1946
170	STOREHOUSE	1957
173	WATER PUMPING STATION	1946
174A	WATER STORAGE TANK	1946
174B	WATER STORAGE TANK	1946
175	TRANSFORMER HOUSE	1943
176	WATER PUMPING STATION	1943
177	TRANSFORMER HOUSE	1941
178	TRANSFORMER HOUSE	1941
191	STORAGE RACKS	1944
193	COMMISSARY OFFICE	1944
194	600 STORAGE	1945
196	STORAGE /FLAMMABLE/	1943
251	FLEET RECREATION	1975
252	FLEET RECREATION	1975
253	FLEET RECREATION	1975
254	FLEET RECREATION	1975
258	CHILD CARE CENTER	1985
259	RINSE FACILITY	1983
263	AUTOMOTIVE WELDING SHOP	1946
265	FLAMMABLE STORES	1945
271	GAS CYLINDER STORAGE	1945
272	LOX FACILITY	1945

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
273	LOX FACILITY	1943
287	SEWAGE PUMPING PLANT	1945
292	PW RIGGERS	1945
302E	NAVIGATION RANGE LIGHT	1985
302W	NAVIGATION RANGE LIGHT	1985
307	AMMUNITION LOCKER	1942
308	AMMUNITION LOCKER	1942
313	AMMUNITION LOCKER	1942
314	AMMUNITION LOCKER	1942
315	AMMUNITION LOCKER	1942
316	AMMUNITION LOCKER	1942
319	AMMUNITION LOCKER	1942
321	AMMUNITION LOCKER	1942
322	AMMUNITION LOCKER	1942
337	STORAGE /ARMCO HUT/	1946
338A	AIRCRAFT CONTAINER	1948
338B	STORAGE CONTAINER	1948
338C	STORAGE CONTAINER	1948
338D	STORAGE CONTAINER	1948
338E	AIRCRAFT CONTAINER	1948
338F	STORAGE CONTAINER	1948
338G	STORAGE CONTAINER	1948
338H	STORAGE CONTAINER	1948
340	PUMP HOUSE/FIRE PROTECTION	1950
346	MAINT SHOP, DWF	1949
347	PAINT STORAGE - MIXING ROOM	1946
351	PAINT LOCKER /ARMCO HUT/	1949
353	STANDARD MAGAZINE	1952
354	SPECIAL MAGAZINE	1952
355	FUSE-DETONATOR MAGAZINE	1941
356	FUSE-DETONATOR MAGAZINE	1941
357	FUSE-DETONATOR MAGAZINE	1941
358	FUSE-DETONATOR MAGAZINE	1941
359	FUSE-DETONATOR MAGAZINE	1941
360	ENGINE OVERHAUL BLDG	1953
360A	ENGINE COMPONENT STORAGE	1985
360B	ENGINE COMPONENT STORAGE	1985
360C	ENGINE COMPONENT STORAGE	1985
360D	ENGINE COMPONENT STORAGE	1985

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
372	TURBO PROP TEST CELLS	1953
377	AVIATION FUEL READY ROOM	1954
380	SALUTING BATTERY	1954
381	BASEBALL BLEACHERS	1952
382	SQUASH COURT	1945
384	FLAGPOLE	1941
388	INERT STORAGE /ARMCO/	1950
391	GAP SITE STORAGE SHELTER	1950
392	EMERGENCY GENERATOR HOUSE	1956
393	REFUELER REPAIR SHELTER	1953
397	TURBO JET ENGINE TEST CELLS	1958
398	AIR TURBINE OVERHAUL	1957
399	COMPRESSOR BUILDING	1957
400	AVIONICS BUILDING	1957
405	A/C GSE REPAIR FACILITY	1957
407	LIQUID OXYGEN FACILITY	1957
410	CLEANING STRIPPING SHELTER	1958
411	TRANSFORMER STATION NO 4	1956
412	TRANSFORMER STATION NO 2	1943
414	CHEMICAL STORAGE	1957
419	OFFICERS CLUB BARBECUE	1956
420	AUW SHOP	1958
422	BASEBALL DIAMOND	1944
423	TENNIS COURTS	1941
424	SOFTBALL DIAMOND	1942
425	SOFTBALL DIAMOND	1942
428	SOFTBALL DIAMOND	1945
431	MOORING DOLPHIN/25 PILES	1951
434	MOORING DOLPHIN/25 PILES	1945
440	CONTROL CENTER	1959
441	SENTRY HOUSE	1959
442	CONTROL CENTER	1959
449	SEWAGE PUMPING STATION	1954
459	NAVY EXCHANGE SERVICE STATION	1962
468	SEWAGE PUMPING STATION	1962
469	SEWAGE PUMPING STATION	1962
470	AIR VACUUM PUMPING STATION	1961
480	TETRAHEDRON	1942
488	COMPASS ROSE	1944

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
489	COMPASS ROSE	1944
491	EMERGENCY GENERATOR BLDG	1961
492	SEWAGE PUMPING STATION	1962
493	SEWAGE PUMPING STATION	1964
494	MAINTENANCE BLD	1963
497	SPECIAL WEAPONS MAG	1964
498	SENTRY TOWER	1964
499	FIELD LIGHTING VAULT	1964
500	OYR RECEIVING SHELTER	1964
501	A/C SANITARY FACILITY	1964
512	DOLPHIN	1964
513	WHEELS UP LANDING AID-R/W 31	1964
514	WHEELS UP LANDING AID-R/W 25	1964
517	NAVY EXCHANGE BEVERAGE STORE	1968
521	MOUNTED A-4 AIRCRAFT	1968
525	BOWLING LANES	1970
527	CREDIT UNION	1970
529	SWTCHG/SUBSTA BLDG/SHLTR	1974
530	MISSILE REWORK BUILDING	1973
531	NAVY LODGE	1971
532	NAVY LODGE	1971
533	NAVY LODGE	1971
540	LINE SHACK	1975
542	FLEET RECREATION BUILDING	1975
544	LIQUID OXY NIT FAC NONIND	1974
546	BUS STATION	1974
550	160'S GRNDS EQUIP SHED	1974
552	ELECTRICAL SUBSTATION MAIN	1973
553	ELECTRICAL SUBSTATION #6	1973
554	ELECTRICAL SUBSTATION #7	1973
555	ELECTRICAL SUBSTATION #8	1973
558	ELECTRICAL SUBSTATION #14	1973
559	ELECTRICAL SUBSTATION #9	1973
562	SEWAGE IND WASTE PUMP STA	1975
564	CLASS VI PACKAGE STORE	1974
584	PIER UTILITY BOILER PLANT	1977
585	CPO MESS OPEN	1976
592	SEWAGE PUMP STATION	1975
594	PHYS SEC/REACTION FORCE FAC	1976

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
595	LOX EQUIPMENT SHELTER	1976
596	SEWAGE LIFT STATION	1976
600	CENTRAL COOLANT SUPPLY	1975
601	OIL/WATER SEPARATOR	1974
607	CRAFT HOBBY SHOP	1980
608	AUTO HOBBY SHOP	1979
608A-C	AUTO HOBBY SHOP	1979
610	HIGH SPEED GRIND SHELTER	1979
611	ELECTRONICS MAINT SHOP	1981
612	HOSE MAINTENANCE BLDG.	1980
613	FAMILY SERVICE CENTER	1983
614	HAZARDOUS MATERIAL STOREHSE	1982
615	HAZARDOUS MATERIAL STOREHSE	1982
616	HAZARDOUS MATERIAL STOREHSE	1982
618	800 STRG(PAINT/FLAMMABLE)(A)	1982
619	800 STRG(PAINT/FLAMMABLE)(B)	1982
620	INDUSTRIAL SHOP	1985
621	WATERFRONT OPS BLDG	1988
622	STEAM BOILER PLANT	1987
623	DIESEL FUEL TANK FARM	1987
200642	RUNWAYS	1952
200648	BULKHEAD	1939
200649	SEAWALL	1947
200650	JETTY	1939
200658	BREAKWATER	1947
200687	SEAPLANE RAMP 4	1940
200689	RUNWAY LIGHTING	1954
200727	STORM SEWER	1955
201061	TAXIWAYS	1952
201062	CRANE TRACKS	1944
201087	RUNWAY LIGHTING	1954
201153	RAILROADS	1940
201187	HISTORICAL RAILROAD MARKER	1952
201191	AIRCRAFT PARKING APRON	1945
201194	TAXIWAY LIGHTING	1954
201196	OBSTRUCTION LIGHTS	1946
201201	BEACON LIGHTS	1946
201210	RUNWAY	1952
201224	AIRCRAFT MAINTENANCE APRON	1941

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
201242	AIRCRAFT OPERATIONAL APRON	1959
201244	AIRCRAFT OPEN STORAGE	1941
201253	RUNWAY 13-31	1952
201254	RUNWAY 7-25/L-R/	1952
201256	TAXIWAYS	1952
201258	AIRCRAFT MAINTENANCE APRON	1941
201260	AIRCRAFT PARKING APRON	1945
201489	APPROACH LIGHTING	1964
201543	A/C ACCESS APRONS	1942
201544	A/C HOLDING APRON	1959
201545	A/C ARMING / DEARMING PAD	1941
201546	A/C BEACON	1942
201547	R/W DISTANCE MARKERS LIGHTED	1957
201549	R/W GUIDANCE LIGHTING SYSTEM	1965
201550	CENTER LINE R/W LGT	1965
201551	WHEELS UP-WAVE OFF LIGHTS	1965
201711	HELICOPTER PARKING PADS	1970
FH-0001	101 CORPUS CHRISTI RD	1941
FH-0002	103 CORPUS CHRISTI RD	1941
FH-0003	105 CORPUS CHRISTI RD	1941
FH-0004	107 CORPUS CHRISTI RD	1941
FH-0005	109 CORPUS CHRISTI RD	1941
FH-0006	111 CORPUS CHRISTI ROAD	1941
FH-0007	111 PENSACOLA ROAD	1941
FH-0008	110 PENSACOLA ROAD	1941
FH-0009	108 PENSACOLA ROAD	1941
FH-0010	106 PENSACOLA ROAD	1941
FH-0011	104 PENSACOLA ROAD	1941
FH-0012	102 PENSACOLA ROAD	1941
FH-0013	100 PENSACOLA ROAD	1941
FH-0014	106 CORPUS CHRISTI ROAD	1941
FH-0015	108 CORPUS CHRISTI ROAD	1942
FH-0016	110 CORPUS CHRISTI ROAD	1942
FH-0017	112 CORPUS CHRISTI ROAD	1942
FH-0018	114 CORPUS CHRISTI ROAD	1942
FH-0019	116 CORPUS CHRISTI ROAD	1942
FH-0020	118 CORPUS CHRISTI ROAD	1942
FH-0021	120 CORPUS CHRISTI ROAD	1942
FH-0022	122 CORPUS CHRISTI ROAD	1942

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
FH-0023	102 CORPUS CHRISTI ROAD	1942
FH-0024	104 CORPUS CHRISTI ROAD	1942
FH-0025	123 CORPUS CHRISTI ROAD	1942
FH-0026	121 CORPUS CHRISTI ROAD	1942
FH-0027	119 CORPUS CHRISTI ROAD	1942
FH-0028	117 CORPUS CHRISTI ROAD	1942
FH-0029	115 CORPUS CHRISTI ROAD	1942
FH-0030	113 CORPUS CHRISTI ROAD	1942
FH-0730	102 BARBERS POINT ROAD	1963
FH-0731	100 PEARL HARBOR ROAD	1963
FH-0732	101 PEARL HARBOR ROAD	1963
FH-0733	103 PEARL HARBOR ROAD	1963
FH-0734	105 PEARL HARBOR RD	1963
FH-0735	107 PEARL HARBOR RD	1963
FH-0736	106 ALAMEDA RD	1963
FH-0737	112 PEARL HARBOR RD	1963
FH-0738	119 NORFOLK RD	1963
FH-0739	117 NORFOLK RD	1963
FH-0740	115 NORFOLK RD	1963
FH-0741	113 NORFOLK ROAD	1963
FH-0742	125 CORPUS CHRISTI RD	1963
FH-0743	113 BARBERS POINT RD	1964
FH-0744	114 BARBERS POINT RD	1964
FH-0745	115 BARBERS POINT RD	1964
FH-0746	116 BARBERS POINT RD	1964
FH-0747	117 BARBERS POINT RD	1964
FH-0748	118 BARBERS POINT RD	1964
FH-0749	109 PEARL HARBOR RD	1964
FH-0750	111 PEARL HARBOR RD	1964
FH-0751	113 PEARL HARBOR RD	1964
FH-0752	104 ALAMEDA RD	1964
FH-0754	148 BARBERS POINT RD	1964
FH-0755	146 BARBERS POINT RD	1964
FH-0756	149 BARBERS POINT RD	1964
FH-0757	147 BARBERS POINT RD	1964
FH-0758	144 BARBERS POINT RD	1965
FH-0759	140 BARBERS POINT RD	1965
FH-0761	114 NORFOLK RD	1965
FH-0762	136 BARBERS POINT RD	1965

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
FH-0763	116 NORFOLK RD	1965
FH-0764	134 BARBERS POINT RD	1965
FH-0765	118 NORFOLK RD	1965
FH-0766	116 PEARL HARBOR RD	1965
FH-0767	115 PEARL HARBOR RD	1965
FH-0768	117 PEARL HARBOR RD	1965
FH-0769	122 BARBERS POINT RD	1965
FH-0770	120 BARBERS POINT RD	1965
FH-0771	119 BARBERS POINT RD	1965
FH-0772	121 BARBERS POINT RD	1965
FH-0773	123 BARBERS POINT RD	1965
FH-0774	125 BARBERS POINT RD	1965
FH-0775	95 ALAMEDA RD	1966
FH-0776	104 SAN DIEGO RD	1966
FH-0777	105 ALAMEDA RD	1966
FH-0778	100 LEMOORE RD	1966
FH-0779	101 LEMOORE RD	1966
FH-0780	103 LEMOORE RD	1966
FH-0781	105 LEMOORE RD	1966
FH-0782	138 BARBERS POINT RD	1966
FH-0783	142 BARBERS POINT RD	1966
FH-0784	145 BARBERS POINT RD	1966
FH-0800	112 PENSACOLA ROAD	1963
FH-0801	113 PENSACOLA RD	1963
FH-0802	124 CORPUS CHRISTI RD	1963
FH-0803	126 CORPUS CHRISTI RD	1963
FH-0804	128 CORPUS CHRISTI RD	1963
FH-0805	112 7TH AVENUE	1963
FH-0806	111 NORFOLK RD	1963
FH-0807	110 EL TORO RD	1963
FH-0808	101 MIRAMAR RD	1963
FH-0809	103 MIRAMAR RD	1963
FH-0810	105 MIRAMAR RD	1963
FH-0811	107 MIRAMAR RD	1963
FH-0812	109 NORFOLK RD	1963
FH-0814	102 MIRAMAR RD	1963
FH-0816	108 7TH AVENUE	1963
FH-0817	106 7TH AVENUE	1963
FH-0818	100 6TH AVENUE	1963

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
FH-0819	102 6TH AVENUE	1963
FH-0820	100 7TH AVENUE	1963
FH-0821	102 7TH AVENUE	1963
FH-0822	104 7TH AVENUE	1963
FH-0823	101 NORFOLK RD	1963
FH-0824	103 NORFOLK RD	1963
FH-0825	105 NORFOLK RD	1963
FH-0826	107 NORFOLK RD	1963
FH-0827	108 NORFOLK RD	1963
FH-0828	106 NORFOLK RD	1963
FH-0829	102 NORFOLK RD	1963
FH-0830	104 NORFOLK RD	1963
FH-0831	106 MIRAMAR RD	1963
FH-0832	108 MIRAMAR RD	1963
FH-0833	100 GLENVIEW RD	1963
FH-0834	102 GLENVIEW RD	1963
FH-0835	104 GLENVIEW RD	1963
FH-0836	103 GLENVIEW RD	1963
FH-0837	101 GLENVIEW RD	1963
FH-2127	CHILDRENS PLAY YARD	1969
FH-2129	CHILDRENS PLAY YARD	1969
FH-A	100 ALAMEDA RD	1941
FH-B	100 SEATTLE RD	1941
FH-C	102 SEATTLE RD	1941
FH-D	100 NEWPORT RD	1941
FH-E	102 NEWPORT RD	1941
FH-F	104 NEWPORT RD	1941
FH-G	106 NEWPORT RD	1941
FH-H	100 SAN DIEGO RD	1941
FH-I	102 SAN DIEGO RD	1941
FH-K	106 SAN DIEGO RD.	1941
FH-L	108 SAN DIEGO RD	1941
FH-M	100 SAN PEDRO RD	1941
FH-N	102 SAN PEDRO ROAD	1941
FH-O	104 SAN PEDRO ROAD	1941
FH-P	106 SAN PEDRO ROAD	1941
FH-Q	108 SAN PEDRO ROAD	1941
FH-S	102 PEARL HARBOR ROAD	1941
FH-T	104 PEARL HARBOR ROAD	1941

Table B-1: All Buildings, Structures, and Objects Surveyed

Building No.	Facility Name	Built
FH-U	106 PEARL HARBOR ROAD	1941
D-13	HAZARDOUS STORAGE	1984
DOCK3	DOCK 3	1941
DOCK4	DOCK 4	1952
PIER1	PIER #1	1939
PIER2	PIER #2	1941
PIER3	PIER #3	1945
PIER4	AVIATION FUEL PIER #4	1953
RAMP1	SEAPLANE RAMP #1	1940
RAMP2	SEAPLANE RAMP #2	1940
RAMP3	SEAPLANE RAMP #3	1941
WHARF1	WHARF #1	1945
WHARF2	WHARF #2	1945
NO #	SEAPLANE LAGOON	1940

Table B-2: Buildings and Structures Not Recorded

Building No.[1]	Facility Function	Built
024	PAINT & FINISHING HANGAR	1990
029A	SEWAGE PUMPING PLANT	1958
033	WATER STORAGE TANK	1941
045A	GENERAL STORAGE SHED	1985
045B	GENERAL STORAGE SHED	1985
088	WATER STORAGE TANK/FIRE	1941
101	TRAINING BUILDING	1942
309	GENERAL STORAGE BUNKER	1942
310	GENERAL STORAGE BUNKER	1942
311	GENERAL STORAGE BUNKER	1942
312	GENERAL STORAGE BUNKER	1942
320	AMMUNITION LOCKER	1942
335	HAZARDOUS MATERIAL STORAGE	1948
342A	AIRCRAFT FUEL STORAGE TANK	1950
342B	AIRCRAFT FUEL STORAGE TANK	1950
385	RECREATION BOATHOUSE	1958
389	MAINTENANCE SHOP	1987
438	FUEL TRUCK LOADING STAND	1958
439	SEWAGE PUMPING STATION	1958
448	SEWAGE PUMPING STATION	1954
450	CLOUD HEIGHT SET	1959
451	AUTOMATIC WEATHER STATION	1959
458	GOLF COURSE	1960
502	CRASH BOAT MRG DOLPHIN/25 PL	1965
505	TRANSFORMER STATION NO 5	1965
535	TIDE GUAG BLDG	1976
545	CIVIL SOCIAL CLUB ROOM	1974
551	SEWAGE IND WASTE PUMP STA	1974
557	ELECTRICAL SUBSTATION #12	1973
560CA	TRANSFORMER STA UNDER 500	1975
561	TRANSFORMER STA UNDER 500	1975
586	SEWAGE LIFT STATION	1975
598	AVGAS FUEL FARM	1976
627	ENGINE COMPONENTS FACILITY	1986
1064	SEWAGE PUMPING STATION #591	1969

[1] While the fieldwork for this evaluation report was being conducted, Buildings 309-312 were demolished under the Navy's Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) program, specifically as a part of the Time Critical Removal Action (TCRA) for Sites 5 and 10 Storm Drains. The Navy coordinated this action with SHPO and consulting parties in September 2009.

Table B-2: Buildings and Structures Not Recorded

Building No.[1]	Facility Function	Built
200651	OPEN STORAGE AREA-R/I	1953
200655	SECURITY FENCING	1941
200659	OPEN WORK AREA	1953
200676	WELL-POTABLE	1931
200688	PARKING AREA	1942
200721	COMPRESSED AIR PIPE LINE	1941
200725	ROADS	1955
200726	SIDEWALKS	1941
201076	OPEN WORK AREA	1953
201078	AUTO PARKING	1942
201166	LAND-11.35 ACRES	1958
201206	ROADS	1958
201212	MISCELLANEOUS PAVEMENT	1941
201214	MISC PAVEMENTS	1941
201715	INDUSTRIAL WASTE COLLECTION	1972
201772	SPRINKLER SYSTEMS	1976
201781	FENCING/AVGAS FUEL FARM	1976
230001	HEAT DISTRIBUTION LINE	1941
230002	ELECTRICAL DIST NAS ALAMEDA	1940
230015	GAS MAINS ALAMEDA	1941
230016	SANITARY SEWER	1941
230024	WATER DISTRIBUTION ALAMEDA	1941
230036	FLOOD LIGHTING	1958
231004	FAMILY HOUSING CONDENSATE	1941
231015	TELEPHONE LINES	1963
250933	STREET LIGHTING	1942
250947	INDUSTRIAL WASTE PS NO 1	1974
250948	INDUSTRIAL WASTE PS NO 2	1974
250949	INDUSTRIAL WASTE PS NO 3	1974
250950	INDUSTRIAL WASTE PS NO 4	1974
250951	INDUSTRIAL WASTE PS NO 5	1974
250952	INDUSTRIAL WASTE SEWER	1974
250956	CHROME WASTE SEWER	1975
250959	STEAM LINES/MEDIUM PLANT	1976
251078	TRANSFORMER	1979
251082	SALTWATER PUMPING STATION	1977
251083	TRANSFORMER STATION "A"	1979
251084	SWITCHING STATION	1979
251088	RUNOFF OIL/SEPARATOR	1979

Table B-2: Buildings and Structures Not Recorded

Building No.[1]	Facility Function	Built
251089	OUTFALL SEWER LINE	1979
251100	TRANSFORMER SUBSTATION	1986
251105	TRANSFORMER SUBSTATION	1987
251122	INDUSTRIAL WASTE PUMP STA	1987
251123	DIESEL ENGINE GENERATOR	1987
251124	ELEC SUBSTATION	1987
251125	FIRE PROT.PIPELINE	1987
251126	HOT WATER DISTR.	1987
251599	COMPRESSED AIR DIST SYSTEM	1989
251601	RUNOFF OIL WTR SEPARATOR	1989
251602	SWITCH GEAR	1989
252170	CONST TRAILER LOT	1984
252171	CONST TRAILER LOT	1984
252172	PER 700-NAS CONTRACTOR USING	1986
252203	COMM LINES OTHER THAN TELEPH	1963
280013	CITY OF ALAMEDA (5 POLES)	1941
AL-AIR	COMPRESSED AIR SYSTEM	1988
AL-ELEC	ELEC DIST SYSTEM	1988
AL-FA	FIRE ALARM BOXES	1988
AL-FENC	SECURITY FENCING	1988
AL-PAVE	OTHER PAVED AREAS	1988
AL-SWR1	SANITARY SEWER	1988
AL-SWR2	STORM SEWER	1988
AL-WTR	WATER DIST SYS	1988
AL-XFR1	TRANSFORMER	1988
AL-XFR2	TRANSFORMER	1988
AL-XFR3	TRANSFORMER	1988
DOCK5	DOCK 5	1953
FH-2126	CHILDRENS PLAY YARD	1969
FH-2128	CHILDRENS PLAY YARD	1969
FH-2130	CHILDRENS PLAY YARD	1969
HWS	HAZ WST STORAGE/TRANSFER FAC	1984
STORHS	STOREHOUSE	1957

Table B-3: Specific Buildings Evaluation

Building No.	Facility Name	Built
005	OVERHAUL-REPAIR SHOPS	1940
010	POWER PLANT BUILDING	1940
011	AIRCRAFT MAINT SHOP	1941
012	AIRCRAFT MAINT SHOP	1941
013	PAINT-OIL STORAGE	1942
014	ENGINE TEST CELLS	1940
015	BOATHOUSE	1940
019	OPERATIONS BLDG-CONTRL TOWER	1941
026	SMALL ARMS MAGAZINE	1941
035	RADIO TRANSMITTER BLDG.	1940
050	WARHEAD MAGAZINE	1941
051	WARHEAD MAGAZINE	1941
052	PYROTECHNICS MAGAZINE	1941
053	SMOKE DRUM STOREHOUSE	1941
056	HIGH EXPLOSIVES MAGAZINE	1941
057	HIGH EXPLOSIVES MAGAZINE	1941
058	HIGH EXPLOSIVES MAGAZINE	1941
064	SIMA DIVING LOCKER	1941
066	ENGINE ACCESS. TEST SHOP	1942
067	AUTOMOTIVE REPAIR SHOP	1942
076	E.M. SWIMMING POOL	1942
078	WAVES BARRACKS/TRAINING	1942
089	GARAGE /MARINE BARRACKS/	1938
090	EMPLOYMENT OFFICE	1938
095	WATER STORAGE TANK/NON-POT	1943
098	BARREL SHED	1942
112	PRESERVATION-PACKAGING	1944
113	A/C PT SHPG CONT OVHL BLDG	1943
117	STOREHOUSE	1943
118	STOREHOUSE	1944
134	GYMNASIUM	1945
152	COMMISSARY-GEN WHSE R/I	1945
162	ENG ACCESSOR OVERHAUL SHOP	1945
175	TRANSFORMER HOUSE	1943
176	WATER PUMPING STATION	1943
177	TRANSFORMER HOUSE	1941
178	TRANSFORMER HOUSE	1941
191	STORAGE RACKS	1944
196	STORAGE /FLAMMABLE/	1943

Table B-3: Specific Buildings Evaluation

Building No.	Facility Name	Built
265	FLAMMABLE STORES	1945
271	GAS CYLINDER STORAGE	1945
272	LOX FACILITY	1945
273	LOX FACILITY	1943
292	PW RIGGERS	1945
307	AMMUNITION LOCKER	1942
308	AMMUNITION LOCKER	1942
313	AMMUNITION LOCKER	1942
314	AMMUNITION LOCKER	1942
315	AMMUNITION LOCKER	1942
316	AMMUNITION LOCKER	1942
319	AMMUNITION LOCKER	1942
321	AMMUNITION LOCKER	1942
322	AMMUNITION LOCKER	1942
355	FUSE-DETONATOR MAGAZINE	1941
356	FUSE-DETONATOR MAGAZINE	1941
357	FUSE-DETONATOR MAGAZINE	1941
358	FUSE-DETONATOR MAGAZINE	1941
359	FUSE-DETONATOR MAGAZINE	1941
382	SQUASH COURT	1945
384	FLAGPOLE	1941
422	BASEBALL DIAMOND	1944
423	TENNIS COURTS	1941
424	SOFTBALL DIAMOND	1942
425	SOFTBALL DIAMOND	1942
428	SOFTBALL DIAMOND	1945
480	TETRAHEDRON	1942
488	COMPASS ROSE	1944
489	COMPASS ROSE	1944
513	WHEELS UP LANDING AID-R/W 31	1964
514	WHEELS UP LANDING AID-R/W 25	1964
200642	RUNWAYS	1952
200648	BULKHEAD	1939
200650	JETTY	1939
200687	SEAPLANE RAMP 4	1940
200689	RUNWAY LIGHTING	1954
201061	TAXIWAYS	1952
201087	RUNWAY LIGHTING	1954
201191	AIRCRAFT PARKING APRON	1945

Table B-3: Specific Buildings Evaluation

Building No.	Facility Name	Built
201194	TAXIWAY LIGHTING	1954
201196	OBSTRUCTION LIGHTS	1946
201201	BEACON LIGHTS	1946
201206	ROADS	1958
201210	RUNWAY	1952
201224	AIRCRAFT MAINTENANCE APRON	1941
201242	AIRCRAFT OPERATIONAL APRON	1959
201244	AIRCRAFT OPEN STORAGE	1941
201253	RUNWAY 13-31	1952
201254	RUNWAY 7-25/L-R/	1952
201256	TAXIWAYS	1952
201258	AIRCRAFT MAINTENANCE APRON	1941
201260	AIRCRAFT PARKING APRON	1945
201489	APPROACH LIGHTING	1964
201543	A/C ACCESS APRONS	1942
201544	A/C HOLDING APRON	1959
201545	A/C ARMING / DEARMING PAD	1941
201546	A/C BEACON	1942
201547	R/W DISTANCE MARKERS LIGHTED	1957
201549	R/W GUIDANCE LIGHTING SYSTEM	1965
201550	CENTER LINE R/W LGT	1965
201551	WHEELS UP-WAVE OFF LIGHTS	1965
201711	HELICOPTER PARKING PADS	1970
RAMP1	SEAPLANE RAMP #1	1940
RAMP2	SEAPLANE RAMP #2	1940
RAMP3	SEAPLANE RAMP #3	1941
NO #	SEAPLANE LAGOON	1940

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
001	ADMINISTRATION BUILDING	1940
002	ENLISTED MENS BARRACKS	1940
003	MESS HALL-GALLEY	1940
004	E M BARRACKS	1940
005	OVERHAUL-REPAIR SHOPS	1940
006	PW TRANS SHOP GARAGE	1940
007	MATERIAL ENGINEERING LAB	1985
008	GENERAL STOREHOUSE	1940
009	AIRCRAFT STOREHOUSE	1940
010	POWER PLANT BUILDING	1940
011	AIRCRAFT MAINT SHOP	1941
012	AIRCRAFT MAINT SHOP	1941
013	PAINT-OIL STORAGE	1942
014	ENGINE TEST CELLS	1940
015	BOATHOUSE	1940
016	DISPENSARY	1942
017	BACHELORS OFFICERS QUARTERS	1941
018	RECREATION BLDG-P O	1941
019	OPERATIONS BLDG-CONTRL TOWER	1941
019-1	CRASH & RESCUE GARAGE	1962
020	LANDPLANE HANGAR	1941
021	LANDPLANE HANGAR	1941
022	LANDPLANE HANGAR	1941
023	LAND PLANE HANGAR	1941
024A	IND WST TREATMENT FAC	1977
025	CORROSION CONTROL FACILITY	1987
026	SMALL ARMS MAGAZINE	1941
027	PW MAINT SHOP/COMPRESSOR	1940
029	GUN TEST FACILITY	1987
030	GATE HOUSE /MAIN GATE/	1941
031	SENTRY HOUSE/MAIN GATE/	1941
034	TRANS PAD BEHIND 10	1941
035	RADIO TRANSMITTER BLDG.	1940
036A	RADIO TOWERS	1940
039	MAINT HANGAR	1944
040	MAINT HANGAR	1941
041	AIRCRAFT INTER MAINT SHOP	1945
042	ATS ENGINEERING FACILITY	1941
043	WEAPONS SHOP	1941

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
044	ENGINEERING OFFICE FACILITY	1941
050	WARHEAD MAGAZINE	1941
051	WARHEAD MAGAZINE	1941
052	PYROTECHNICS MAGAZINE	1941
053	SMOKE DRUM STOREHOUSE	1941
056	HIGH EXPLOSIVES MAGAZINE	1941
057	HIGH EXPLOSIVES MAGAZINE	1941
058	HIGH EXPLOSIVES MAGAZINE	1941
060	OFFICERS RECREATION BUILDING	1941
062	ADMINISTRATIVE OFFICE FAC	1942
063	GALLEY	1942
064	SIMA DIVING LOCKER	1941
066	ENGINE ACCESS. TEST SHOP	1942
067	AUTOMOTIVE REPAIR SHOP	1942
068	WATERFRONT MAINT SHOP	1988
071	MOUNTED A-7 AIRCRAFT	1987
075	OFFICERS BATH HOUSE	1942
076	E.M. SWIMMING POOL	1942
077	AIR TERMINAL BUILDING	1942
078	WAVES BARRACKS/TRAINING	1942
086	SEWAGE PUMPING STATION	1942
089	GARAGE /MARINE BARRACKS/	1938
090	EMPLOYMENT OFFICE	1938
091	PACKING - SHIPPING STORHOUSE	1942
092	PACKING-SHIPPING DEPT.	1942
094	CHAPEL	1943
095	WATER STORAGE TANK/NON-POT	1943
096A	WATER STORAGE TANK	1943
096B	WATER STORAGE TANK	1943
098	BARREL SHED	1942
100	TRANSFORMER VAULT	1942
102	ORDNANCE OFFICE BLDG	1943
112	PRESERVATION-PACKAGING	1944
113	A/C PT SHPG CONT OVHL BLDG	1943
114	PW OFFICE-MAINTENANCE SHOP	1944
115	AMBULANCE GARAGE	1943
116	REHAB CTR	1943
117	STOREHOUSE	1943
118	STOREHOUSE	1944

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
119	MCDONALDS	1985
120	FLAMMABLE STORAGE	1944
121	TORPEDO STOREHOUSE	1944
122	NAVY EXCHANGE STOR.	1944
130	LOW PRESSURE CHAMBER	1944
133	RADIO RECEIVER BUILDING	1945
134	GYMNASIUM	1945
135	COMMUNITY FACILITIES BLDG	1944
137	RECREATION STORAGE	1945
152	COMMISSARY-GEN WHSE R/I	1945
162	ENG ACCESSORY OVERHAUL SHOP	1945
163	EQUIPMENT-MAINT SHOP	1939
164	WATER TREATMENT FACILITY BLDG	1960
166	SHIPS INSTALL FACILITY	1946
167	PROPELLER SHOP-A/C PRESERV	1946
168	STOREHOUSE	1946
169	AVIATION WAREHOUSE	1946
170	STOREHOUSE	1957
173	WATER PUMPING STATION	1946
174A	WATER STORAGE TANK	1946
174B	WATER STORAGE TANK	1946
175	TRANSFORMER HOUSE	1943
176	WATER PUMPING STATION	1943
177	TRANSFORMER HOUSE	1941
178	TRANSFORMER HOUSE	1941
191	STORAGE RACKS	1944
193	COMMISSARY OFFICE	1944
194	600 STORAGE	1945
196	STORAGE /FLAMMABLE/	1943
251	FLEET RECREATION	1975
252	FLEET RECREATION	1975
253	FLEET RECREATION	1975
254	FLEET RECREATION	1975
258	CHILD CARE CENTER	1985
259	RINSE FACILITY	1983
263	AUTOMOTIVE WELDING SHOP	1946
265	FLAMMABLE STORES	1945
271	GAS CYLINDER STORAGE	1945
272	LOX FACILITY	1945

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
273	LOX FACILITY	1943
287	SEWAGE PUMPING PLANT	1945
292	PW RIGGERS	1945
302E	NAVIGATION RANGE LIGHT	1985
302W	NAVIGATION RANGE LIGHT	1985
307	AMMUNITION LOCKER	1942
308	AMMUNITION LOCKER	1942
313	AMMUNITION LOCKER	1942
314	AMMUNITION LOCKER	1942
315	AMMUNITION LOCKER	1942
316	AMMUNITION LOCKER	1942
319	AMMUNITION LOCKER	1942
321	AMMUNITION LOCKER	1942
322	AMMUNITION LOCKER	1942
337	STORAGE /ARMCO HUT/	1946
338A	AIRCRAFT CONTAINER	1948
338B	STORAGE CONTAINER	1948
338C	STORAGE CONTAINER	1948
338D	STORAGE CONTAINER	1948
338E	AIRCRAFT CONTAINER	1948
338F	STORAGE CONTAINER	1948
338G	STORAGE CONTAINER	1948
338H	STORAGE CONTAINER	1948
340	PUMP HOUSE/FIRE PROTECTION	1950
346	MAINT SHOP, DWF	1949
347	PAINT STORAGE - MIXING ROOM	1946
351	PAINT LOCKER /ARMCO HUT/	1949
353	STANDARD MAGAZINE	1952
354	SPECIAL MAGAZINE	1952
355	FUSE-DETONATOR MAGAZINE	1941
356	FUSE-DETONATOR MAGAZINE	1941
357	FUSE-DETONATOR MAGAZINE	1941
358	FUSE-DETONATOR MAGAZINE	1941
359	FUSE-DETONATOR MAGAZINE	1941
360	ENGINE OVERHAUL BLDG	1953
360A	ENGINE COMPONENT STORAGE	1985
360B	ENGINE COMPONENT STORAGE	1985
360C	ENGINE COMPONENT STORAGE	1985
360D	ENGINE COMPONENT STORAGE	1985

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
372	TURBO PROP TEST CELLS	1953
377	AVIATION FUEL READY ROOM	1954
380	SALUTING BATTERY	1954
381	BASEBALL BLEACHERS	1952
382	SQUASH COURT	1945
384	FLAGPOLE	1941
388	INERT STORAGE /ARMCO/	1950
391	GAP SITE STRG SHELTER	1950
392	EMERGENCY GENERATOR HOUSE	1956
393	REFUELER REPAIR SHELTER	1953
397	TURBO JET ENGINE TEST CELLS	1958
398	AIR TURBINE OVERHAUL	1957
399	COMPRESSOR BUILDING	1957
400	AVIONICS BUILDING	1957
405	A/C GSE REPAIR FACILITY	1957
407	LIQUID OXYGEN FACILITY	1957
410	CLEANING STRIPPING SHELTER	1958
411	TRANSFORMER STATION NO 4	1956
412	TRANSFORMER STATION NO 2	1943
414	CHEMICAL STORAGE	1957
419	OFFICERS CLUB BARBECUE	1956
420	AUW SHOP	1958
422	BASEBALL DIAMOND	1944
423	TENNIS COURTS	1941
424	SOFTBALL DIAMOND	1942
425	SOFTBALL DIAMOND	1942
428	SOFTBALL DIAMOND	1945
431	MOORING DOLPHIN/25 PILES	1951
434	MOORING DOLPHIN/25 PILES	1945
440	CONTROL CENTER	1959
441	SENTRY HOUSE	1959
442	CONTROL CENTER	1959
449	SEWAGE PUMPING STATION	1954
459	NAVY EXCHANGE SERVICE STATION	1962
468	SEWAGE PUMPING STATION	1962
469	SEWAGE PUMPING STATION	1962
470	AIR VACUUM PUMPING STATION	1961
480	TETRAHEDRON	1942
488	COMPASS ROSE	1944

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
489	COMPASS ROSE	1944
491	EMERGENCY GENERATOR BLDG	1961
492	SEWAGE PUMPING STATION	1962
493	SEWAGE PUMPING STATION	1964
494	MAINTENANCE BLD	1963
497	SPECIAL WEAPONS MAG	1964
498	SENTRY TOWER	1964
499	FIELD LIGHTING VAULT	1964
500	OYR RECEIVING SHELTER	1964
501	A/C SANITARY FACILITY	1964
512	DOLPHIN	1964
513	WHEELS UP LANDING AID-R/W 31	1964
514	WHEELS UP LANDING AID-R/W 25	1964
517	NAVY EXCHANGE BEVERAGE STORE	1968
521	MOUNTED A-4 AIRCRAFT	1968
525	BOWLING LANES	1970
527	CREDIT UNION	1970
529	SWTCHG/SUBSTA BLDG/SHLTR	1974
530	MISSILE REWORK BUILDING	1973
531	NAVY LODGE	1971
532	NAVY LODGE	1971
533	NAVY LODGE	1971
540	LINE SHACK	1975
542	FLEET RECREATION BUILDING	1975
544	LIQUID OXY NIT FAC NONIND	1974
546	BUS STATION	1974
550	160'S GRNDS EQUIP SHED	1974
552	ELECTRICAL SUBSTATION MAIN	1973
553	ELECTRICAL SUBSTATION #6	1973
554	ELECTRICAL SUBSTATION #7	1973
555	ELECTRICAL SUBSTATION #8	1973
558	ELECTRICAL SUBSTATION #14	1973
559	ELECTRICAL SUBSTATION #9	1973
562	SEWAGE IND WASTE PUMP STA	1975
564	CLASS VI PACKAGE STORE	1974
584	PIER UTILITY BOILER PLANT	1977
585	CPO MESS OPEN	1976
592	SEWAGE PUMP STATION	1975
594	PHYS SEC/REACTION FORCE FAC	1976

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
595	LOX EQUIPMENT SHELTER	1976
596	SEWAGE LIFT STATION	1976
600	CENTRAL COOLANT SUPPLY	1975
601	OIL/WATER SEPARATOR	1974
607	CRAFT HOBBY SHOP	1980
608	AUTO HOBBY SHOP	1979
608A-C	AUTO HOBBY SHOP	1979
610	HIGH SPEED GRIND SHELTER	1979
611	ELECTRONICS MAINT SHOP	1981
612	HOSE MAINTENANCE BLDG.	1980
613	FAMILY SERVICE CENTER	1983
614	HAZARDOUS MATERIAL STOREHSE	1982
615	HAZARDOUS MATERIAL STOREHSE	1982
616	HAZARDOUS MATERIAL STOREHSE	1982
618	800 STRG(PAINT/FLAMMABLE)(A)	1982
619	800 STRG(PAINT/FLAMMABLE)(B)	1982
620	INDUSTRIAL SHOP	1985
621	WATERFRONT OPS BLDG	1988
622	STEAM BOILER PLANT	1987
623	DIESEL FUEL TANK FARM	1987
200642	RUNWAYS	1952
200648	BULKHEAD	1939
200649	SEAWALL	1947
200650	JETTY	1939
200658	BREAKWATER	1947
200687	SEAPLANE RAMP 4	1940
200689	RUNWAY LIGHTING	1954
200727	STORM SEWER	1955
201061	TAXIWAYS	1952
201062	CRANE TRACKS	1944
201087	RUNWAY LIGHTING	1954
201153	RAILROADS	1940
201187	HISTORICAL RAILROAD MARKER	1952
201191	AIRCRAFT PARKING APRON	1945
201194	TAXIWAY LIGHTING	1954
201196	OBSTRUCTION LIGHTS	1946
201201	BEACON LIGHTS	1946
201210	RUNWAY	1952
201224	AIRCRAFT MAINTENANCE APRON	1941

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
201242	AIRCRAFT OPERATIONAL APRON	1959
201244	AIRCRAFT OPEN STORAGE	1941
201253	RUNWAY 13-31	1952
201254	RUNWAY 7-25/L-R/	1952
201256	TAXIWAYS	1952
201258	AIRCRAFT MAINTENANCE APRON	1941
201260	AIRCRAFT PARKING APRON	1945
201489	APPROACH LIGHTING	1964
201543	A/C ACCESS APRONS	1942
201544	A/C HOLDING APRON	1959
201545	A/C ARMING / DEARMING PAD	1941
201546	A/C BEACON	1942
201547	R/W DISTANCE MARKERS LIGHTED	1957
201549	R/W GUIDANCE LIGHTING SYSTEM	1965
201550	CENTER LINE R/W LGT	1965
201551	WHEELS UP-WAVE OFF LIGHTS	1965
201711	HELICOPTER PARKING PADS	1970
FH-0001	101 CORPUS CHRISTI RD	1941
FH-0002	103 CORPUS CHRISTI RD	1941
FH-0003	105 CORPUS CHRISTI RD	1941
FH-0004	107 CORPUS CHRISTI RD	1941
FH-0005	109 CORPUS CHRISTI RD	1941
FH-0006	111 CORPUS CHRISTI ROAD	1941
FH-0007	111 PENSACOLA ROAD	1941
FH-0008	110 PENSACOLA ROAD	1941
FH-0009	108 PENSACOLA ROAD	1941
FH-0010	106 PENSACOLA ROAD	1941
FH-0011	104 PENSACOLA ROAD	1941
FH-0012	102 PENSACOLA ROAD	1941
FH-0013	100 PENSACOLA ROAD	1941
FH-0014	106 CORPUS CHRISTI ROAD	1941
FH-0015	108 CORPUS CHRISTI ROAD	1942
FH-0016	110 CORPUS CHRISTI ROAD	1942
FH-0017	112 CORPUS CHRISTI ROAD	1942
FH-0018	114 CORPUS CHRISTI ROAD	1942
FH-0019	116 CORPUS CHRISTI ROAD	1942
FH-0020	118 CORPUS CHRISTI ROAD	1942
FH-0021	120 CORPUS CHRISTI ROAD	1942
FH-0022	122 CORPUS CHRISTI ROAD	1942

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
FH-0023	102 CORPUS CHRISTI ROAD	1942
FH-0024	104 CORPUS CHRISTI ROAD	1942
FH-0025	123 CORPUS CHRISTI ROAD	1942
FH-0026	121 CORPUS CHRISTI ROAD	1942
FH-0027	119 CORPUS CHRISTI ROAD	1942
FH-0028	117 CORPUS CHRISTI ROAD	1942
FH-0029	115 CORPUS CHRISTI ROAD	1942
FH-0030	113 CORPUS CHRISTI ROAD	1942
FH-0730	102 BARBERS POINT ROAD	1963
FH-0731	100 PEARL HARBOR ROAD	1963
FH-0732	101 PEARL HARBOR ROAD	1963
FH-0733	103 PEARL HARBOR ROAD	1963
FH-0734	105 PEARL HARBOR RD	1963
FH-0735	107 PEARL HARBOR RD	1963
FH-0736	106 ALAMEDA RD	1963
FH-0737	112 PEARL HARBOR RD	1963
FH-0738	119 NORFOLK RD	1963
FH-0739	117 NORFOLK RD	1963
FH-0740	115 NORFOLK RD	1963
FH-0741	113 NORFOLK ROAD	1963
FH-0742	125 CORPUS CHRISTI RD	1963
FH-0743	113 BARBERS POINT RD	1964
FH-0744	114 BARBERS POINT RD	1964
FH-0745	115 BARBERS POINT RD	1964
FH-0746	116 BARBERS POINT RD	1964
FH-0747	117 BARBERS POINT RD	1964
FH-0748	118 BARBERS POINT RD	1964
FH-0749	109 PEARL HARBOR RD	1964
FH-0750	111 PEARL HARBOR RD	1964
FH-0751	113 PEARL HARBOR RD	1964
FH-0752	104 ALAMEDA RD	1964
FH-0754	148 BARBERS POINT RD	1964
FH-0755	146 BARBERS POINT RD	1964
FH-0756	149 BARBERS POINT RD	1964
FH-0757	147 BARBERS POINT RD	1964
FH-0758	144 BARBERS POINT RD	1965
FH-0759	140 BARBERS POINT RD	1965
FH-0761	114 NORFOLK RD	1965
FH-0762	136 BARBERS POINT RD	1965

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
FH-0763	116 NORFOLK RD	1965
FH-0764	134 BARBERS POINT RD	1965
FH-0765	118 NORFOLK RD	1965
FH-0766	116 PEARL HARBOR RD	1965
FH-0767	115 PEARL HARBOR RD	1965
FH-0768	117 PEARL HARBOR RD	1965
FH-0769	122 BARBERS POINT RD	1965
FH-0770	120 BARBERS POINT RD	1965
FH-0771	119 BARBERS POINT RD	1965
FH-0772	121 BARBERS POINT RD	1965
FH-0773	123 BARBERS POINT RD	1965
FH-0774	125 BARBERS POINT RD	1965
FH-0775	95 ALAMEDA RD	1966
FH-0776	104 SAN DIEGO RD	1966
FH-0777	105 ALAMEDA RD	1966
FH-0778	100 LEMOORE RD	1966
FH-0779	101 LEMOORE RD	1966
FH-0780	103 LEMOORE RD	1966
FH-0781	105 LEMOORE RD	1966
FH-0782	138 BARBERS POINT RD	1966
FH-0783	142 BARBERS POINT RD	1966
FH-0784	145 BARBERS POINT RD	1966
FH-0800	112 PENSACOLA ROAD	1963
FH-0801	113 PENSACOLA RD	1963
FH-0802	124 CORPUS CHRISTI RD	1963
FH-0803	126 CORPUS CHRISTI RD	1963
FH-0804	128 CORPUS CHRISTI RD	1963
FH-0805	112 7TH AVENUE	1963
FH-0806	111 NORFOLK RD	1963
FH-0807	110 EL TORO RD	1963
FH-0808	101 MIRAMAR RD	1963
FH-0809	103 MIRAMAR RD	1963
FH-0810	105 MIRAMAR RD	1963
FH-0811	107 MIRAMAR RD	1963
FH-0812	109 NORFOLK RD	1963
FH-0814	102 MIRAMAR RD	1963
FH-0816	108 7TH AVENUE	1963
FH-0817	106 7TH AVENUE	1963
FH-0818	100 6TH AVENUE	1963

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
FH-0819	102 6TH AVENUE	1963
FH-0820	100 7TH AVENUE	1963
FH-0821	102 7TH AVENUE	1963
FH-0822	104 7TH AVENUE	1963
FH-0823	101 NORFOLK RD	1963
FH-0824	103 NORFOLK RD	1963
FH-0825	105 NORFOLK RD	1963
FH-0826	107 NORFOLK RD	1963
FH-0827	108 NORFOLK RD	1963
FH-0828	106 NORFOLK RD	1963
FH-0829	102 NORFOLK RD	1963
FH-0830	104 NORFOLK RD	1963
FH-0831	106 MIRAMAR RD	1963
FH-0832	108 MIRAMAR RD	1963
FH-0833	100 GLENVIEW RD	1963
FH-0834	102 GLENVIEW RD	1963
FH-0835	104 GLENVIEW RD	1963
FH-0836	103 GLENVIEW RD	1963
FH-0837	101 GLENVIEW RD	1963
FH-2127	CHILDRENS PLAY YARD	1969
FH-2129	CHILDRENS PLAY YARD	1969
FH-A	100 ALAMEDA RD	1941
FH-B	100 SEATTLE RD	1941
FH-C	102 SEATTLE RD	1941
FH-D	100 NEWPORT RD	1941
FH-E	102 NEWPORT RD	1941
FH-F	104 NEWPORT RD	1941
FH-G	106 NEWPORT RD	1941
FH-H	100 SAN DIEGO RD	1941
FH-I	102 SAN DIEGO RD	1941
FH-K	106 SAN DIEGO RD.	1941
FH-L	108 SAN DIEGO RD	1941
FH-M	100 SAN PEDRO RD	1941
FH-N	102 SAN PEDRO ROAD	1941
FH-O	104 SAN PEDRO ROAD	1941
FH-P	106 SAN PEDRO ROAD	1941
FH-Q	108 SAN PEDRO ROAD	1941
FH-S	102 PEARL HARBOR ROAD	1941
FH-T	104 PEARL HARBOR ROAD	1941

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
FH-U	106 PEARL HARBOR ROAD	1941
D-13	HAZARDOUS STORAGE	1984
DOCK3	DOCK 3	1941
DOCK4	DOCK 4	1952
PIER1	PIER #1	1939
PIER2	PIER #2	1941
PIER3	PIER #3	1945
PIER4	AVIATION FUEL PIER #4	1953
RAMP1	SEAPLANE RAMP #1	1940
RAMP2	SEAPLANE RAMP #2	1940
RAMP3	SEAPLANE RAMP #3	1941
WHARF1	WHARF #1	1945
WHARF2	WHARF #2	1945
NO #	SEAPLANE LAGOON	1940

Table B-5: NAS Alameda Historic District Contributors

Building No.	Facility Name	Built
001	ADMINISTRATION BUILDING	1940
002	ENLISTED MENS BARRACKS	1940
003	MESS HALL-GALLEY	1940
004	E M BARRACKS	1940
005	OVERHAUL-REPAIR SHOPS	1940
006	PW TRANS SHOP GARAGE	1940
008	GENERAL STOREHOUSE	1940
009	AIRCRAFT STOREHOUSE	1940
010	POWER PLANT BUILDING	1940
015	BOATHOUSE	1940
016	DISPENSARY	1942
017	BACHELORS OFFICERS QUARTERS	1941
018	RECREATION BLDG-P O	1941
019	OPERATIONS BLDG-CONTRL TOWER	1941
020	LANDPLANE HANGAR	1941
021	LANDPLANE HANGAR	1941
022	LANDPLANE HANGAR	1941
023	LAND PLANE HANGAR	1941
030	GATE HOUSE /MAIN GATE/	1941
031	SENTRY HOUSE/MAIN GATE/	1941
035	RADIO TRANSMITTER BLDG.	1940
039	MAINT HANGAR	1944
040	MAINT HANGAR	1941
041	AIRCRAFT INTER MAINT SHOP	1945
042	ATS ENGINEERING FACILITY	1941
043	WEAPONS SHOP	1941
044	ENGINEERING OFFICE FACILITY	1941
060	OFFICERS RECREATION BUILDING	1941
063	GALLEY	1942
064	SIMA DIVING LOCKER	1941
075	OFFICERS BATH HOUSE	1942
077	AIR TERMINAL BUILDING	1942
091	PACKING - SHIPPING STORHOUSE	1942
092	PACKING-SHIPPING DEPT.	1942
094	CHAPEL	1943
102	ORDNANCE OFFICE BLDG	1943
114	PW OFFICE-MAINTENANCE SHOP	1944
115	AMBULANCE GARAGE	1943
116	REHAB CTR	1943

Table B-5: NAS Alameda Historic District Contributors

Building No.	Facility Name	Built
130	LOW PRESSURE CHAMBER	1944
135	COMMUNITY FACILITIES BLDG	1944
137	RECREATION STORAGE	1945
193	COMMISSARY OFFICE	1944
200648	BULKHEAD	1939
200650	JETTY	1939
200687	SEAPLANE RAMP 4	1940
FH-0001	101 CORPUS CHRISTI RD	1941
FH-0002	103 CORPUS CHRISTI RD	1941
FH-0003	105 CORPUS CHRISTI RD	1941
FH-0004	107 CORPUS CHRISTI RD	1941
FH-0005	109 CORPUS CHRISTI RD	1941
FH-0006	111 CORPUS CHRISTI ROAD	1941
FH-0007	111 PENSACOLA ROAD	1941
FH-0008	110 PENSACOLA ROAD	1941
FH-0009	108 PENSACOLA ROAD	1941
FH-0010	106 PENSACOLA ROAD	1941
FH-0011	104 PENSACOLA ROAD	1941
FH-0012	102 PENSACOLA ROAD	1941
FH-0013	100 PENSACOLA ROAD	1941
FH-0014	106 CORPUS CHRISTI ROAD	1941
FH-0015	108 CORPUS CHRISTI ROAD	1942
FH-0016	110 CORPUS CHRISTI ROAD	1942
FH-0017	112 CORPUS CHRISTI ROAD	1942
FH-0018	114 CORPUS CHRISTI ROAD	1942
FH-0019	116 CORPUS CHRISTI ROAD	1942
FH-0020	118 CORPUS CHRISTI ROAD	1942
FH-0021	120 CORPUS CHRISTI ROAD	1942
FH-0022	122 CORPUS CHRISTI ROAD	1942
FH-0023	102 CORPUS CHRISTI ROAD	1942
FH-0024	104 CORPUS CHRISTI ROAD	1942
FH-0025	123 CORPUS CHRISTI ROAD	1942
FH-0026	121 CORPUS CHRISTI ROAD	1942
FH-0027	119 CORPUS CHRISTI ROAD	1942
FH-0028	117 CORPUS CHRISTI ROAD	1942
FH-0029	115 CORPUS CHRISTI ROAD	1942
FH-0030	113 CORPUS CHRISTI ROAD	1942
FH-A	100 ALAMEDA RD	1941
FH-B	100 SEATTLE RD	1941

Table B-5: NAS Alameda Historic District Contributors

Building No.	Facility Name	Built
FH-C	102 SEATTLE RD	1941
FH-D	100 NEWPORT RD	1941
FH-E	102 NEWPORT RD	1941
FH-F	104 NEWPORT RD	1941
FH-G	106 NEWPORT RD	1941
FH-H	100 SAN DIEGO RD	1941
FH-I	102 SAN DIEGO RD	1941
FH-K	106 SAN DIEGO RD.	1941
FH-L	108 SAN DIEGO RD	1941
FH-M	100 SAN PEDRO RD	1941
FH-N	102 SAN PEDRO ROAD	1941
FH-O	104 SAN PEDRO ROAD	1941
FH-P	106 SAN PEDRO ROAD	1941
FH-Q	108 SAN PEDRO ROAD	1941
FH-S	102 PEARL HARBOR ROAD	1941
FH-T	104 PEARL HARBOR ROAD	1941
FH-U	106 PEARL HARBOR ROAD	1941
RAMP1	SEAPLANE RAMP #1	1940
RAMP2	SEAPLANE RAMP #2	1940
RAMP3	SEAPLANE RAMP #3	1941
NO #	SEAPLANE LAGOON	1940

Table B-6: NAS Alameda Historic District Non-Contributors

Building No.	Facility Name	Built
007	MATERIAL ENGINEERING LAB	1985
011	AIRCRAFT MAINT SHOP	1941
012	AIRCRAFT MAINT SHOP	1941
019-1	CRASH & RESCUE GARAGE	1962
024	PAINT & FINISHING HANGAR	1990
024A	IND WST TREATMENT FAC	1977
034	TRANS PAD BEHIND 10	1941
062	ADMINISTRATIVE OFFICE FAC	1942
089	GARAGE /MARINE BARRACKS/	1938
095	WATER STORAGE TANK/NON-POT	1943
176	WATER PUMPING STATION	1943
177	TRANSFORMER HOUSE	1941
178	TRANSFORMER HOUSE	1941
191	STORAGE RACKS	1944
194	600 STRG	1945
196	STORAGE /FLAMMABLE/	1943
273	LOX FACILITY	1943
307	AMMUNITION LOCKER	1942
308	AMMUNITION LOCKER	1942
313	AMMUNITION LOCKER	1942
314	AMMUNITION LOCKER	1942
315	AMMUNITION LOCKER	1942
316	AMMUNITION LOCKER	1942
319	AMMUNITION LOCKER	1942
321	AMMUNITION LOCKER	1942
322	AMMUNITION LOCKER	1942
346	MAINT SHOP, DWF	1949
347	PAINT STORAGE - MIXING ROOM	1946
380	SALUTING BATTERY	1954
382	SQUASH COURT	1945
384	FLAGPOLE	1941
391	GAP SITE STRG SHELTER	1950
400	AVIONICS BUILDING	1957
405	A/C GSE REPAIR FACILITY	1957
419	OFFICERS CLUB BARBECUE	1956
423	TENNIS COURTS	1941
424	SOFTBALL DIAMOND	1942
425	SOFTBALL DIAMOND	1942
469	SEWAGE PUMPING STATION	1962

Table B-6: NAS Alameda Historic District Non-Contributors

Building No.	Facility Name	Built
491	EMERGENCY GENERATOR BLDG	1961
500	OYR RECEIVING SHELTER	1964
501	A/C SANITARY FACILITY	1964
521	MOUNTED A-4 AIRCRAFT	1968
525	BOWLING LANES	1970
540	LINE SHACK	1975
544	LIQUID OXY NIT FAC NONIND	1974
553	ELECTRICAL SUBSTATION #6	1973
554	ELECTRICAL SUBSTATION #7	1973
559	ELECTRICAL SUBSTATION #9	1973
585	CPO MESS OPEN	1976
607	CRAFT HOBBY SHOP	1980
614	HAZARDOUS MATERIAL STOREHSE	1982
615	HAZARDOUS MATERIAL STOREHSE	1982
201187	HISTORICAL RAILROAD MARKER	1952
036A	RADIO TOWERS	1940
DOCK4	DOCK 4	1941
DOCK3	DOCK 3	1941

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
001	ADMINISTRATION BUILDING	1940	Building 1	133
002	ENLISTED MENS BARRACKS	1940	Bachelor Enlisted Quarters	93
003	MESS HALL-GALLEY	1940	Mess Hall and Galley	1305
004	E M BARRACKS	1940	Bachelor Enlisted Quarters	93
005	OVERHAUL-REPAIR SHOPS	1940	Building 5	153
006	PW TRANS SHOP GARAGE	1940	Building 6	191
007	MATERIAL ENGINEERING LAB	1985	Building 7	209
008	GENERAL STOREHOUSE	1940	Building 8	215
009	AIRCRAFT STOREHOUSE	1940	Building 9	231
010	POWER PLANT BUILDING	1940	Building 10	245
011	AIRCRAFT MAINT SHOP	1941	Aircraft Maintenance Shops	11
012	AIRCRAFT MAINT SHOP	1941	Aircraft Maintenance Shops	11
013	PAINT-OIL STORAGE	1942	Building 13	263
014	ENGINE TEST CELLS	1940	Building 14	273
015	BOATHOUSE	1940	Building 15	285
016	DISPENSARY	1942	Building 16	305
017	BACHELORS OFFICERS QUARTERS	1941	Building 17	325
018	RECREATION BLDG-P O	1941	Building 18	247
019	OPERATIONS BLDG-CONTRL TOWER	1941	Control Tower	1115
019-1	CRASH & RESCUE GARAGE	1962	Control Tower Support Buildings	1145
020	LANDPLANE HANGAR	1941	Landplane Hangars	1271
021	LANDPLANE HANGAR	1941	Landplane Hangars	1271
022	LANDPLANE HANGAR	1941	Landplane Hangars	1271
023	LAND PLANE HANGAR	1941	Landplane Hangars	1271
024A	IND WST TREATMENT FAC	1977	Building 24	365
025	CORROSION CONTROL FACILITY	1987	Building 25	371
026	SMALL ARMS MAGAZINE	1941	Small Arms Pyrotechnic Magazines	1431
027	PW MAINT SHOP/COMPRESSOR	1940	Building 27	375
029	GUN TEST FACILITY	1987	Building 29	381
030	GATE HOUSE /MAIN GATE/	1941	Main Gate	1287
031	SENTRY HOUSE/MAIN GATE/	1941	Main Gate	1287
034	TRANS PAD BEHIND 10	1941	Building 10	245
035	RADIO TRANSMITTER BLDG.	1940	Building 35	391
036A	RADIO TOWERS	1940	Building 36A	417
039	MAINT HANGAR	1944	Seaplane Hangars	1383
040	MAINT HANGAR	1941	Seaplane Hangars	1383

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
041	AIRCRAFT INTER MAINT SHOP	1945	Seaplane Hangars	1383
042	ATS ENGINEERING FACILITY	1941	Building 42	421
043	WEAPONS SHOP	1941	Building 43	435
044	ENGINEERING OFFICE FACILITY	1941	Building 44	449
050	WARHEAD MAGAZINE	1941	Warhead and High Explosive Magazines	1475
051	WARHEAD MAGAZINE	1941	Warhead and High Explosive Magazines	1475
052	PYROTECHNICS MAGAZINE	1941	Small Arms Pyrotechnic Magazines	1431
053	SMOKE DRUM STOREHOUSE	1941	Building 53	463
056	HIGH EXPLOSIVES MAGAZINE	1941	Warhead and High Explosive Magazines	1475
057	HIGH EXPLOSIVES MAGAZINE	1941	Warhead and High Explosive Magazines	1475
058	HIGH EXPLOSIVES MAGAZINE	1941	Warhead and High Explosive Magazines	1475
060	OFFICERS RECREATION BUILDING	1941	Building 60	469
062	ADMINISTRATIVE OFFICE FAC	1942	Building 62	491
063	GALLEY	1942	Mess Hall and Galley	1305
064	SIMA DIVING LOCKER	1941	Building 64	503
066	ENGINE ACCESS. TEST SHOP	1942	Building 66	519
067	AUTOMOTIVE REPAIR SHOP	1942	Building 67	529
068	WATERFRONT MAINT SHOP	1988	Building 68	537
071	MOUNTED A-7 AIRCRAFT	1987	Planes on Pedestals	1355
075	OFFICERS BATH HOUSE	1942	Building 75	541
076	E.M. SWIMMING POOL	1942	Gymnasium and Pool	1173
077	AIR TERMINAL BUILDING	1942	Building 77	555
078	WAVES BARRACKS/TRAINING	1942	Sewage Pump and Lift Stations	1417
086	SEWAGE PUMPING STATION	1942	Sewage Pump and Lift Stations	1417
089	GARAGE /MARINE BARRACKS/	1938	Building 89	579
090	EMPLOYMENT OFFICE	1938	Building 90	585
091	PACKING - SHIPPING STOREHOUSE	1942	Building 91	591
092	PACKING-SHIPPING DEPT.	1942	Building 92	603
094	CHAPEL	1943	Building 94	615
095	WATER STORAGE TANK/NON-POT	1943	Water Distribution Tanks - North	1489
096A	WATER STORAGE TANK	1943	Water Distribution Tanks - North	1489
096B	WATER STORAGE TANK	1943	Water Distribution Tanks - North	1489

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
098	BARREL SHED	1942	Building 98	635
100	TRANSFORMER VAULT	1942	Airfield	33
102	ORDNANCE OFFICE BLDG	1943	Building 102	643
112	PRESERVATION-PACKAGING	1944	Building 112	655
113	A/C PT SHPG CONT OVHL BLDG	1943	Building 113	665
114	PW OFFICE-MAINTENANCE SHOP	1944	Building 114	675
115	AMBULANCE GARAGE	1943	Building 115	693
116	REHAB CTR	1943	Building 116	709
117	STOREHOUSE	1943	Building 117	723
118	STOREHOUSE	1944	Building 118	731
119	MCDONALDS	1985	Building 119	741
120	FLAMMABLE STORAGE	1944	Torpedo Storehouses	1465
121	TORPEDO STOREHOUSE	1944	Torpedo Storehouses	1465
122	NAVY EXCHANGE STOR.	1944	Torpedo Storehouses	1465
130	LOW PRESSURE CHAMBER	1944	Building 130	745
133	RADIO RECEIVER BUILDING	1945	Building 133	761
134	GYMNASIUM	1945	Gymnasium and Pool	1173
135	COMMUNITY FACILITIES BLDG	1944	Building 135	767
137	RECREATION STORAGE	1945	Building 137	785
152	COMMISSARY-GEN WHSE R/I	1945	Building 152	803
162	ENG ACCESSORY OVERHAUL SHOP	1945	Building 162	817
163	EQUIPMENT-MAINT SHOP	1939	Building 163	831
164	WATER TREATMENT FACILITY BLDG	1960	Building 164	839
166	SHIPS INSTALL FACILITY	1946	Preservation Hangars	1363
167	PROPELLER SHOP-A/C PRESERV	1946	Preservation Hangars	1363
168	STOREHOUSE	1946	Storehouses	1449
169	AVIATION WAREHOUSE	1946	Storehouses	1449
170	STOREHOUSE	1957	Storehouses	1449
173	WATER PUMPING STATION	1946	Water Distribution Tanks - East	1483
174A	WATER STORAGE TANK	1946	Water Distribution Tanks - East	1483
174B	WATER STORAGE TANK	1946	Water Distribution Tanks - East	1483
175	TRANSFORMER HOUSE	1943	Building 175	843
176	WATER PUMPING STATION	1943	Water Distribution Tanks - North	1489
177	TRANSFORMER HOUSE	1941	Residential Utility Buildings	1377
178	TRANSFORMER HOUSE	1941	Residential Utility Buildings	1377
191	STORAGE RACKS	1944	Building 191	849

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
193	COMMISSARY OFFICE	1944	Building 193	855
194	600 STORAGE	1945	ARMCO Huts	75
196	STORAGE /FLAMMABLE	1943	Building 196	869
251	FLEET RECREATION	1975	Fleet Recreation Area	1167
252	FLEET RECREATION	1975	Fleet Recreation Area	1167
253	FLEET RECREATION	1975	Fleet Recreation Area	1167
254	FLEET RECREATION	1975	Fleet Recreation Area	1167
258	CHILD CARE CENTER	1985	Building 258	873
259	RINSE FACILITY	1983	Airfield	33
263	AUTOMOTIVE WELDING SHOP	1946	ARMCO Huts	75
265	FLAMMABLE STORES	1945	Building 265	879
271	GAS CYLINDER STORAGE	1945	Building 271	885
272	LOX FACILITY	1945	ARMCO Huts	75
273	LOX FACILITY	1943	ARMCO Huts	75
287	SEWAGE PUMPING PLANT	1945	Sewage Pump and Lift Stations	1417
292	PW RIGGERS	1945	Building 292	893
302E	NAVIGATION RANGE LIGHT	1985	Navigation Range Lights	1341
302W	NAVIGATION RANGE LIGHT	1985	Navigation Range Lights	1341
307	AMMUNITION LOCKER	1942	Ammunition Lockers - 2 Door	67
308	AMMUNITION LOCKER	1942	Ammunition Lockers - 2 Door	67
313	AMMUNITION LOCKER	1942	Ammunition Lockers – 1 Door	61
314	AMMUNITION LOCKER	1942	Ammunition Lockers – 1 Door	61
315	AMMUNITION LOCKER	1942	Ammunition Lockers - 2 Door	67
316	AMMUNITION LOCKER	1942	Ammunition Lockers – 1 Door	61
319	AMMUNITION LOCKER	1942	Ammunition Lockers - 2 Door	67
321	AMMUNITION LOCKER	1942	Ammunition Lockers - 2 Door	67
322	AMMUNITION LOCKER	1942	Ammunition Lockers - 2 Door	67
337	STORAGE /ARMCO HUT/	1946	ARMCO Huts	75
338A	AIRCRAFT CONTAINER	1948	Aircraft Storage Containers	27
338B	STORAGE CONTAINER	1948	Aircraft Storage Containers	27
338C	STORAGE CONTAINER	1948	Aircraft Storage Containers	27
338D	STORAGE CONTAINER	1948	Aircraft Storage Containers	27
338E	AIRCRAFT CONTAINER	1948	Aircraft Storage Containers	27
338F	STORAGE CONTAINER	1948	Aircraft Storage Containers	27
338G	STORAGE CONTAINER	1948	Aircraft Storage Containers	27
338H	STORAGE CONTAINER	1948	Aircraft Storage Containers	27

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
340	PUMP HOUSE/FIRE PROTECTION	1950	Building 340	899
346	MAINT. SHOP DWDF	1949	Building 346	903
347	PAINT STORAGE - MIXING ROOM	1946	Building 347	913
351	PAINT LOCKER /ARMCO HUT/	1949	Cleaning Stripping Shelter	1107
353	STANDARD MAGAZINE	1952	High Explosive Magazine Area	1199
354	SPECIAL MAGAZINE	1952	High Explosive Magazine Area	1199
355	FUSE-DETONATOR MAGAZINE	1941	High Explosive Arch Type Magazines	1193
356	FUSE-DETONATOR MAGAZINE	1941	High Explosive Arch Type Magazines	1193
357	FUSE-DETONATOR MAGAZINE	1941	High Explosive Arch Type Magazines	1193
358	FUSE-DETONATOR MAGAZINE	1941	High Explosive Arch Type Magazines	1193
359	FUSE-DETONATOR MAGAZINE	1941	High Explosive Arch Type Magazines	1193
360	ENGINE OVERHAUL BLDG	1953	Engine Overhaul Buildings	1159
360A	ENGINE COMPONENT STORAGE	1985	Engine Overhaul Buildings	1159
360B	ENGINE COMPONENT STORAGE	1985	Engine Overhaul Buildings	1159
360C	ENGINE COMPONENT STORAGE	1985	Engine Overhaul Buildings	1159
360D	ENGINE COMPONENT STORAGE	1985	Engine Overhaul Buildings	1159
372	TURBO PROP TEST CELLS	1953	Building 372	917
377	AVIATION FUEL READY ROOM	1954	Airfield	33
380	SALUTING BATTERY	1954	Building 380	923
381	BASEBALL BLEACHERS	1952	Baseball and Softball	119
382	SQUASH COURT	1945	Tennis & Squash Courts	1459
384	FLAGPOLE	1941	Building 384	929
388	INERT STORAGE /ARMCO/	1950	Building 388	933
391	GAP SITE STRG SHELTER	1950	Building 391	937
392	EMERGENCY GENERATOR HOUSE	1956	Building 392	943
393	REFUELER REPAIR SHELTER	1953	Building 393	947
397	TURBO JET ENGINE TEST CELLS	1958	Building 397	951
398	AIR TURBINE OVERHAUL	1957	Air Turbine Overhaul	5
399	COMPRESSOR BUILDING	1957	Building 399	957
400	AVIONICS BUILDING	1957	Aircraft Maintenance Shops	11
405	A/C GSE REPAIR FACILITY	1957	Building 405	961
407	LIQUID OXYGEN FACILITY	1957	Airfield	33

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
410	CLEANING STRIPPING SHELTER	1958	Cleaning Stripping Shelter	1107
411	TRANSFORMER STATION NO 4	1956	Transformer Stations	
412	TRANSFORMER STATION NO 2	1943	Transformer Stations	
414	CHEMICAL STORAGE	1957	Building 414	965
419	OFFICERS CLUB BARBECUE	1956	Building 419	969
420	AUW SHOP	1958	Special Weapons Magazine Area	1437
422	BASEBALL DIAMOND	1944	Baseball and Softball	119
423	TENNIS COURTS	1941	Tennis & Squash Courts	1459
424	SOFTBALL DIAMOND	1942	Baseball and Softball	119
425	SOFTBALL DIAMOND	1942	Baseball and Softball	119
428	SOFTBALL DIAMOND	1945	Baseball and Softball	119
431	MOORING DOLPHIN/25 PILES	1951	Carrier Piers Area	1087
434	MOORING DOLPHIN/25 PILES	1945	Carrier Piers Area	1087
440	CONTROL CENTER	1959	Special Weapons Magazine Area	1437
441	SENTRY HOUSE	1959	High Explosive Magazine Area	1199
442	CONTROL CENTER	1959	High Explosive Magazine Area	1199
449	SEWAGE PUMPING STATION	1954	Sewage Pump and Lift Stations	1417
459	NAVY EXCHANGE SERVICE STATION	1962	Building 459	973
468	SEWAGE PUMPING STATION	1962	Sewage Pump and Lift Stations	1417
469	SEWAGE PUMPING STATION	1962	Sewage Pump and Lift Stations	1417
470	AIR VACUUM PUMPING STATION	1961	Air Turbine Overhaul	5
480	TETRAHEDRON	1942	Airfield	33
488	COMPASS ROSE	1944	Airfield	33
489	COMPASS ROSE	1944	Airfield	33
491	EMERGENCY GENERATOR BLDG	1961	Control Tower Support Buildings	1145
492	SEWAGE PUMPING STATION	1962	Sewage Pump and Lift Stations	1417
493	SEWAGE PUMPING STATION	1964	Sewage Pump and Lift Stations	1417
494	MAINTENANCE BLD	1963	Building 494	979
497	SPECIAL WEAPONS MAG	1964	Special Weapons Magazine Area	1437
498	SENTRY TOWER	1964	Special Weapons Magazine Area	1437
499	FIELD LIGHTING VAULT	1964	Airfield	33
500	OYR RECEIVING SHELTER	1964	Building 500	983
501	A/C SANITARY FACILITY	1964	Sewage Pump and Lift Stations	1417
512	DOLPHIN	1964	Building 512	987
513	WHEELS UP LANDING AID-R/W 31	1964	Airfield	33
514	WHEELS UP LANDING AID-R/W 25	1964	Airfield	33

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
517	NAVY EXCHANGE BEVERAGE STORE	1968	Building 517	991
521	MOUNTED A-4 AIRCRAFT	1968	Planes on Pedestals	1355
525	BOWLING LANES	1970	Building 525	997
527	CREDIT UNION	1970	Building 527	1003
529	SWTCHG/SUBSTA BLDG/SHLTR	1974	Missile Rework Buildings	1329
530	MISSILE REWORK BUILDING	1973	Missile Rework Buildings	1329
531	NAVY LODGE	1971	Navy Lodge	1345
532	NAVY LODGE	1971	Navy Lodge	1345
533	NAVY LODGE	1971	Navy Lodge	1345
540	LINE SHACK	1975	Building 540	1007
542	FLEET RECREATION BUILDING	1975	Fleet Recreation Area	1167
544	LIQUID OXY NIT FAC NONIND	1974	Building 544	1011
546	BUS STATION	1974	Building 546	1015
550	160'S GRNDS EQUIP SHED	1974	Building 550	1019
552	ELECTRICAL SUBSTATION MAIN	1973	Electrical Substation	1149
553	ELECTRICAL SUBSTATION #6	1973	Electrical Substation	1149
554	ELECTRICAL SUBSTATION #7	1973	Electrical Substation	1149
555	ELECTRICAL SUBSTATION #8	1973	Electrical Substation	1149
558	ELECTRICAL SUBSTATION #14	1973	Electrical Substation	1149
559	ELECTRICAL SUBSTATION #9	1973	Electrical Substation	1149
562	SEWAGE IND WASTE PUMP STA	1975	Sewage Pump and Lift Stations	1417
564	CLASS VI PACKAGE STORE	1974	Building 564	1023
584	PIER UTILITY BOILER PLANT	1977	Building 584	1029
585	CPO MESS OPEN	1976	Building 585	1035
592	SEWAGE PUMP STATION	1975	Sewage Pump and Lift Stations	1417
594	PHYS SEC/REACTION FORCE FAC	1976	Special Weapons Magazine Area	1437
595	LOX EQUIPMENT SHELTER	1976	Building 595	1041
596	SEWAGE LIFT STATION	1976	Sewage Pump and Lift Stations	1417
600	CENTRAL COOLANT SUPPLY	1975	Missile Rework Buildings	1329
601	OIL/WATER SEPARATOR	1974	Carrier Piers Area	1087
607	CRAFT HOBBY SHOP	1980	Building 607	1045
608	AUTO HOBBY SHOP	1979	Auto Hobby Shop	85
608A-C	AUTO HOBBY SHOP	1979	Auto Hobby Shop	85
610	HIGH SPEED GRIND SHELTER	1979	Building 610	1053
611	ELECTRONICS MAINT SHOP	1981	Building 611	1057
612	HOSE MAINTENANCE BLDG.	1980	Building 612	1061

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
613	FAMILY SERVICE CENTER	1983	Building 613	1065
614	HAZARDOUS MATERIAL STOREHSE	1982	Hazardous Material Storage	1185
615	HAZARDOUS MATERIAL STOREHSE	1982	Hazardous Material Storage	1185
616	HAZARDOUS MATERIAL STOREHSE	1982	Hazardous Material Storage	1185
618	800 STRG(PAINT/FLAMMABLE)(A)	1982	800 Storage	1
619	800 STRG(PAINT/FLAMMABLE)(B)	1982	800 Storage	1
620	INDUSTRIAL SHOP	1985	Building 620	1071
621	WATERFRONT OPS BLDG	1988	Building 621	1075
622	STEAM BOILER PLANT	1987	Building 622	1079
623	DIESEL FUEL TANK FARM	1987	Building 623	1083
200642	RUNWAYS	1952	Airfield	33
200648	BULKHEAD	1939	Airfield	33
200649	SEAWALL	1947	Airfield	33
200650	JETTY	1939	Seaplane Lagoon	1397
200658	BREAKWATER	1947	Breakwater	127
200687	SEAPLANE RAMP 4	1940	Seaplane Lagoon	1397
200689	RUNWAY LIGHTING	1954	Airfield	33
200727	STORM SEWER	1955	Storm Sewer System	1455
201061	TAXIWAYS	1952	Airfield	33
201062	CRANE TRACKS	1944	Carrier Piers Area	1087
201087	RUNWAY LIGHTING	1954	Airfield	33
201153	RAILROADS	1940	Railroad Tracks	1371
201187	HISTORICAL RAILROAD MARKER	1952	Monuments	1335
201191	AIRCRAFT PARKING APRON	1945	Airfield	33
201194	TAXIWAY LIGHTING	1954	Airfield	33
201196	OBSTRUCTION LIGHTS	1946	Airfield	33
201201	BEACON LIGHTS	1946	Airfield	33
201210	RUNWAY	1952	Airfield	33
201224	AIRCRAFT MAINTENANCE APRON	1941	Airfield	33
201242	AIRCRAFT OPERATIONAL APRON	1959	Airfield	33
201244	AIRCRAFT OPEN STORAGE	1941	Airfield	33
201253	RUNWAY 13-31	1952	Airfield	33
201254	RUNWAY 7-25/L-R/	1952	Airfield	33
201256	TAXIWAYS	1952	Airfield	33
201258	AIRCRAFT MAINTENANCE APRON	1941	Airfield	33
201260	AIRCRAFT PARKING APRON	1945	Airfield	33

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
201489	APPROACH LIGHTING	1964	Airfield	33
201543	A/C ACCESS APRONS	1942	Airfield	33
201544	A/C HOLDING APRON	1959	Airfield	33
201545	A/C ARMING / DEARMING PAD	1941	Airfield	33
201546	A/C BEACON	1942	Airfield	33
201547	R/W DISTANCE MARKERS LIGHTED	1957	Airfield	33
201549	R/W GUIDANCE LIGHTING SYSTEM	1965	Airfield	33
201550	CENTER LINE R/W LGT	1965	Airfield	33
201551	WHEELS UP-WAVE OFF LIGHTS	1965	Airfield	33
201711	HELICOPTER PARKING PADS	1970	Airfield	33
FH-0001	101 CORPUS CHRISTI RD	1941	Housing - CPO 1-30	1225
FH-0002	103 CORPUS CHRISTI RD	1941	Housing - CPO 1-30	1225
FH-0003	105 CORPUS CHRISTI RD	1941	Housing - CPO 1-30	1225
FH-0004	107 CORPUS CHRISTI RD	1941	Housing - CPO 1-30	1225
FH-0005	109 CORPUS CHRISTI RD	1941	Housing - CPO 1-30	1225
FH-0006	111 CORPUS CHRISTI ROAD	1941	Housing - CPO 1-30	1225
FH-0007	111 PENSACOLA ROAD	1941	Housing - CPO 1-30	1225
FH-0008	110 PENSACOLA ROAD	1941	Housing - CPO 1-30	1225
FH-0009	108 PENSACOLA ROAD	1941	Housing - CPO 1-30	1225
FH-0010	106 PENSACOLA ROAD	1941	Housing - CPO 1-30	1225
FH-0011	104 PENSACOLA ROAD	1941	Housing - CPO 1-30	1225
FH-0012	102 PENSACOLA ROAD	1941	Housing - CPO 1-30	1225
FH-0013	100 PENSACOLA ROAD	1941	Housing - CPO 1-30	1225
FH-0014	106 CORPUS CHRISTI ROAD	1941	Housing - CPO 1-30	1225
FH-0015	108 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0016	110 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0017	112 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0018	114 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0019	116 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0020	118 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0021	120 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0022	122 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0023	102 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0024	104 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0025	123 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0026	121 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225

Table B-7: DPR 523 Forms – Listed by Building Number

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
FH-0027	119 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0028	117 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0029	115 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0030	113 CORPUS CHRISTI ROAD	1942	Housing - CPO 1-30	1225
FH-0730	102 BARBERS POINT ROAD	1963	Housing -1960s Family Housing	1205
FH-0731	100 PEARL HARBOR ROAD	1963	Housing -1960s Family Housing	1205
FH-0732	101 PEARL HARBOR ROAD	1963	Housing -1960s Family Housing	1205
FH-0733	103 PEARL HARBOR ROAD	1963	Housing -1960s Family Housing	1205
FH-0734	105 PEARL HARBOR RD	1963	Housing -1960s Family Housing	1205
FH-0735	107 PEARL HARBOR RD	1963	Housing -1960s Family Housing	1205
FH-0736	106 ALAMEDA RD	1963	Housing -1960s Family Housing	1205
FH-0737	112 PEARL HARBOR RD	1963	Housing -1960s Family Housing	1205
FH-0738	119 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0739	117 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0740	115 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0741	113 NORFOLK ROAD	1963	Housing -1960s Family Housing	1205
FH-0742	125 CORPUS CHRISTI RD	1963	Housing -1960s Family Housing	1205
FH-0743	113 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0744	114 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0745	115 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0746	116 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0747	117 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0748	118 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0749	109 PEARL HARBOR RD	1964	Housing -1960s Family Housing	1205
FH-0750	111 PEARL HARBOR RD	1964	Housing -1960s Family Housing	1205
FH-0751	113 PEARL HARBOR RD	1964	Housing -1960s Family Housing	1205
FH-0752	104 ALAMEDA RD	1964	Housing -1960s Family Housing	1205
FH-0754	148 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0755	146 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0756	149 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0757	147 BARBERS POINT RD	1964	Housing -1960s Family Housing	1205
FH-0758	144 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0759	140 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0761	114 NORFOLK RD	1965	Housing -1960s Family Housing	1205
FH-0762	136 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0763	116 NORFOLK RD	1965	Housing -1960s Family Housing	1205

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Building No.	Facility Name	Built	DPR 523 Form	Page #
FH-0764	134 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0765	118 NORFOLK RD	1965	Housing -1960s Family Housing	1205
FH-0766	116 PEARL HARBOR RD	1965	Housing -1960s Family Housing	1205
FH-0767	115 PEARL HARBOR RD	1965	Housing -1960s Family Housing	1205
FH-0768	117 PEARL HARBOR RD	1965	Housing -1960s Family Housing	1205
FH-0769	122 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0770	120 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0771	119 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0772	121 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0773	123 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0774	125 BARBERS POINT RD	1965	Housing -1960s Family Housing	1205
FH-0775	95 ALAMEDA RD	1966	Housing -1960s Family Housing	1205
FH-0776	104 SAN DIEGO RD	1966	Housing -1960s Family Housing	1205
FH-0777	105 ALAMEDA RD	1966	Housing -1960s Family Housing	1205
FH-0778	100 LEMOORE RD	1966	Housing -1960s Family Housing	1205
FH-0779	101 LEMOORE RD	1966	Housing -1960s Family Housing	1205
FH-0780	103 LEMOORE RD	1966	Housing -1960s Family Housing	1205
FH-0781	105 LEMOORE RD	1966	Housing -1960s Family Housing	1205
FH-0782	138 BARBERS POINT RD	1966	Housing -1960s Family Housing	1205
FH-0783	142 BARBERS POINT RD	1966	Housing -1960s Family Housing	1205
FH-0784	145 BARBERS POINT RD	1966	Housing -1960s Family Housing	1205
FH-0800	112 PENSACOLA ROAD	1963	Housing -1960s Family Housing	1205
FH-0801	113 PENSACOLA RD	1963	Housing -1960s Family Housing	1205
FH-0802	124 CORPUS CHRISTI RD	1963	Housing -1960s Family Housing	1205
FH-0803	126 CORPUS CHRISTI RD	1963	Housing -1960s Family Housing	1205
FH-0804	128 CORPUS CHRISTI RD	1963	Housing -1960s Family Housing	1205
FH-0805	112 7TH AVENUE	1963	Housing -1960s Family Housing	1205
FH-0806	111 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0807	110 EL TORO RD	1963	Housing -1960s Family Housing	1205
FH-0808	101 MIRAMAR RD	1963	Housing -1960s Family Housing	1205
FH-0809	103 MIRAMAR RD	1963	Housing -1960s Family Housing	1205
FH-0810	105 MIRAMAR RD	1963	Housing -1960s Family Housing	1205
FH-0811	107 MIRAMAR RD	1963	Housing -1960s Family Housing	1205
FH-0812	109 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0814	102 MIRAMAR RD	1963	Housing -1960s Family Housing	1205
FH-0816	108 7TH AVENUE	1963	Housing -1960s Family Housing	1205

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Building No.	Facility Name	Built	DPR 523 Form	Page #
FH-0817	106 7TH AVENUE	1963	Housing -1960s Family Housing	1205
FH-0818	100 6TH AVENUE	1963	Housing -1960s Family Housing	1205
FH-0819	102 6TH AVENUE	1963	Housing -1960s Family Housing	1205
FH-0820	100 7TH AVENUE	1963	Housing -1960s Family Housing	1205
FH-0821	102 7TH AVENUE	1963	Housing -1960s Family Housing	1205
FH-0822	104 7TH AVENUE	1963	Housing -1960s Family Housing	1205
FH-0823	101 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0824	103 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0825	105 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0826	107 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0827	108 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0828	106 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0829	102 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0830	104 NORFOLK RD	1963	Housing -1960s Family Housing	1205
FH-0831	106 MIRAMAR RD	1963	Housing -1960s Family Housing	1205
FH-0832	108 MIRAMAR RD	1963	Housing -1960s Family Housing	1205
FH-0833	100 GLENVIEW RD	1963	Housing -1960s Family Housing	1205
FH-0834	102 GLENVIEW RD	1963	Housing -1960s Family Housing	1205
FH-0835	104 GLENVIEW RD	1963	Housing -1960s Family Housing	1205
FH-0836	103 GLENVIEW RD	1963	Housing -1960s Family Housing	1205
FH-0837	101 GLENVIEW RD	1963	Housing -1960s Family Housing	1205
FH-2127	CHILDREN'S PLAY YARD	1969	Children's Play Yards	1103
FH-2129	CHILDREN'S PLAY YARD	1969	Children's Play Yards	1103
FH-A	100 ALAMEDA RD	1941	Housing – Quarters A	1255
FH-B	100 SEATTLE RD	1941	Housing – Officer's Housing	1225
FH-C	102 SEATTLE RD	1941	Housing - Officer's Housing	1225
FH-D	100 NEWPORT RD	1941	Housing - Officer's Housing	1225
FH-E	102 NEWPORT RD	1941	Housing - Officer's Housing	1225
FH-F	104 NEWPORT RD	1941	Housing - Officer's Housing	1225
FH-G	106 NEWPORT RD	1941	Housing - Officer's Housing	1225
FH-H	100 SAN DIEGO RD	1941	Housing - Officer's Housing	1225
FH-I	102 SAN DIEGO RD	1941	Housing - Officer's Housing	1225
FH-K	106 SAN DIEGO RD.	1941	Housing - Officer's Housing	1225
FH-L	108 SAN DIEGO RD	1941	Housing - Officer's Housing	1225
FH-M	100 SAN PEDRO RD	1941	Housing - Officer's Housing	1225
FH-N	102 SAN PEDRO ROAD	1941	Housing - Officer's Housing	1225

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DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Building No.	Facility Name	Built	DPR 523 Form	Page #
FH-O	104 SAN PEDRO ROAD	1941	Housing - Officer's Housing	1225
FH-P	106 SAN PEDRO ROAD	1941	Housing - Officer's Housing	1225
FH-Q	108 SAN PEDRO ROAD	1941	Housing - Officer's Housing	1225
FH-S	102 PEARL HARBOR ROAD	1941	Housing - Officer's Housing	1225
FH-T	104 PEARL HARBOR ROAD	1941	Housing - Officer's Housing	1225
FH-U	106 PEARL HARBOR ROAD	1941	Housing - Officer's Housing	1225
D-13	HAZARDOUS STORAGE	1984	Hazardous Material Storage	1185
DOCK 3	DOCK 3 (FISHING PIER)	1941	Seaplane Lagoon	1397
DOCK 4	DOCK 4	1952	Seaplane Lagoon	1397
PIER 1	PIER #1	1939	Carrier Pier Area	1087
PIER 2	PIER #2	1941	Carrier Pier Area	1087
PIER 3	PIER #3	1945	Carrier Pier Area	1087
PIER 4	AVIATION FUEL PIER #4	1953	Pier 4	1351
RAMP 1	SEAPLANE RAMP #1	1940	Seaplane Lagoon	1397
RAMP 2	SEAPLANE RAMP #2	1940	Seaplane Lagoon	1397
RAMP 3	SEAPLANE RAMP #3	1941	Seaplane Lagoon	1397
WHARF1	WHARF #1	1945	Carrier Pier Area	1087
WHARF2	WHARF #2	1945	Carrier Pier Area	1087
NO #	SEAPLANE LAGOON	1940	Seaplane Lagoon	1397

Table B-8: DPR 523 Forms for Inventoried Buildings and Structures – Listed by Form Names

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Resource Name	Building No.	Facility Name	Built	Page #
800 Storage	618	800 STRG(PAINT/FLAMMABLE)(A)	1982	1
800 Storage	619	800 STRG(PAINT/FLAMMABLE)(B)	1982	1
Air Turbine Overhaul	398	AIR TURBINE OVERHAUL	1957	5
Air Turbine Overhaul	470	AIR VACUUM PUMPING STATION	1961	5
Aircraft Maintenance Shops	011	AIRCRAFT MAINT SHOP	1941	11
Aircraft Maintenance Shops	012	AIRCRAFT MAINT SHOP	1941	11
Aircraft Maintenance Shops	400	AVIONICS BUILDING	1957	11
Aircraft Storage Containers	338E	AIRCRAFT CONTAINER	1948	27
Aircraft Storage Containers	338A	AIRCRAFT CONTAINER	1948	27
Aircraft Storage Containers	338B	STORAGE CONTAINER	1948	27
Aircraft Storage Containers	338C	STORAGE CONTAINER	1948	27
Aircraft Storage Containers	338D	STORAGE CONTAINER	1948	27
Aircraft Storage Containers	338F	STORAGE CONTAINER	1948	27
Aircraft Storage Containers	338G	STORAGE CONTAINER	1948	27
Aircraft Storage Containers	338H	STORAGE CONTAINER	1948	27
Airfield	100	TRANSFORMER VAULT	1942	33
Airfield	259	RINSE FACILITY	1983	33
Airfield	377	AVIATION FUEL READY ROOM	1954	33
Airfield	407	LIQUID OXYGEN FACILITY	1957	33
Airfield	480	TETRAHEDRON	1942	33
Airfield	488	COMPASS ROSE	1944	33
Airfield	489	COMPASS ROSE	1944	33
Airfield	499	FIELD LIGHTING VAULT	1964	33
Airfield	513	WHEELS UP LANDING AID-R/W 31	1964	33
Airfield	514	WHEELS UP LANDING AID-R/W 25	1964	33
Airfield	200642	RUNWAYS	1952	33
Airfield	200649	SEAWALL	1947	33
Airfield	200689	RUNWAY LIGHTING	1954	33
Airfield	201061	TAXIWAYS	1952	33
Airfield	201087	RUNWAY LIGHTING	1954	33
Airfield	201191	AIRCRAFT PARKING APRON	1945	33
Airfield	201194	TAXIWAY LIGHTING	1954	33
Airfield	201196	OBSTRUCTION LIGHTS	1946	33
Airfield	201201	BEACON LIGHTS	1946	33
Airfield	201210	RUNWAY	1952	33
Airfield	201224	AIRCRAFT MAINTENANCE APRON	1941	33

Table B-8: DPR 523 Forms for Inventoried Buildings and Structures – Listed by Form Names

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Resource Name	Building No.	Facility Name	Built	Page #
Airfield	201242	AIRCRAFT OPERATIONAL APRON	1959	33
Airfield	201244	AIRCRAFT OPEN STORAGE	1941	33
Airfield	201253	RUNWAY 13-31	1952	33
Airfield	201254	RUNWAY 7-25/L-R/	1952	33
Airfield	201256	TAXIWAYS	1952	33
Airfield	201258	AIRCRAFT MAINTENANCE APRON	1941	33
Airfield	201260	AIRCRAFT PARKING APRON	1945	33
Airfield	201489	APPROACH LIGHTING	1964	33
Airfield	201543	A/C ACCESS APRONS	1942	33
Airfield	201544	A/C HOLDING APRON	1959	33
Airfield	201545	A/C ARMING / DEARMING PAD	1941	33
Airfield	201546	A/C BEACON	1942	33
Airfield	201547	R/W DISTANCE MARKERS LIGHTED	1957	33
Airfield	201549	R/W GUIDANCE LIGHTING SYSTEM	1965	33
Airfield	201550	CENTER LINE R/W LGT	1965	33
Airfield	201551	WHEELS UP-WAVE OFF LIGHTS	1965	33
Airfield	201711	HELICOPTER PARKING PADS	1970	33
Ammunition Lockers - 1 Door	313	AMMUNITION LOCKER	1942	61
Ammunition Lockers - 1 Door	314	AMMUNITION LOCKER	1942	61
Ammunition Lockers - 1 Door	315	AMMUNITION LOCKER	1942	61
Ammunition Lockers - 1 Door	316	AMMUNITION LOCKER	1942	61
Ammunition Lockers - 2 Door	307	AMMUNITION LOCKER	1942	67
Ammunition Lockers - 2 Door	308	AMMUNITION LOCKER	1942	67
Ammunition Lockers - 2 Door	319	AMMUNITION LOCKER	1942	67
Ammunition Lockers - 2 Door	321	AMMUNITION LOCKER	1942	67
Ammunition Lockers - 2 Door	322	AMMUNITION LOCKER	1942	67
ARMCO Huts	194	600 STORAGE	1945	75
ARMCO Huts	263	AUTOMOTIVE WELDING SHOP	1946	75
ARMCO Huts	272	LOX FACILITY	1945	75
ARMCO Huts	273	LOX FACILITY	1943	75
ARMCO Huts	337	STORAGE /ARMCO HUT/	1946	75
Auto Hobby Shop	608	AUTO HOBBY SHOP	1979	85
Auto Hobby Shop	608A-C	AUTO HOBBY SHOP	1979	85
Bachelor Enlisted Quarters	002	ENLISTED MENS BARRACKS	1940	93
Bachelor Enlisted Quarters	004	E M BARRACKS	1940	93
Baseball and Softball	381	BASEBALL BLEACHERS	1952	119

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Resource Name	Building No.	Facility Name	Built	Page #
Baseball and Softball	422	BASEBALL DIAMOND	1944	119
Baseball and Softball	424	SOFTBALL DIAMOND	1942	119
Baseball and Softball	425	SOFTBALL DIAMOND	1942	119
Baseball and Softball	428	SOFTBALL DIAMOND	1945	119
Breakwater	200658	BREAKWATER	1947	127
Building 001	001	ADMINISTRATION BUILDING	1940	133
Building 005	005	OVERHAUL-REPAIR SHOPS	1940	153
Building 006	006	PW TRANS SHOP GARAGE	1940	191
Building 007	007	MATERIAL ENGINEERING LAB	1985	209
Building 008	008	GENERAL STOREHOUSE	1940	215
Building 009	009	AIRCRAFT STOREHOUSE	1940	231
Building 010	010	POWER PLANT BUILDING	1940	245
Building 013	013	PAINT-OIL STORAGE	1942	263
Building 014	014	ENGINE TEST CELLS	1940	273
Building 015	015	BOATHOUSE	1940	285
Building 016	016	DISPENSARY	1942	305
Building 017	017	BACHELORS OFFICERS QUARTERS	1941	325
Building 018	018	RECREATION BLDG-P O	1941	347
Building 024A	024A	IND WST TREATMENT FAC	1977	365
Building 025	025	CORROSION CONTROL FACILITY	1987	371
Building 027	027	PW MAINT SHOP/COMPRESSOR	1940	375
Building 029	029	GUN TEST FACILITY	1987	381
Building 034	034	TRANS PAD BEHIND 10	1941	245
Building 035	035	RADIO TRANSMITTER BLDG.	1940	391
Building 036A	036A	RADIO TOWERS	1940	417
Building 042	042	ATS ENGINEERING FACILITY	1941	421
Building 043	043	WEAPONS SHOP	1941	435
Building 044	044	ENGINEERING OFFICE FACILITY	1941	449
Building 053	053	SMOKE DRUM STOREHOUSE	1941	463
Building 060	060	OFFICERS RECREATION BUILDING	1941	469
Building 062	062	ADMINISTRATIVE OFFICE FAC	1942	491
Building 064	064	BOILER / SIMA DIVING LOCKER	1941	503
Building 066	066	ENGINE ACCESS. TEST SHOP	1942	519
Building 067	067	AUTOMOTIVE REPAIR SHOP	1942	529
Building 068	068	WATERFRONT MAINT SHOP	1988	537
Building 075	075	OFFICERS BATH HOUSE	1942	541

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Resource Name	Building No.	Facility Name	Built	Page #
Building 077	077	AIR TERMINAL BUILDING	1942	555
Building 078	078	WAVES BARRACKS/TRAINING	1942	569
Building 089	089	GARAGE /MARINE BARRACKS	1938	579
Building 090	090	EMPLOYMENT OFFICE	1938	585
Building 091	091	PACKING - SHIPPING STOREHOUSE	1942	591
Building 092	092	PACKING-SHIPPING DEPT.	1942	603
Building 094	094	CHAPEL	1943	615
Building 098	098	BARREL SHED	1942	635
Building 102	102	ORDNANCE OFFICE BLDG	1943	643
Building 112	112	PRESERVATION-PACKAGING	1944	655
Building 113	113	A/C PT SHPG CONT OVHL BLDG	1943	665
Building 114	114	PW OFFICE-MAINTENANCE SHOP	1944	675
Building 115	115	AMBULANCE GARAGE	1943	693
Building 116	116	REHAB CENTER	1943	709
Building 117	117	STOREHOUSE	1943	723
Building 118	118	STOREHOUSE	1944	731
Building 119	119	MCDONALDS	1985	741
Building 130	130	LOW PRESSURE CHAMBER	1944	745
Building 133	133	RADIO RECEIVER BUILDING	1945	761
Building 135	135	COMMUNITY FACILITIES BLDG	1944	767
Building 137	137	RECREATION STORAGE	1945	785
Building 152	152	COMMISSARY-GEN WHSE R/I	1945	803
Building 162	162	ENG ACCESSORY OVERHAUL SHOP	1945	817
Building 163	163	EQUIPMENT-MAINT SHOP	1939	831
Building 164	164	WATER TREATMENT FACILITY	1960	839
Building 175	175	TRANSFORMER HOUSE	1943	843
Building 191	191	STORAGE RACKS	1944	849
Building 193	193	COMMISSARY OFFICE	1944	855
Building 196	196	STORAGE /FLAMMABLE/	1943	869
Building 258	258	CHILD CARE CENTER	1985	873
Building 265	265	FLAMMABLE STORES	1945	879
Building 271	271	GAS CYLINDER STORAGE	1945	885
Building 292	292	PW RIGGERS	1945	893
Building 340	340	PUMP HOUSE/FIRE PROTECTION	1950	899
Building 346	346	MAINT SHOP, DWF	1949	903
Building 347	347	PAINT STORAGE - MIXING ROOM	1946	913

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Resource Name	Building No.	Facility Name	Built	Page #
Building 372	372	TURBO PROP TEST CELLS	1953	917
Building 380	380	SALUTING BATTERY	1954	923
Building 384	384	FLAGPOLE	1941	929
Building 388	388	INERT STORAGE /ARMCO/	1950	933
Building 391	391	GAP SITE STORAGE SHELTER	1950	937
Building 392	392	EMERGENCY GENERATOR HOUSE	1956	943
Building 393	393	REFUELER REPAIR SHELTER	1953	947
Building 397	397	TURBO JET ENGINE TEST CELLS	1958	951
Building 399	399	COMPRESSOR BUILDING	1957	957
Building 405	405	A/C GSE REPAIR FACILITY	1957	961
Building 414	414	CHEMICAL STORAGE	1957	965
Building 419	419	OFFICERS CLUB BARBECUE	1956	969
Building 459	459	NAVY EXCHANGE SERVICE STAT.	1962	973
Building 494	494	MAINTENANCE BLDG	1963	979
Building 500	500	OYR RECEIVING SHELTER	1964	983
Building 512	512	DOLPHIN	1964	987
Building 517	517	NAVY EXCHANGE BEVERAGE STR	1968	991
Building 525	525	BOWLING LANES	1970	997
Building 527	527	CREDIT UNION	1970	1003
Building 540	540	LINE SHACK	1975	1007
Building 544	544	LIQUID OXY NIT FAC NONIND	1974	1011
Building 546	546	BUS STATION	1974	1015
Building 550	550	160'S GRNDS EQUIP SHED	1974	1019
Building 564	564	CLASS VI PACKAGE STORE	1974	1023
Building 584	584	PIER UTILITY BOILER PLANT	1977	1029
Building 585	585	CPO MESS OPEN	1976	1035
Building 595	595	LOX EQUIPMENT SHELTER	1976	1041
Building 607	607	CRAFT HOBBY SHOP	1980	1045
Building 610	610	HIGH SPEED GRIND SHELTER	1979	1053
Building 611	611	ELECTRONICS MAINT SHOP	1981	1057
Building 612	612	HOSE MAINTENANCE BLDG.	1980	1061
Building 613	613	FAMILY SERVICE CENTER	1983	1065
Building 620	620	INDUSTRIAL SHOP	1985	1071
Building 621	621	WATERFRONT OPS BLDG	1988	1075
Building 622	622	STEAM BOILER PLANT	1987	1079
Building 623	623	DIESEL FUEL TANK FARM	1987	1083

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Resource Name	Building No.	Facility Name	Built	Page #
Carrier Piers Area	PIER1	PIER #1	1939	1087
Carrier Piers Area	PIER2	PIER #2	1941	1087
Carrier Piers Area	PIER3	PIER #3	1945	1087
Carrier Piers Area	WHARF1	WHARF #1	1945	1087
Carrier Piers Area	WHARF2	WHARF #2	1945	1087
Carrier Piers Area	431	MOORING DOLPHIN/25 PILES	1951	1087
Carrier Piers Area	434	MOORING DOLPHIN/25 PILES	1945	1087
Carrier Piers Area	601	OIL/WATER SEPARATOR	1974	1087
Carrier Piers Area	201062	CRANE TRACKS	1944	1087
Children's Play Yards	FH-2129	CHILDRENS PLAY YARD	1969	1103
Children's Play Yards	FH-2127	CHILDRENS PLAY YARD	1969	1103
Cleaning Stripping Shelter	351	PAINT LOCKER /ARMCO HUT/	1949	1107
Cleaning Stripping Shelter	410	CLEANING STRIPPING SHELTER	1958	1107
Control Tower	019	OPERATIONS BLDG-CONTROL TWR	1941	1115
Control Tower Support Buildings	019-1	CRASH & RESCUE GARAGE	1962	1145
Control Tower Support Buildings	491	EMERGENCY GENERATOR BLDG	1961	1145
Electrical Substations	552	ELECTRICAL SUBSTATION MAIN	1973	1149
Electrical Substations	553	ELECTRICAL SUBSTATION #6	1973	1149
Electrical Substations	554	ELECTRICAL SUBSTATION #7	1973	1149
Electrical Substations	555	ELECTRICAL SUBSTATION #8	1973	1149
Electrical Substations	558	ELECTRICAL SUBSTATION #14	1973	1149
Electrical Substations	559	ELECTRICAL SUBSTATION #9	1973	1149
Engine Overhaul Buildings	360	ENGINE OVERHAUL BLDG	1953	1159
Engine Overhaul Buildings	360A	ENGINE COMPONENT STORAGE	1985	1159
Engine Overhaul Buildings	360B	ENGINE COMPONENT STORAGE	1985	1159
Engine Overhaul Buildings	360C	ENGINE COMPONENT STORAGE	1985	1159
Engine Overhaul Buildings	360D	ENGINE COMPONENT STORAGE	1985	1159
Fleet Recreation Area	251	FLEET RECREATION	1975	1167
Fleet Recreation Area	252	FLEET RECREATION	1975	1167
Fleet Recreation Area	253	FLEET RECREATION	1975	1167
Fleet Recreation Area	254	FLEET RECREATION	1975	1167
Fleet Recreation Area	542	FLEET RECREATION	1975	1167
Gymnasium and Pool	076	E.M. SWIMMING POOL	1942	1173
Gymnasium and Pool	134	GYMNASIUM	1945	1173
Hazardous Material Storage	D-13	HAZARDOUS STORAGE	1984	1185
Hazardous Material Storage	614	HAZARDOUS MATERIAL STRHSE	1982	1185

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Resource Name	Building No.	Facility Name	Built	Page #
Hazardous Material Storage	615	HAZARDOUS MATERIAL STRHSE	1982	1185
Hazardous Material Storage	616	HAZARDOUS MATERIAL STRHSE	1982	1185
High Explosive Arch Type Magazines	355	FUSE-DETONATOR MAGAZINE	1941	1193
High Explosive Arch Type Magazines	356	FUSE-DETONATOR MAGAZINE	1941	1193
High Explosive Arch Type Magazines	357	FUSE-DETONATOR MAGAZINE	1941	1193
High Explosive Arch Type Magazines	358	FUSE-DETONATOR MAGAZINE	1941	1193
High Explosive Arch Type Magazines	359	FUSE-DETONATOR MAGAZINE	1941	1193
High Explosive Magazine Area	353	STANDARD MAGAZINE	1952	1199
High Explosive Magazine Area	354	SPECIAL MAGAZINE	1952	1199
High Explosive Magazine Area	441	SENTRY HOUSE	1959	1199
High Explosive Magazine Area	442	CONTROL CENTER	1959	1199
Housing -1960s Family Housing	FH-0837	101 GLENVIEW RD	1963	1205
Housing -1960s Family Housing	FH-0836	103 GLENVIEW RD	1963	1205
Housing -1960s Family Housing	FH-0835	104 GLENVIEW RD	1963	1205
Housing -1960s Family Housing	FH-0834	102 GLENVIEW RD	1963	1205
Housing -1960s Family Housing	FH-0833	100 GLENVIEW RD	1963	1205
Housing -1960s Family Housing	FH-0832	108 MIRAMAR RD	1963	1205
Housing -1960s Family Housing	FH-0831	106 MIRAMAR RD	1963	1205
Housing -1960s Family Housing	FH-0830	104 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0829	102 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0828	106 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0827	108 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0826	107 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0825	105 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0824	103 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0823	101 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0822	104 7TH AVENUE	1963	1205
Housing -1960s Family Housing	FH-0821	102 7TH AVENUE	1963	1205
Housing -1960s Family Housing	FH-0820	100 7TH AVENUE	1963	1205
Housing -1960s Family Housing	FH-0819	102 6TH AVENUE	1963	1205
Housing -1960s Family Housing	FH-0818	100 6TH AVENUE	1963	1205
Housing -1960s Family Housing	FH-0817	106 7TH AVENUE	1963	1205

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Resource Name	Building No.	Facility Name	Built	Page #
Housing -1960s Family Housing	FH-0816	108 7TH AVENUE	1963	1205
Housing -1960s Family Housing	FH-0814	102 MIRAMAR RD	1963	1205
Housing -1960s Family Housing	FH-0812	109 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0811	107 MIRAMAR RD	1963	1205
Housing -1960s Family Housing	FH-0810	105 MIRAMAR RD	1963	1205
Housing -1960s Family Housing	FH-0809	103 MIRAMAR RD	1963	1205
Housing -1960s Family Housing	FH-0808	101 MIRAMAR RD	1963	1205
Housing -1960s Family Housing	FH-0807	110 EL TORO RD	1963	1205
Housing -1960s Family Housing	FH-0806	111 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0805	112 7TH AVENUE	1963	1205
Housing -1960s Family Housing	FH-0804	128 CORPUS CHRISTI RD	1963	1205
Housing -1960s Family Housing	FH-0803	126 CORPUS CHRISTI RD	1963	1205
Housing -1960s Family Housing	FH-0802	124 CORPUS CHRISTI RD	1963	1205
Housing -1960s Family Housing	FH-0801	113 PENSACOLA RD	1963	1205
Housing -1960s Family Housing	FH-0800	112 PENSACOLA ROAD	1963	1205
Housing -1960s Family Housing	FH-0784	145 BARBERS POINT RD	1966	1205
Housing -1960s Family Housing	FH-0783	142 BARBERS POINT RD	1966	1205
Housing -1960s Family Housing	FH-0782	138 BARBERS POINT RD	1966	1205
Housing -1960s Family Housing	FH-0781	105 LEMOORE RD	1966	1205
Housing -1960s Family Housing	FH-0780	103 LEMOORE RD	1966	1205
Housing -1960s Family Housing	FH-0779	101 LEMOORE RD	1966	1205
Housing -1960s Family Housing	FH-0778	100 LEMOORE RD	1966	1205
Housing -1960s Family Housing	FH-0777	105 ALAMEDA RD	1966	1205
Housing -1960s Family Housing	FH-0776	104 SAN DIEGO RD	1966	1205
Housing -1960s Family Housing	FH-0775	95 ALAMEDA RD	1966	1205
Housing -1960s Family Housing	FH-0774	125 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0773	123 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0772	121 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0771	119 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0770	120 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0769	122 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0768	117 PEARL HARBOR RD	1965	1205
Housing -1960s Family Housing	FH-0767	115 PEARL HARBOR RD	1965	1205
Housing -1960s Family Housing	FH-0766	116 PEARL HARBOR RD	1965	1205
Housing -1960s Family Housing	FH-0765	118 NORFOLK RD	1965	1205
Housing -1960s Family Housing	FH-0764	134 BARBERS POINT RD	1965	1205

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Housing -1960s Family Housing	FH-0763	116 NORFOLK RD	1965	1205
Housing -1960s Family Housing	FH-0762	136 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0761	114 NORFOLK RD	1965	1205
Housing -1960s Family Housing	FH-0759	140 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0758	144 BARBERS POINT RD	1965	1205
Housing -1960s Family Housing	FH-0757	147 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0756	149 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0755	146 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0754	148 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0752	104 ALAMEDA RD	1964	1205
Housing -1960s Family Housing	FH-0751	113 PEARL HARBOR RD	1964	1205
Housing -1960s Family Housing	FH-0750	111 PEARL HARBOR RD	1964	1205
Housing -1960s Family Housing	FH-0749	109 PEARL HARBOR RD	1964	1205
Housing -1960s Family Housing	FH-0748	118 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0747	117 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0746	116 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0745	115 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0744	114 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0743	113 BARBERS POINT RD	1964	1205
Housing -1960s Family Housing	FH-0742	125 CORPUS CHRISTI RD	1963	1205
Housing -1960s Family Housing	FH-0741	113 NORFOLK ROAD	1963	1205
Housing -1960s Family Housing	FH-0740	115 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0739	117 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0738	119 NORFOLK RD	1963	1205
Housing -1960s Family Housing	FH-0737	112 PEARL HARBOR RD	1963	1205
Housing -1960s Family Housing	FH-0736	106 ALAMEDA RD	1963	1205
Housing -1960s Family Housing	FH-0735	107 PEARL HARBOR RD	1963	1205
Housing -1960s Family Housing	FH-0734	105 PEARL HARBOR RD	1963	1205
Housing -1960s Family Housing	FH-0733	103 PEARL HARBOR ROAD	1963	1205
Housing -1960s Family Housing	FH-0732	101 PEARL HARBOR ROAD	1963	1205
Housing -1960s Family Housing	FH-0731	100 PEARL HARBOR ROAD	1963	1205
Housing -1960s Family Housing	FH-0730	102 BARBERS POINT ROAD	1963	1205
Housing - CPO 1-30	FH-0030	113 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0029	115 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0028	117 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0027	119 CORPUS CHRISTI ROAD	1942	1225

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Resource Name	Building No.	Facility Name	Built	Page #
Housing - CPO 1-30	FH-0026	121 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0025	123 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0024	104 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0023	102 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0022	122 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0021	120 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0020	118 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0019	116 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0018	114 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0017	112 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0016	110 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0015	108 CORPUS CHRISTI ROAD	1942	1225
Housing - CPO 1-30	FH-0014	106 CORPUS CHRISTI ROAD	1941	1225
Housing - CPO 1-30	FH-0013	100 PENSACOLA ROAD	1941	1225
Housing - CPO 1-30	FH-0012	102 PENSACOLA ROAD	1941	1225
Housing - CPO 1-30	FH-0011	104 PENSACOLA ROAD	1941	1225
Housing - CPO 1-30	FH-0010	106 PENSACOLA ROAD	1941	1225
Housing - CPO 1-30	FH-0009	108 PENSACOLA ROAD	1941	1225
Housing - CPO 1-30	FH-0008	110 PENSACOLA ROAD	1941	1225
Housing - CPO 1-30	FH-0007	111 PENSACOLA ROAD	1941	1225
Housing - CPO 1-30	FH-0006	111 CORPUS CHRISTI ROAD	1941	1225
Housing - CPO 1-30	FH-0005	109 CORPUS CHRISTI RD	1941	1225
Housing - CPO 1-30	FH-0004	107 CORPUS CHRISTI RD	1941	1225
Housing - CPO 1-30	FH-0003	105 CORPUS CHRISTI RD	1941	1225
Housing - CPO 1-30	FH-0002	103 CORPUS CHRISTI RD	1941	1225
Housing - CPO 1-30	FH-0001	101 CORPUS CHRISTI RD	1941	1225
Housing - Officers' Housing	FH-B	100 SEATTLE RD	1941	1239
Housing - Officers' Housing	FH-C	102 SEATTLE RD	1941	1239
Housing - Officers' Housing	FH-D	100 NEWPORT RD	1941	1239
Housing - Officers' Housing	FH-E	102 NEWPORT RD	1941	1225
Housing - Officers' Housing	FH-F	104 NEWPORT RD	1941	1225
Housing - Officers' Housing	FH-G	106 NEWPORT RD	1941	1225
Housing - Officers' Housing	FH-H	100 SAN DIEGO RD	1941	1225
Housing - Officers' Housing	FH-I	102 SAN DIEGO RD	1941	1225
Housing - Officers' Housing	FH-K	106 SAN DIEGO RD.	1941	1239
Housing - Officers' Housing	FH-L	108 SAN DIEGO RD	1941	1239

Table B-8: DPR 523 Forms for Inventoried Buildings and Structures – Listed by Form Names

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Resource Name	Building No.	Facility Name	Built	Page #
Housing - Officers' Housing	FH-M	100 SAN PEDRO RD	1941	1239
Housing - Officers' Housing	FH-N	102 SAN PEDRO ROAD	1941	1239
Housing - Officers' Housing	FH-O	104 SAN PEDRO ROAD	1941	1239
Housing - Officers' Housing	FH-P	106 SAN PEDRO ROAD	1941	1239
Housing - Officers' Housing	FH-Q	108 SAN PEDRO ROAD	1941	1239
Housing - Officers' Housing	FH-S	102 PEARL HARBOR ROAD	1941	1239
Housing - Officers' Housing	FH-T	104 PEARL HARBOR ROAD	1941	1239
Housing - Officers' Housing	FH-U	106 PEARL HARBOR ROAD	1941	1239
Housing - Quarters A	FH-A	100 ALAMEDA RD	1941	1255
Landplane Hangars	020	LANDPLANE HANGAR	1941	1271
Landplane Hangars	021	LANDPLANE HANGAR	1941	1271
Landplane Hangars	022	LANDPLANE HANGAR	1941	1271
Landplane Hangars	023	LAND PLANE HANGAR	1941	1271
Main Gate	030	GATE HOUSE /MAIN GATE	1941	1287
Main Gate	031	SENTRY HOUSE/MAIN GATE	1941	1287
Mess Hall and Galley	003	MESS HALL-GALLEY	1940	1305
Mess Hall and Galley	063	GALLEY	1942	1305
Missile Rework Buildings	529	SWTCHG/SUBSTA BLDG/SHLTR	1974	1329
Missile Rework Buildings	530	MISSILE REWORK BUILDING	1973	1329
Missile Rework Buildings	600	CENTRAL COOLANT SUPPLY	1975	1329
Monuments	201187	HISTORICAL RAILROAD MARKER	1952	1335
Navigation Range Lights	302E	NAVIGATION RANGE LIGHT	1985	1341
Navigation Range Lights	302W	NAVIGATION RANGE LIGHT	1985	1341
Navy Lodge	531	NAVY LODGE	1971	1345
Navy Lodge	532	NAVY LODGE	1971	1345
Navy Lodge	533	NAVY LODGE	1971	1345
Pier 4	PIER4	AVIATION FUEL PIER#4	1953	1351
Planes on Pedestals	071	MOUNTED A-7 AIRCRAFT	1987	1355
Planes on Pedestals	521	MOUNTED A-4 AIRCRAFT	1968	1355
Preservation Hangars	166	SHIPS INSTALL FACILITY	1946	1363
Preservation Hangars	167	PROPELLER SHOP-A/C PRESERV	1946	1363
Railroad Tracks	201153	RAILROADS	1940	1371
Residential Utility Buildings	177	TRANSFORMER HOUSE	1941	1377
Residential Utility Buildings	178	TRANSFORMER HOUSE	1941	1377
Seaplane Hangars	039	MAINT HANGAR	1944	1383
Seaplane Hangars	040	MAINT HANGAR	1941	1383

Table B-8: DPR 523 Forms for Inventoried Buildings and Structures – Listed by Form Names

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Resource Name	Building No.	Facility Name	Built	Page #
Seaplane Hangars	041	AIRCRAFT INTER MAINT SHOP	1945	1383
Seaplane Lagoon	DOCK 3	DOCK 3	1941	1397
Seaplane Lagoon	DOCK 4	DOCK 4	1952	1397
Seaplane Lagoon	NO #	SEAPLANE LAGOON	1940	1397
Seaplane Lagoon	RAMP 1	SEAPLANE RAMP #1	1940	1397
Seaplane Lagoon	RAMP 2	SEAPLANE RAMP #2	1940	1397
Seaplane Lagoon	RAMP 3	SEAPLANE RAMP #3	1941	1397
Seaplane Lagoon	200648	BULKHEAD	1939	1397
Seaplane Lagoon	200650	JETTY	1939	1397
Seaplane Lagoon	200687	SEAPLANE RAMP #4	1940	1397
Sewage Pump and Lift Stations	562	SEWAGE IND WASTE PUMP STA	1975	1417
Sewage Pump and Lift Stations	086	SEWAGE PUMPING STATION	1942	1417
Sewage Pump and Lift Stations	287	SEWAGE PUMPING PLANT	1945	1417
Sewage Pump and Lift Stations	449	SEWAGE PUMPING STATION	1954	1417
Sewage Pump and Lift Stations	468	SEWAGE PUMPING STATION	1962	1417
Sewage Pump and Lift Stations	469	SEWAGE PUMPING STATION	1962	1417
Sewage Pump and Lift Stations	492	SEWAGE PUMPING STATION	1962	1417
Sewage Pump and Lift Stations	493	SEWAGE PUMPING STATION	1964	1417
Sewage Pump and Lift Stations	501	A/C SANITARY FACILITY	1964	1417
Sewage Pump and Lift Stations	592	SEWAGE PUMP STATION	1975	1417
Sewage Pump and Lift Stations	596	SEWAGE LIFT STATION	1976	1417
Small Arms Pyrotechnic Magazines	026	SMALL ARMS MAGAZINE	1941	1431
Small Arms Pyrotechnic Magazines	052	PYROTECHNICS MAGAZINE	1941	1431
Special Weapons Magazine Area	420	AUW SHOP	1958	1437
Special Weapons Magazine Area	440	CONTROL CENTER	1959	1437
Special Weapons Magazine Area	497	SPECIAL WEAPONS MAG	1964	1437
Special Weapons Magazine Area	498	SENTRY TOWER	1964	1437
Special Weapons Magazine Area	594	PHYS SEC/REACTION FORCE FAC	1976	1437
Storehouses	168	STOREHOUSE	1946	1449
Storehouses	169	AVIATION WAREHOUSE	1946	1449
Storehouses	170	STOREHOUSE	1957	1449
Storm Sewer System	200727	STORM SEWER	1955	1455
Tennis & Squash Courts	382	SQUASH COURT	1945	1459
Tennis & Squash Courts	423	TENNIS COURTS	1941	1459
Torpedo Storehouses	120	FLAMMABLE STORAGE	1944	1465

Table B-8: DPR 523 Forms for Inventoried Buildings and Structures – Listed by Form Names

DPR 523 forms are listed in sequential order by Resource Name and are located in Appendix C. The page numbers listed here are the first page of the individual DPR 523 forms.

Resource Name	Building No.	Facility Name	Built	Page #
Torpedo Storehouses	121	TORPEDO STOREHOUSE	1944	1465
Torpedo Storehouses	122	NAVY EXCHANGE STORAGE	1944	1465
Transformer Stations	411	TRANSFORMER STATION NO 4	1956	1471
Transformer Stations	412	TRANSFORMER STATION NO 2	1943	1471
Warhead and High Explosive Magazines	050	WARHEAD MAGAZINE	1941	1475
Warhead and High Explosive Magazines	051	WARHEAD MAGAZINE	1941	1475
Warhead and High Explosive Magazines	056	HIGH EXPLOSIVES MAGAZINE	1941	1475
Warhead and High Explosive Magazines	057	HIGH EXPLOSIVES MAGAZINE	1941	1475
Warhead and High Explosive Magazines	058	HIGH EXPLOSIVES MAGAZINE	1941	1475
Water Distribution Tanks - East	173	WATER PUMPING STATION	1946	1483
Water Distribution Tanks - East	174A	WATER STORAGE TANK	1946	1483
Water Distribution Tanks - East	174B	WATER STORAGE TANK	1946	1483
Water Distribution Tanks - North	095	WATER STORAGE TANK/NON-POT	1943	1489
Water Distribution Tanks - North	096A	WATER STORAGE TANK	1943	1489
Water Distribution Tanks - North	096B	WATER STORAGE TANK	1943	1489
Water Distribution Tanks - North	176	WATER PUMPING STATION	1943	1489

APPENDIX C:

DPR 523 FORMS
(Organized by Resource Name)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011128
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** 800 Storage (Paint/Flammable)

P1. Other Identifier: Building 618, 619 / 800 Storage (Paint/Flammable)

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 618 and 619 are rectangular storage units located at the southern end of the base that covers 1,000 square feet each. They have low-pitched, front-gable roofs of corrugated metal, each with two round metal exhaust fans. Both have roll-up metal bay doors on the east side and personnel access on the north side.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 619, camera facing west, October 8, 2009

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1982, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011128
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 800 Storage (Paint/Flammable)

B1. Historic Name: 800 Storage (Paint/Flammable)
B2. Common Name: 800 Storage (Paint/Flammable)
B3. Original Use: Storage B4. Present Use: Pavement Grounds Equipment Shed
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1982

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The 800 Storage (Buildings 618 and 619) are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Miller and R. Herbert

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011128
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) 800 Storage (Paint/Flammable)
***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Both buildings were constructed in 1982 to serve as industrial materials storage facilities and both have housed industrial chemicals. The buildings appear unchanged and have not been moved from their original location at the southern end of the naval base.[2]

Evaluation

Buildings 618 and 619 were constructed during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time as storehouses. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the storage function of Buildings 618 and 619 did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although they retain a measure of integrity from when they were constructed, they were

[1] 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), 8-1.
[2] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 19: The Dock Support Services Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; Buildings 618 and 619, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS),* 2008.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency **Primary #** P-01-011128
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) 800 Storage (Paint/Flammable)
***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

unremarkable in their use in routine fleet support, and were not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda buildings are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). These buildings are typical of Cold War-era storage facilities located on military bases. These buildings do not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Buildings 618 and 619 are not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). Lastly, though the buildings appear to retain integrity to their period of construction, their use was unremarkable in support operations of the station.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011129
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Air Turbine Overhaul

P1. Other Identifier: Air Turbine Overhaul (Building 398) and Air Vacuum Pumping Station (Building 470)

***P2. Location:** On former Naval Air Station Alameda ☐ **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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 398 and 470 have been grouped together in this form because of Building 470s support function for Building 398. Building 398 is an irregular shaped two-story building measuring 31,894 square feet with a flat roof. It is primarily comprised of two roughly rectangular elements: one is the south element, which is on an east-west alignment fronting West Atlantic Avenue and the other is the north element, which is attached to the north side of the first element on a north-south alignment. The north element is an addition built in 1968 **(Photographs 1 and 2).** (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, showing south element of Building 398, October 15, 2009

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1957,1961; US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and R. Flores
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

P10. Survey Type: (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011129
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Air Turbine Overhaul

B1. Historic Name: Air Turbine Overhaul (Building 398) and Air Vacuum Pumping Station (Building 470)
B2. Common Name: Air Turbine Overhaul (Building 398) and Air Vacuum Pumping Station (Building 470)
B3. Original Use: Air Turbine Overhaul (Building 398) and Air Vacuum Pumping Station (Building 470)
B4. Present Use: Ded. Air Conditioning and Engineering Air Conditioning
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1957, modified 1968 and 1991 (Building 398); 1961 (Building 470)

***B7. Moved?** ☐No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: Swinerton & Walberg
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 398 and 470 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

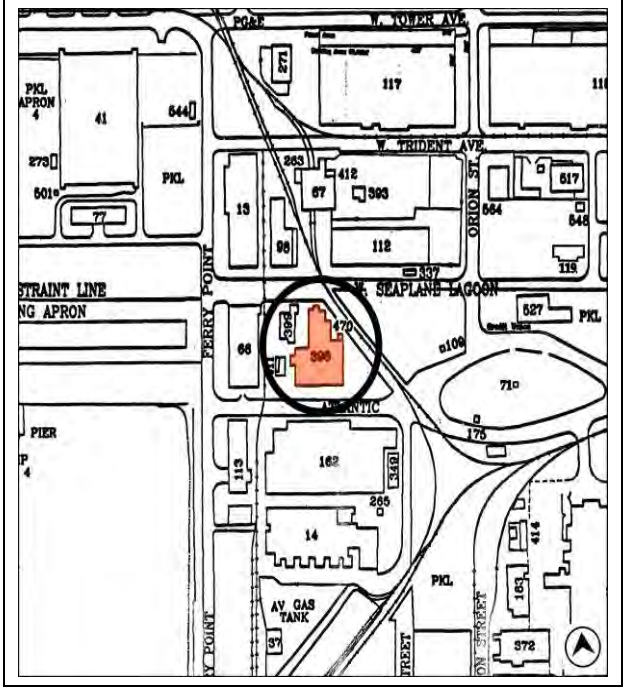
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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 Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** M. Bunse and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)



State of California — The Resources Agency **Primary #** P-01-011129
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Air Turbine Overhaul

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The south element fronting West Atlantic Avenue has corrugated metal walls on a concrete foundation. On the south side are two metal roll-up doors and three metal personnel doors with single lights. Another metal roll-up door is on the north side. Attached to the south wall of this element is a small raised ridge metal addition. The addition also has two metal roll-up doors and a single metal personnel door with a single light. Another small addition constructed of concrete block is attached to the north wall of this element. It has several sets of metal double doors sheltered by a cantilevered metal roof. Several louvered vents are set in the walls of this component of Building 398 **(Photograph 1)**.

The north element of the building also has corrugated metal walls set on a concrete foundation. On the first floor are several sets of metal double doors on the east and north sides. Some of these have single lights. A single metal personnel door is on the second floor of the north side and is reached by a metal stairway. Attached midway on the east wall of this component is a cantilevered metal roof **(Photograph 2)**.

Building 470 is a small one-story, prefabricated, raised ridge metal building set on a concrete foundation covering 384 square feet. It has a front gabled, raised ridge metal roof with a low pitch. A double hinged shed door opens on the east side. There are two boarded up window openings on the south side **(Photograph 3)**.

B10. Significance:

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Buildings 398 and 470 did not have a direct or important role in NAS Alameda's operations nor did they make a significant contribution to the understanding of these roles during the Cold War era.

Building 398 was constructed in 1957 by contractors Swinerton & Walberg of Oakland with A&E services by Kaiser Engineers as a permanent compressor building. The building was designed and constructed to provide facilities for testing and overhauling cockpit cooling turbines, air turbine starters and motors, gas turbine compressors and power units. The building consisted of a 78 x 60 foot air turbine testing area and a 100 x 100 foot area for air turbine overhaul with a total of 11 test cells within the 23,000 square foot structure. The original design of the building was an 'L' shape in order to provide for rapid expansion if the need should occur.[1]

In 1968 the building was expanded in order to modernize the rework facility to keep pace with the ever increasing workload as one of only two overhaul facilities in the United States and the West Coast's only test facility designated for pneumatics components rework. Isodore Thompson Company of San Francisco was contracted for the

[1] Building 398, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; "Buildings Designed to Keep Pace With U.S. Navy's Modern Aircraft," *The Carrier*, 8 March 1957; United States Navy, "Public Works Construction Program FY 1955," 5 March 1954, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Air Turbine Overhaul

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

engineering design of the expansion and Page Construction Company of Novato constructed the building. Building 470, the air vacuum pumping station, was relocated to its present location when foundation was laid for the expansion at the east side of the original building. The building was expanded 8,000 square feet for rework and testing with a 6,000 square foot shop with 50 work benches as well as four test cells for gas turbine compressors, auxiliary power packages, and cabin air compressors. The building now totaled 31,000 square feet with 15 test cells.
In 1991, the northern projecting part of the building roof was enclosed with corrugated metal panels which was previously exposed piping.[2]

Evaluation

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 398 and 470 were built during the Cold War-era operations on NAS Alameda, and are part of the broader fleet support functions of the station during this period. Buildings 398 and 470, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because they does 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). The buildings do not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). The buildings played a supporting role of the Public Works function in the operations of the station, but while they served this function on NAS Alameda during the Cold War era -- they did not play a significant role in their research, design, testing and evaluation, functions that might have imbued it with exceptional significance. Thus, while they retain some integrity to when they were constructed, these resources were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Furthermore, while Buildings 398 and 470 served a necessary function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[2] "Construction On Big NAS Facility Here," n.p., 8 September 1968, Naval Air Station Jan. 1969- July 28, 1970 Clipping File, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California; "Construction of NARF Turbine Shop Addition," *The Carrier*, 19 January 1968; Buildings 398 and 470, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET

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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Air Turbine Overhaul

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 398 on right Building 470 on left, camera facing southwest, October 15, 2009.

Photograph 3: Building 470, camera facing northwest, October 15, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011130
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 12 ***Resource Name or #:** Aircraft Maintenance Shops

P1. Other Identifier: Aircraft Maintenance Shops (Buildings 11, 12), Avionics Building (Building 400)
***P2. Location:** 1090 W. Tower Ave (Buildings 11, 400), 1050 W. Tower Ave. (Building 12)
☐ **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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Buildings 11, 12, and 400 have been grouped together on this form because of similarity in design and use, and because they are connected to each other to form a single complex (**Photograph 1**). To facilitate discussion and analysis of the Building 11/12/400 complex, components of the complex are referred to here as "Building 11," "Building 12," and "Building 400" based upon the naming conventions of the Navy's building/facility numbers in its real property data base. Buildings 11 and 12 were previously recorded by Sally B. Woodbridge in the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992. (See Continuation Sheet and Sketch Map.)

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: From left to right, Buildings 11, 400, 12, camera facing northwest, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941 (Buildings 11, 12), 1957 (Building 400); US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

P9. Date Recorded: 10/1/2009
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 12 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Aircraft Maintenance Shops

B1. Historic Name: Aircraft Maintenance Shops (Buildings 11, 12), Avionics Building (Building 400)
B2. Common Name: Aircraft Maintenance Shops (Buildings 11, 12), Avionics Building (Building 400)
B3. Original Use: Aircraft Maintenance Shops (Buildings 11, 12), Avionics Building (Building 400)
B4. Present Use: Aircraft Rework Shops (Buildings 11, 12), Applied Instruction Building (Building 400)
***B5. Architectural Style:** Utilitarian / Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941, modified 1991 (Buildings 11, 12), 1957, modified 1991 (Building 400)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Building 400 – Swinerton and Walberg, Oakland
Building 11 – H. Mayson, Los Angeles

***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

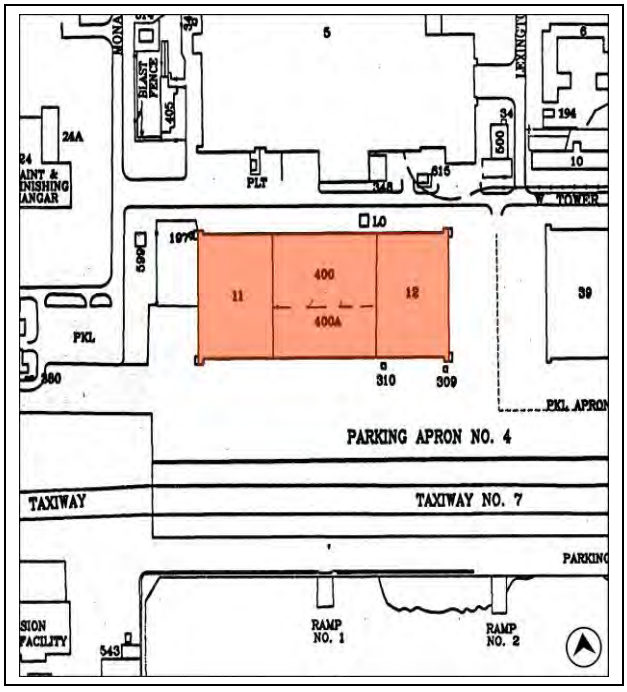
Buildings 11, 12 and 400 do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). Buildings 11 and 12 were previously recorded by Sally B. Woodbridge in the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992.

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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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.

B13. Remarks:

***B14. Evaluator:** C. Brookshear; C. McMorris
***Date of Evaluation:** January 2010 / July 2010



(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 12 ***Resource Name or #** (Assigned by recorder) Aircraft Maintenance Shops

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

As Building 400 is newly recorded, but inseparable from Buildings 11 and 12, an update form has not been used. The Building 11 and Building 12 components of the complex are virtually identical and are described together; the Building 400 component is described individually. Additionally, the Building 400 component of the complex was built in phases with the northern portion referred to as Building 400 and the southern portion referred to as Building 400A.

Buildings 11 and 12 are three-story components of approximately 91,000 square feet each with a rectangular plan on a concrete foundation and concrete walls. They have a very low-pitched gable roof with a central clerestory. The facades face east and west, respectively, and are anchored at the corners by stout piers accented by bands that run the full width of the buildings (**Photograph 2**). The sides of these buildings were altered when Building 400 was constructed in between Buildings 11 and 12. Building 400 was constructed in two phases: construction on the northern half (known as Building 400) began in 1955, and construction of the southern half (known as Building 400A) began in 1957 (see Sketch Map). When Building 400 was constructed the northern pylons of Buildings 11 and 12, and the hangar doors and hangar door frames adjacent to Building 400, were removed. In contrast, the pylons on the south end of Buildings 11 and 12 adjoining Building 400A partially remain, and portions of hangar doors on Buildings 11 and 12 are extant on the interior of Building 400A.

The east and west facades of the Building 11/12/400 complex are dominated by walls of sliding hangar doors made up largely of industrial sash windows. A shed roof with composition shingles shelters the doors. Inset on the hangar doors of each building are personnel doors north and south of center and two pairs of strap hinge doors. The north and south sides of the building are two stories with a set-back third story. They each have horizontal bands of three-by-four and four-by-four window sets. The third story and roof clerestory have continuous bands of these windows. On the first floor are metal personnel doors with single, double, or multi-lights windows; one has louvered vents (**Photographs 2, 3 and 4**).

The Building 400 component (including the 400 and 400A portions) is connected to Building 11 on the west and Building 12 on the east (**Photograph 5**). It is about 126,000 square feet with a roughly square plan on a concrete foundation and concrete walls. The Building 400 component's south side has a large six-paneled sliding hangar door with sets of four-by-four industrial sash windows. Metal personnel doors with windows are in each panel. Also on each end are external metal ladders with cages that run from the ground to the roof. The north side of the Building 400 component has a long, metal cantilevered roof suspended by cables. The roof shelters two metal roll-up doors and a raised, flush loading dock with two-part metal door. There are also four pairs of metal personnel doors with windows. High on the wall is a discontinuous ribbon of windows which have been boarded over. Centrally located on the north side a square, tower-like element of the building rises above the plane of the roofline. Several small louvered vents are placed sporadically on this side (**Photograph 6**).

The interior of the Building 11/12/400 complex, as illustrated by the photos of Building 12 on this form, is characterized by expansive hangar and industrial areas with reinforced walls and ceiling (**Photograph 7**). The buildings include various crane and manufacturing mechanisms attached to a network of crossbeams dropped below the ceiling. Industrial pipes and vent structures along the interior walls reflect the industrial nature of the buildings, but were likely modified through the history of the buildings (**Photograph 8**). Additional features are the pocket hangar doors that ran along tracks inlaid in the concrete floors. The construction of the Building 400 component was a significant change that impacted Buildings 11 and 12, and the changes remain visible on the interior of the complex (**Photograph 9**). The hangar doors of Building 11 and 12 adjacent to the Building 400 infill are partially visible on the interior of the Building 400A portion, but they are no longer extant on the interior of the Building 400 portion.

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Page 4 **of** 12 ***Resource Name or #** (Assigned by recorder) Aircraft Maintenance Shops

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

This form was prepared to provide additional information about Buildings 11, 12, and 400, to assess if they retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. BuDocks used these principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, and included hangars where Buildings 11 and 12 were built.[3]

H. Mayson of Los Angeles constructed Building 11 in 1941 for $550,000. That same year Building 12 was constructed for $551,440. The Navy constructed both as seaplane hangars as part of the original station plan to serve as aircraft maintenance and rework hangars under the direction of the A&R Department, which became the Overhaul and Repair (O&R) Department. Air stations constructed at this time tended to use standard hangar plans known as B-M Landplane Hangar and B-M Seaplane Hangar. Buildings 11 and 12 use this general plan although their measurements are not standard. They were among the first buildings constructed on the station to accommodate the maintenance of the seaplanes stationed on NAS Alameda. Seaplanes played a prominent role in the Navy at this time and the construction of these hangars before landplane hangars indicates their importance in the early development of the base. Additional services included decal fabrication on the second floor of Building 11 and administration offices on the second floor of Building 12.[4]

The development of new technology associated with faster aircraft resulted in the need for new facilities to relieve overcrowding in the O&R department during the 1950s. As part of a development project funded by the BuDocks, the Navy proposed Building 400 occupy the space between Hangars 11 and 12 as the Electric and Electronic Overhaul Building. The firm of Swinerton and Walberg of Oakland began construction of Building 400 in 1955, with an original estimate of $2,000,000. This quickly increased to almost $2,500,000 and took over two years to complete owing to plan revisions that incorporated a high bay area (enclosed hangar) between Buildings 11 and 12 and additional shop spaces for highly-classified electronic equipment. A second increment of Building 400 began in 1957, Building 400A, and was completed the following year; it added a third story to the northwestern corner of the new building and completing the bay area on the first floor. Construction of the first phase included the removal of the northern pylons and hangar doors on the sides of Buildings 11 and 12 adjoining the Building 400 portion. Construction of the southern high bay retained the Building 11 and Building 12 pylons adjacent to the Building 400A portion. However, the characteristic hangar doors adjoining the Building 400A portion were obscured. The second floor of the Building 400 component included clean rooms for reworking aircraft components along with photo and pressure labs, and microprocessor facilities, while the third floor housed the Avionics Test and Repair facilities. This building brought together many facilities that were previously dispersed across the base. By consolidating the

[3] 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; 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.

[4] Building 11, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 11: The Southern Hangar Zone; Parcel 51: Building 11; Alameda Point, Alameda, California," January 2001; Building 12, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; 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), 4-23, 4-24: David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes and Amphibians* (London: Robert Hale, 1984) 70, 73, 102, 160; "Signs, Decals Made by O&R," *The Carrier*, 18 Jan 1952, 7; Building 12, Building Card, US Navy, NAS Alameda, General Records, 3195-C, Box 12 of 22, Binder: O&R Buildings Data Book No. 2, National Archives and Records Administration-Pacific Region (San Francisco).

processes, skills and equipment, the Navy hoped to attain better quality control and improved production to accomplish their assigned station mission in a much more efficient manner.[5]

In August 1960, owing to concerns of debris in San Francisco Bay, the Navy relocated Alameda's last squadron of seaplanes to Puget Sound Navy Yard in Bremerton, Washington, bringing an end to the seaplane era on NAS Alameda.[6] This change in technology and aircraft based on NAS Alameda resulted in a shift from seaplane maintenance and repair to broader aircraft reworking within Buildings 11 and 12, following the application of the new addition, Building 400. In 1967, the Naval Air Rework Facility (NARF) replaced the O&R Department as part of a larger administrative reorganization within the Navy. Thereafter, the Building 11/12/400 complex came under new departmental supervision, but retained their purpose as aircraft reworking facilities. Building 400, the Avionics Building, received new ultra-clean rooms during the administrative overhaul. Building 11 continued to house aircraft maintenance component shops, such as fiberglass facilities located in the north-central section and a metal working shop in the southeast corner. Building 12 focused on elements of aircraft overhaul and included a pneumatic oxygen shop in addition to administrative services.[7]

During the 1970s missile repair and rework undertaken in Building 400 was expanding beyond the building's capacity. Funding restraints prevented the construction of a new building for a few years before Building 530 was constructed in 1975 to take over that function. In the meantime operations expanded to multiple established facilities on the station.[8]

The Navy made few external improvements to Buildings 11, 12, and 400 since the 1950s. The most significant change to the original buildings is the addition of Building 400 between Buildings 11 and 12 and its two-stage construction, which altered the area from a former airplane apron to additional rework and avionics facilities. Since construction, the Navy has replaced some windows and metal personnel doors on the complex. Additionally, the complex underwent unspecified renovations in 1991.[9]

Evaluation

Although construction of Buildings 11 and 12 in 1941 was part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District, the two formerly individual buildings have been heavily modified through the addition of Building 400 and thus do not have the historic integrity to convey their potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity prevents the Building 11/12/400 complex from conveying sufficient

[5] Dino Rossi, "Construction Keeps Pace with New Type Aircraft," *The Carrier*, 2 November 1956; U.S. Navy, Bureau of Yards and Docks, CEC Bulletin 2:8 (August 1957), 18; US Navy, "Public Works Construction Program FY 1956," 01 Sep 1954, California-Alameda-Pictures, maps, justifications, Record Group 5 Geographical Collection (1800-present), CEC Seabee Museum, NBVC, Port Hueneme; "Buildings Designed to Keep Pace with Navy's Modern Aircraft," *The Carrier*, 8 March 1957; NARF's 40 years of service to the fleet, November 1940-1980, NARF News 42:45, November 14, 1980, Box 3 of 8, Record Group 181, 181-99-32, National Archives and Records Administration-Pacific Region (San Francisco).

[6] "Seaplanes Vacate 'Junk Filled' Bay," *Oakland Tribune*, 21 August 1960.

[7] "Prime Duties of O and R," *Alameda Times-Star*, 25 October 1960; Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269; "Welcome Aboard U.S. Naval Air Station Alameda, Unofficial Guide/Directory, circa 1978, Naval Air Station General Clipping File, Alameda Free Library, Alameda, California; IT Corporation, "Zone Evaluation Data Summary Phase 2B Sampling; Zone 11: The Southern Hangar Zone; Parcel 51: Building 11; Alameda Point, Alameda, California," January 2001; Buildings 11, 12, and 400, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[8] "NARF News: Occupancy by Late 1972," *The Carrier*, 3 April 1972.

[9] Buildings 11, 12, and 400, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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.
>
> … 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.[10]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Buildings 11 and 12 were placed in the latter category because of the infill construction of Building 400 that was considered an alteration that diminished the integrity of Buildings 11 and 12 such that the formerly individual buildings (now joined) did not contribute to the district.[11] Research undertaken for this project in building plans, base maps, and aerial photographs confirmed that Buildings 11 and 12 were originally constructed during the period of significance and the addition of Building 400 from 1955 to 1957 greatly diminished the historic integrity of the older buildings. Buildings 11 and 12 were constructed as a part of the original station plan and were based on standard plans of the time; however, characteristic hangar doors have been removed or obscured and pylons were removed as a part of the construction of Buildings 400 and 400A. The Building 400 component of the Building 11/12/400 complex also fills the area between the two hangars and is taller than the older buildings, thus altering the relationship between Buildings 11 and 12, as well as to the other three hangars along the seaplane lagoon. As a result, the Buildings 11 and 12 do not retain integrity of design, setting, materials, workmanship and feeling, and are not contributors to the NAS Alameda Historic District. The addition of Building 400 altered the integrity of design and feeling of Buildings 11 and 12 because they no longer retain their original massing and proportion, like the other seaplane hangars, and they do not read as individual buildings within the row of buildings along the north edge of the Seaplane Lagoon. The alteration of the relationship between the two buildings also affects the integrity of setting. The building complex is distinct from the row of seaplane hangars and their even spacing. The addition of building 400 resulted in the removal and concealment of characteristic features of Buildings 11 and 12, thus diminishing their integrity of material. The assaults on the integrity of Buildings 11 and 12 sufficiently diminish the complex's ability to convey its association with the context of naval air stations built in 1930s and World War II, and thus the Building 11/12/400 complex is not a contributing element of the NAS Alameda Historic District.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval operations overseas; rather, NAS Alameda performed functions

[10] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[11] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 62.

State of California — The Resources Agency **Primary #** P-01-011130
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CONTINUATION SHEET **Trinomial**

Page 8 **of** 12 ***Resource Name or #** (Assigned by recorder) Aircraft Maintenance Shops

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

in support of operations similar to those undertaken at other air stations and Naval facilities around the nation.[12] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 11, 12 and 400 housed maintenance and repair functions for deployed aircraft, missiles and components and were not involved in the development, testing and evaluation of new technologies. These activities were in support of overseas activities but not significantly distinguished from activities performed by other air stations across the country. Although the complex of buildings retains integrity to the Cold War period, Buildings 11, 12 and 400, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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 / CRHP Criterion 2). The buildings do not exemplify an important type, period, or method 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).

P5a. Photographs (cont.):

Photograph 2: Building 11, camera facing southeast, October 11, 2009.

[12] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Building 11, camera facing south, October 1, 2009.

Photograph 4: Building 12 showing hangar doors, camera facing southwest, October 1, 2009.

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***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

Photograph 5: Building 400, camera facing northwest, October 1, 2009.

Photograph 6: Building 400, camera facing southwest, October 1, 2009.

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Page 11 **of** 12 ***Resource Name or #** (Assigned by recorder) Aircraft Maintenance Shops

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

Photograph 7: Interior of Building 12, camera facing southeast, December 11, 2009.

Photograph 8: Interior of Building 12, camera facing north, December 11, 2009.

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CONTINUATION SHEET

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Page 12 **of** 12 ***Resource Name or #** (Assigned by recorder) Aircraft Maintenance Shops

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

Photograph 9: Interior of Building 12, showing access to Building 400, camera facing west, December 11, 2009.

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.&2. Historic/Current name: Buildings 20, 21, 22, 23, 11-400-12, and 39, 40, 41,
Aircraft Maintenance Hangars.
3. Locations: Hangars 20-23: First St.; Hangars 11-400-12 and 39-41: Ave. F
NAS Alameda Map J-M-19, P-21-26 City: Alameda Zip: 94501 County: Alameda Code:001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

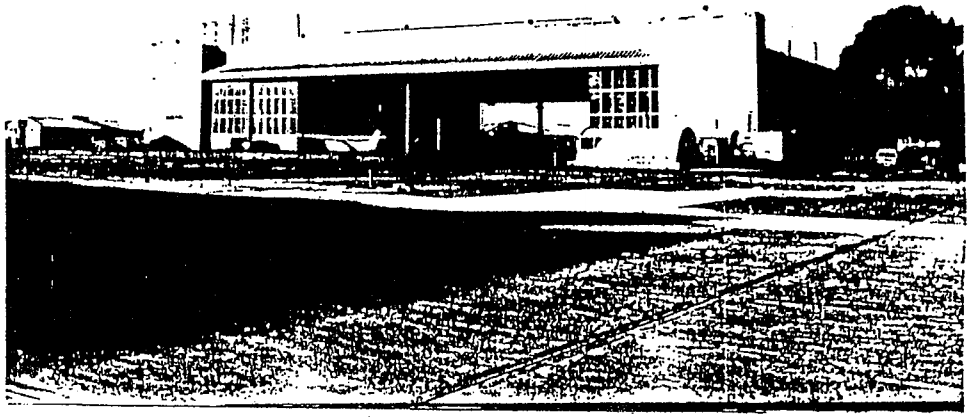
DESCRIPTION

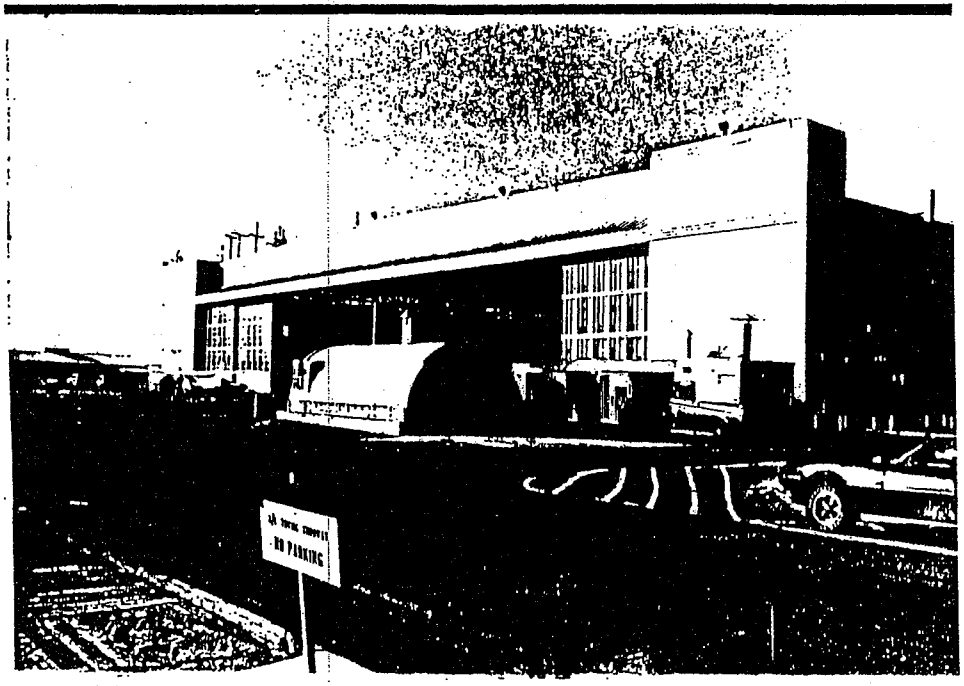
6. Property category: District Number of resources documented: 85
7. Existing condition: Two-story, concrete structures with metal frames and roof trusses that define a bowed roof concealed behind roof parapets. The hangars have rectangular plans and were built in two sizes: Hangars 20-23 are 254 ft. by 213 ft. by 40 ft. high; Hangars 11, 12, and 39-41 are 321 ft. by 242 ft. by 50 ft. high. Large, rectangular corner piers rising to the height of the parapet enframe the ends of the buildings. The piers are off-set from the facade and a metal shed-roof extends across the wall to shelter the sliding metal hangar doors which have solid lower sections and glazed, multiple-light upper sections. The eaves of the shed-roof are tied visually to the corner piers by a scored band around the piers. The other building elevations are stepped back above the second stories. Below the set-back, the walls are fenestrated with bands of metal-framed windows with 12-light sash on the upper story and, on the lower story, continuous metal-framed doors and windows that also form a complementary band. The tops of the walls are capped with dark bands as are the piers.

8. Planning Agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11.Present use: military base
12. Zoning: none
13. Threats: none

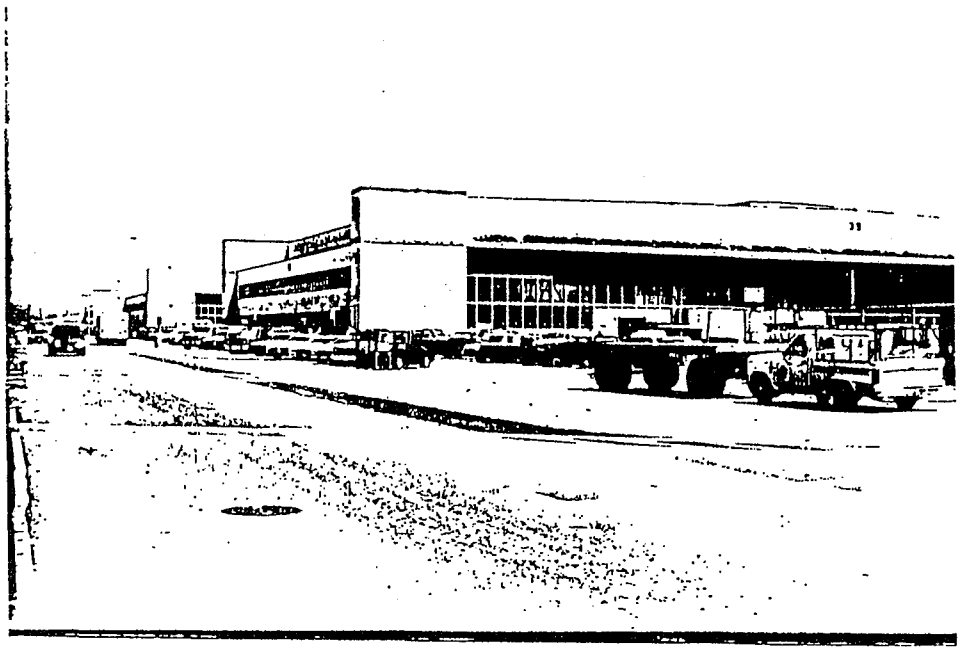
NAS ALAMEDA Building 20

Building 23

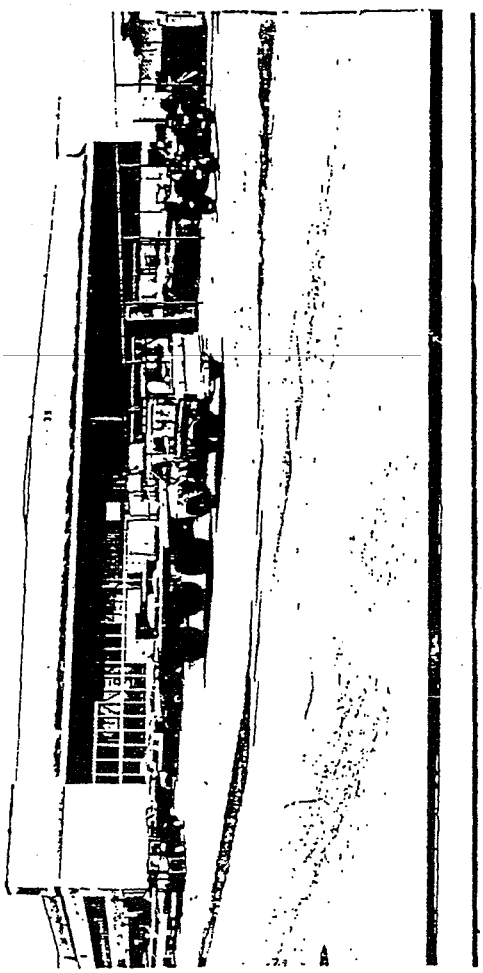


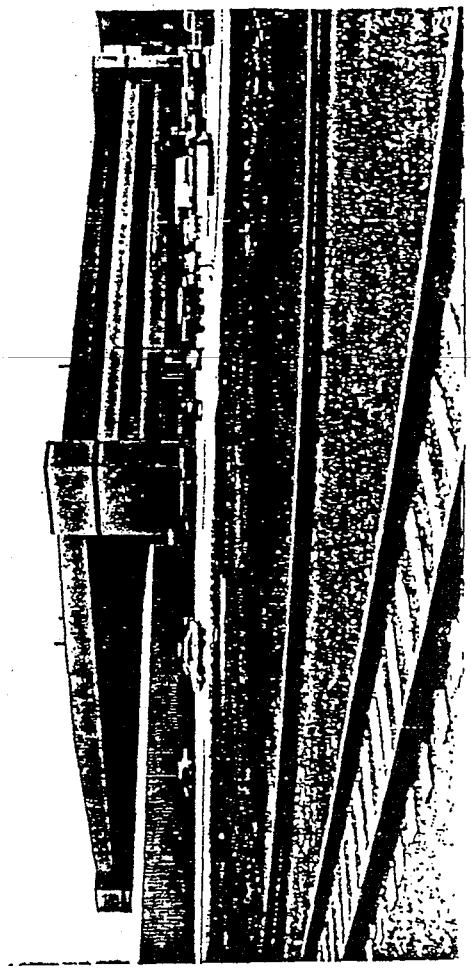


Building 23

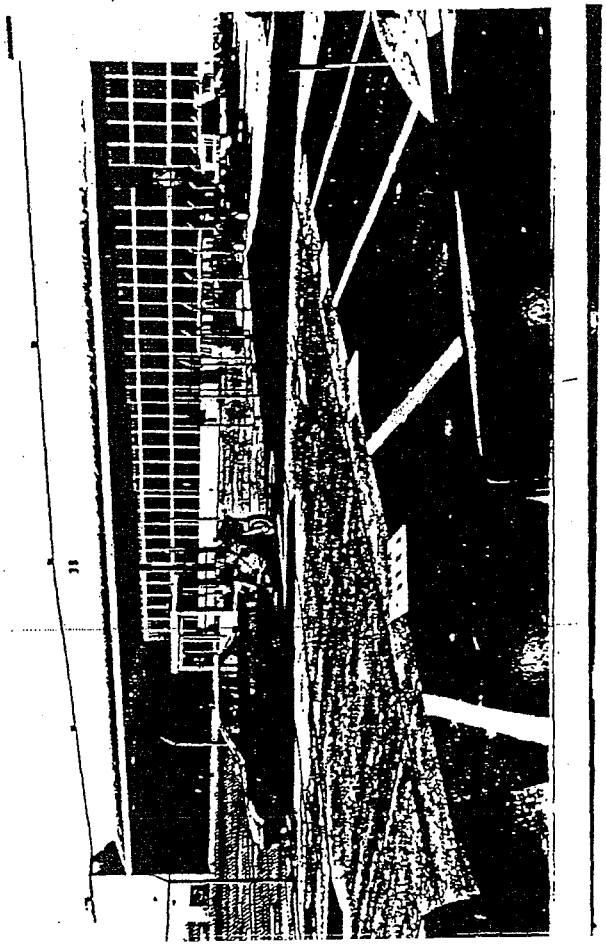


Building 39, 40, & 41

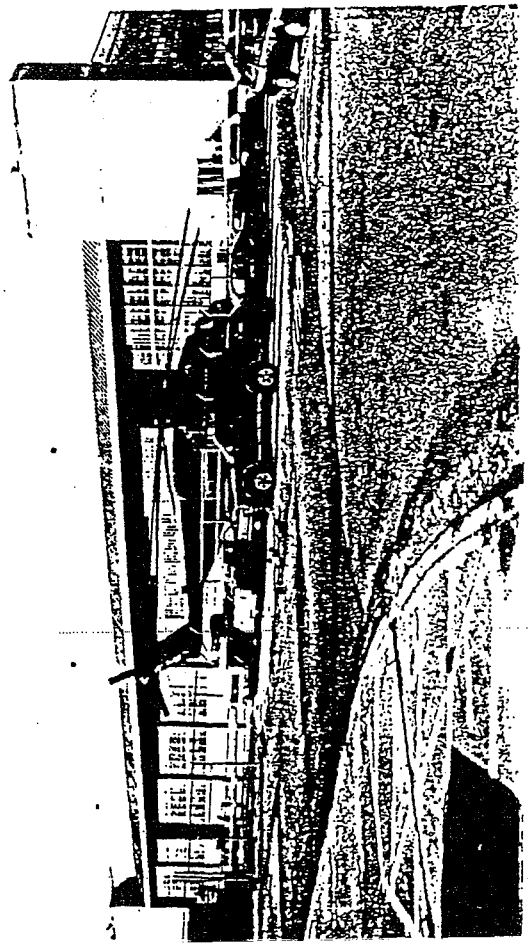




Building 41



NAS ALAMEDA Building 39



Building

HISTORICAL INFORMATION

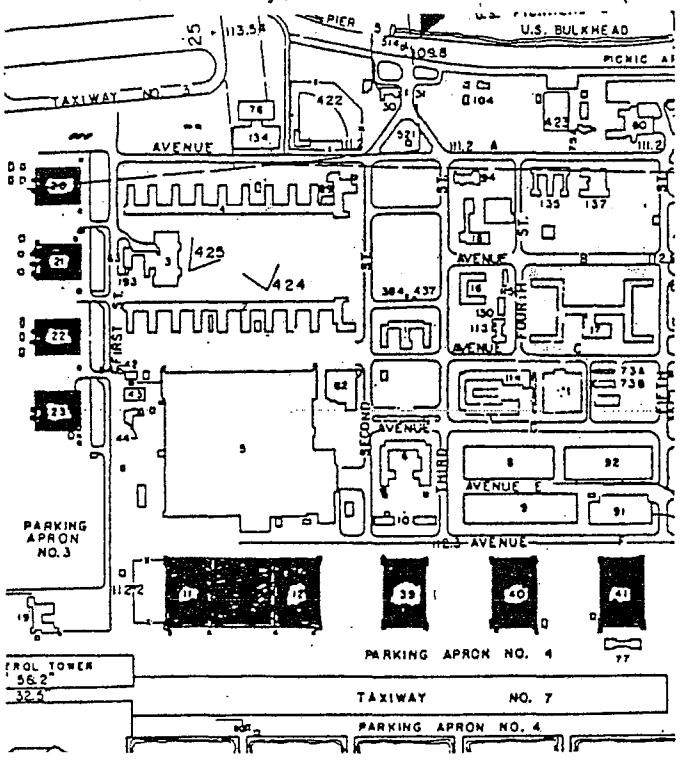
14. Construction dates: Hangars 11, 12, 20-23, and 40 - 1941; Hangar 39 - 1944;
Hangar 41 - 1945 Original location: yes
15. Alterations: The area between Hangars 11 and 12 was infilled with Building 400 in the postwar period. The other hangars appear unaltered.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic Attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally
developed: yes

19. Context: With the exception of Hangars 11 and 12, which have lost integrity because of infill construction, the aircraft hangars contribute to the NAS Alameda Historic District under Criteria A because they were constructed during the period of significance as part of the central core and, for the most part, strongly enforce the impression of the naval air station as an historic setting. Architecturally, under Criterion C, these are handsome structures that exhibit the stylistic traits of the early Modern style of the period in their cubistic forms, unifying detail such as the banding of openings and the scored lines on the piers, and fenestration.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA, 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011131
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Aircraft Storage Containers

P1. Other Identifier: Buildings 338A-H / Aircraft Storage Containers

***P2. Location:** On former Naval Air Station Alameda ☐ **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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1400 block of Skyhawk Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Assembled in 1948, Buildings 338A-H are approximately 140-foot-long, 19-foot-tall rectangular metal buildings with low-pitch gabled roofs. Each sits on its own wide concrete footings and have various types of entrances. Buildings 338A, 338B, 338C, 338F, 338G, and 338H cover approximately 11,200 square feet and Buildings 338D and 338E are approximately 5,600 and 2,800 square feet. The buildings are placed in rows of two wide and two deep with a wider area between each set **(Photograph 1)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing northwest, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1948, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
J. Jones and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 12/22/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011131
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Aircraft Storage Containers

B1. Historic Name: Aircraft/Storage Containers
B2. Common Name: Aircraft/Storage Containers
B3. Original Use: Aircraft/Storage Containers B4. Present Use: Commercial Storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1948

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 338A-H are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not, individually or as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

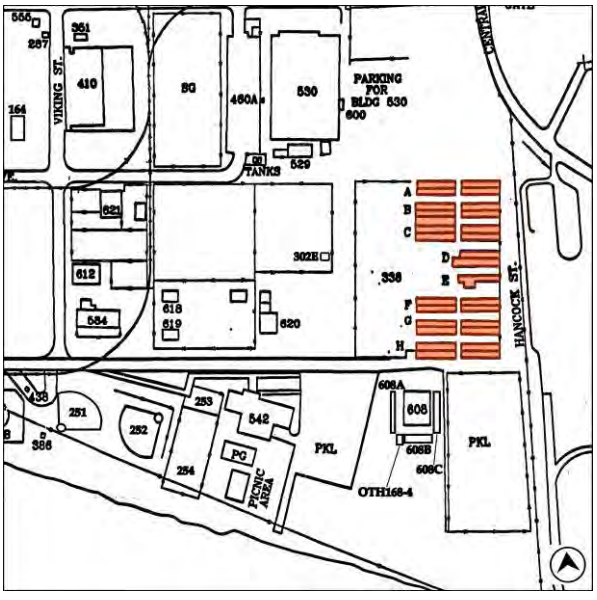
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011131
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Aircraft Storage Containers
***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

Buildings 338A-H were originally 32 buildings in eight groups of four buildings was erected end to end and spaced 30 inches apart in a rectangular footprint.[1] They are connected by a 30 inch x 30 inch steel duct which serves as a vent between buildings **(Photograph 2)**. Personnel as well as metal roll-up doors are generally accessed by some type of concrete or wooden dock or stairs. Some of these entrances also have a cantilevered overhang and most areas used as offices have windows as well **(Photographs 3 and 4)**.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. These buildings are not eligible for listing in the NRHP or CRHR because they do not, individually or as a group, possess historic significance under the NRHP or CRHR criteria. The buildings did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did they make a significant contribution to the understanding of these roles during the Cold War era. Although Buildings 338A-H were part of NAS Alameda's Assembly & Repair (A&R, later Overhaul and Repair, or O&R, and Naval Aircraft Rework Facility, or NARF) operations, particularly with regard to aircraft preservation and storage, these buildings were not engaged in historically significant naval missions and activities.[2]

Buildings 338A through 338H are referred to as "cans," and are metal shipping containers that were assembled and converted in 1948 for plane and equipment storage, Buildings 338A and 338C were used as office space. Prior to the placement of these containers, this area was used for aircraft parking. [3]

Aircraft maintenance, repair and overhaul remained a major station mission. The immediate task following World War II was maintenance and preservation of aircraft returning from the Pacific Theater. Excess aircraft were preserved for storage. Naval personnel constructed and installed special containers on base for preservation of inactive aircraft.[4] Preservation of the aircrafts primarily took place in Buildings 166 and 167 while chemicals were stored and used in Buildings 410 and 351.[5]

---

[1] NAS Alameda, *Aerial Vertical View of the Naval Air Station, Alt. 10,000 K17 6", Alameda, Calif.,* Aerial Photograph, 14 February 1949, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme.
[2] 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), 8-1.
[3] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 22: The Southeastern Refinery and Heavy Industrial Zone, Parcel 149: Open Space; Alameda Point, Alameda, California," January 2001.
[4] US Navy, *History of U.S. Naval Air Station, Alameda, 1 October 1947 to 30 June 1948,* Command History 2 of 25, 1 April 42-1July 1949, Box 1 of 2, NAS Command History, 27 Volumes, 1940-1992, Record Group 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region (San Francisco).
[5] US Navy, *History of U.S. Naval Air Station, Alameda, 1 October 1947 to 30 June 1948,* Command History 2 of 25, 1 April 42-1July 1949, Box 1 of 2, NAS Command History, 27 Volumes, 1940-1992, RG 181, NARA (San Francisco); and IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 22: The Southeastern Refinery and Heavy Industrial Zone; Alameda Point, Alameda, California," January 2001.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Aircraft Storage Containers
***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

When the containers were assembled 1948, there were 32 metal cans available for storage or office space. By the 1960s six of the containers had been removed. The layout of the cans remains much the way it did when altered in the 1960s; however, the surrounding area has changed, as several more storage containers have been added.[6] Currently the site is used as commercial storage.

Evaluation

Buildings 388A-H were built during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[7] In the larger context of the naval operations in California and nationwide during the Cold War, the O&R function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The buildings are unremarkable in their use in routine fleet support, and are not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology (NRHP Criterion C / CRHR Criterion 3). While they were used in an untraditional way, the buildings are simply steel storage containers. This facility does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Buildings 338A-H, support between buildings, camera facing west, December 22, 2009

[6] United States Geological Society, *Alameda County*, Aerial Photograph, USGS: Washington, 1966.
[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011131
HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Aircraft Storage Containers
***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Buildings 338A-H, stairs leading to personnel door, office windows on the north and west side, camera facing southeast, December 22, 2009.

Photograph 4: Buildings 338A-H, personnel door and office windows boarded, camera facing northwest, December 22, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011132
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 28 ***Resource Name or #:** Airfield

P1. Other Identifier: Airfield

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form records the elements that comprise the irregularly-shaped Airfield at former NAS Alameda located on the westernmost end of Alameda (**Photograph 1**). (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: NAS Alameda, aerial photograph, 1994, provided by U.S. Navy

***P6. Date Constructed/Age and Sources:**
☒Historic
☐Prehistoric ☐Both
1938-1942 and 1951-1955; U.S. Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. McMorris
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/25/2009, 9/30/2009, 10/13/2009, 10/ 14/2009, 12/16/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 28 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Airfield

B1. Historic Name: Airfield
B2. Common Name: Airfield
B3. Original Use: Airfield B4. Present Use: Not in use
***B5. Architectural Style:** Airfield
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1938-1942, altered 1951-1955

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: See B10.
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** Airfield / Seaplane Facilities **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Airfield with all of its attendant elements does not appear to meet the criteria for listing in the National Register of Historic Places (NHRP) or the California Register of Historical Resources (CRHR) within the context of NAS Alameda's use before and during World War II or during the Cold War. The Navy constructed the Airfield as part of NAS Alameda's initial development and it played an important role in the operations of the station during World War II. Subsequent alterations to the Airfield, however, considerably impacted its historic integrity to convey significance associated with the World War II period, and thus it is not a contributing element to the NAS Alameda Historic District (NRHP eligible), which is significant for the station's construction and use during the war. For the Cold War period, the Airfield is not known to be associated with any historically significant event(s) or individual(s). Furthermore, neither the design nor the construction of the Cold War-era Airfield exhibits the historical significance required to qualify the Airfield for listing on either the NHRP or the CRHR. Moreover, while the Airfield served a valuable function on NAS Alameda during the Cold War era, its alterations and use were not of exceptional importance as required for properties that have achieved significance within the past 50 years NRHP Criterion Consideration G (and similar CRHR special consideration). (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, Building 1 on former NAS Alameda); *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; NAS Alameda Command Histories, 1940-1992 (US Naval Shore Establishments, RG 181, NARA Pacific Region); Albrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes.

(Sketch Map with north arrow required.)

See Continuation Sheet

B13. Remarks:
***B14. Evaluator:** S. Miltenberger and C. McMorris
***Date of Evaluation:** January 2010 / July 2010

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 28 ***Resource Name or #** (Assigned by recorder) Airfield
***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

P3a. Description (cont.):

The elements of the Airfield inventoried and evaluated on this form are as follows: [1]

Resource	Historic / Common Name	Year Built
Building 100	Transformer Vault	1942
Building 259	Rinse Facility	1983
Building 377 Complex (includes Building 377A and an unnumbered wooden structure)	Aviation Fuel Ready Room	1954
Building 407	Liquid Oxygen Facility	1957
Building 480	Tetrahedron	1942
Building 488	Compass Rose	1944
Building 489	Compass Rose	1944
Building 499	Field Lighting Vault	1964
Building 513	Wheels Up Landing Aid-R/W 31	1964
Building 514	Wheels Up Landing Aid-R/W 25	1964
Building 200642	Runways	1952
Building 200649	Seawall	1947
Building 200689	Runway Lighting	1954
Building 201061	Taxiways	1952
Building 201087	Runway Lighting	1954
Building 201191	Aircraft Parking Apron	1945
Building 201194	Taxiway Lighting	1954
Building 201196	Obstruction Lights	1946
Building 201201	Beacon Lights	1946
Building 201210	Runway	1952
Building 201224	Aircraft Maintenance Apron	1941
Building 201242	Aircraft Operational Apron	1959
Building 201244	Aircraft Open Storage	1941
Building 201253	Runway 13-31	1952
Building 201254	Runway 7-25/L-R/	1952
Building 201256	Taxiways	1952
Building 201258	Aircraft Maintenance Apron	1941
Building 201260	Aircraft Parking Apron	1945
Building 201489	Approach Lighting	1964
Building 201543	A/C Access Apron	1942
Building 201544	A/C Holding Apron	1959
Building 201545	A/C Arming / De-arming Pad	1941
Building 201546	A/C Beacon	1942
Building 201547	R/W Distance Markers Lighted	1957
Building 201549	R/W Guidance Lighting System	1965
Building 201550	Center Line R/W LGT	1965
Building 201551	Wheels Up-Wave Off Lights	1965
Building 201711	Helicopter Landing Pad	1970

[1] Available base mapping does not illustrate where all of the structures associated with these building numbers are located. Nevertheless, the historic function of the structures (listed in the table above and taken from a provided properties database) together with fieldwork and historical research suggested that all of the above structures were elements of the Airfield; they are included in this single recordation. Where possible, locations and specific construction and use histories of the above list properties are given in the text below.

State of California — The Resources Agency **Primary #** P-01-011132
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CONTINUATION SHEET **Trinomial**

Page 4 **of** 28 ***Resource Name or #** (Assigned by recorder) Airfield
***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

P3a. Description (cont.):

The NAS Alameda Airfield is partially enclosed by seawalls (Building 200649) of rip-rap stone and concrete (**Photograph 2**), and it consists principally of runways, taxiways, and a large concrete apron area. The system of seawalls includes 1,750 linear feet on the north edge of the Airfield along the Oakland Inner Harbor that was built as a part of the Army Corps of Engineers Training Wall between 1874 and 1896. This structure was previously determined eligible for the NRHP in a separate report. This portion of the seawall was not rerecorded or reevaluated as part of this DPR 523 form.[2] The runways are: Runway 13-31 (Building 201253) and Runway 7-25/L-R/ (Building 201254). Runway 13-31 is 7,600 feet long and 200 feet wide. It follows a diagonal northwest-to-southeast line, with Runway 13 (**Photograph 3**) in the northwest and Runway 31 in the southeast. Runway 7-25/L-R/ is 662 feet long and 200 feet wide.[3] It follows an east-west line, bisecting Runway 13-31 near the beginning of Runway 13 in the northwest corner of the Airfield. Runway 7 (**Photograph 4**) is located on the west end and Runway 25 is located on the east end. These runways are paved with asphalt over a concrete base and have concrete pads (with no asphalt) at either end. Various lights have been installed on the runways; such lights include elevated beacons at the end of the runways (**Photograph 5**) and smaller rotating lights along the edges (Buildings 200689 and 201087) (**Photograph 6**). Along the runways are remnants of aircraft emergency arresting gear (**Photograph 7** and **8**). This system of runways and taxiways supplanted the earlier World War II system, portions of which remain as a large area of concrete apron. This earlier system is discussed in the historic context below.

Near the ends of the two runways are additional buildings: two "wheels up-wave off lights" buildings and an aviation fuel complex. The "wheels up-wave off lights" buildings are Building 513 and Building 514. Building 513 is located on Building 512, an L-shaped fixed dolphin located at the south end of Runway 13-31 (**Photograph 9**); Building 512 is recorded on a separate form. Building 513 has a square plan building with shed roof and two fixed pane windows on the northwest corner. The west side windows are boarded up. The south and east sides were not accessible at time of survey (**Photograph 10**). Building 514 is located in an enclosed area north of the Main Gate to NAS Alameda, several yards away from eastern end of Runway 7-25. It is a one-story, rectangular building. Its nearly-flat shed roof has a metal flange and an antenna is mounted to the south side of the building. On top of the roof are two red lights. There are two doors located on the east side of the building, and boarded-up windows on all four sides. A set of concrete stairs descends from the doors on the east side. The building rests on skids placed on a concrete foundation (**Photograph 11**).

South of Taxiway D and adjacent to Landplane Hangar 20 is the aviation fuel complex: Building 377 and Building 377A, and single un-numbered wooden structure. Building 377 has a rectangular plan and a shed roof; it was constructed of concrete block. Fenestration on the south and east sides include four-light windows. The west side has two personnel doors, a six-light window, and three boarded-up windows **(Photograph 12)**. West of Building 377 is Building 377A. Building 377A appears to be a temporary building and is resting on wooden beams. Rectangular in plan, it is clad in horizontal channel rustic wood siding with a gable roof of corrugated metal. The front gable doorway is boarded up as is a window on the east side **(Photograph 13)**. The unnumbered wooden structure is located to the west of Building 377A and likewise appears to be rectangular in plan with horizontal channel rustic wood siding with a shed roof (**Photograph 14**).

Running to, from, and along the runways are seven concrete taxiways – identified on base mapping as Taxiways B, C, D, E, F, G, and H. Taxiway B, also known as Taxiway 50 (Building 201256) starts at Runway 7, running south and west of the runway before intersecting with Runway 13-31 (**Photograph 15**). Taxiway C (**Photograph 16**) runs diagonally southeast at the beginning of Runway 13 before first turning further southward and running parallel to the

[2] "Primary Record, Alameda Training Wall, Naval Air Station, Alameda," JRP Historical Consulting Services, 1996. Building 200649 appears to be an accounting tool to record the structures on NAS Alameda. Records do not indicate construction of seawalls in 1947, and the length 30,146 feet is sufficient to encompass the station and include walls engulfed in subsequent fill.
[3] Runway measurements provided in Runway 13-31 and Runway 7-25/L-R/, U.S. Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

runway; it ends at an intersection with Runway 7-25. Taxiway D begins at Runway 25 and curves south and then west to connect with Taxiway E. Taxiway E follows a north-south line, perpendicular to Runway 7-25 and parallel to the apron area (to the west) and the Landplane Hangars (to the east) before terminating at Taxiway H. Taxiway F (**Photograph 17**) intersects Taxiway E at roughly midpoint, and then runs east-west perpendicular to Taxiway E and through the apron area. Taxiway G begins at Runway 31, following a diagonal southwest to northeast line that terminates at Taxiway H. Taxiway H, the longest taxiway, runs east-west, bisecting Runway 31 on its way to the eastern edge of the Seaplane Lagoon. At the westernmost end of Taxiway H is a helipad.

The concrete apron – comprised of a number of smaller individual concrete spaces designated for aircraft parking, maintenance, calibration, arming / de-arming, storage, and holding – encompasses the area located at the intersection of Runway 13-31 and Runway 7-25 (**Photograph 18**) as well as area bordering the west side of Runway 13-31. Prior to the lengthening and expansion of the Airfield in the early 1950s, the apron area was smaller, confined largely to a triangular area fronting current Taxiway E; a concrete curb distinguished the apron area from runways. A remnant of that curb can be found on the current, expanded apron area near Taxiway F (**Photograph 19**).

Of the small concrete spaces that make up the apron, three are readily identifiable: two compass roses (Buildings 488 and 489) and the rinse facility (Building 259). One of the compass roses (Building 488) is located near the eastern end of Taxiway F (**Photograph 20**), while the other (Building 489) is located near the intersection of Taxiway E with Taxiway H (**Photograph 21**). The rinse facility is located southeast of the second compass rose (Building 489) (**Photograph 22**). Eight rows of covered metal drainage system runs east to west and a single drainage grate runs from north to south between two three-sided concrete sidewalls that measure approximately three feet in height at the center decreasing to one foot at the sides **(Photograph 23**). Three concrete boxes are located at the northwest corner outside of the structure (**Photograph 24**).

In addition to these concrete spaces, 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 25**). 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 northeast side has a pair of six light fixed metal windows and a two light window. The southeast side is fenced in and appears to be plain. The southwest side has a metal personnel door and a pair of six light metal windows with an operational awning. The northwest side has a six light window flanked by a metal personnel door on the southeast and a sliding metal door to the southwest. The building is painted airfield red and white. The liquid oxygen facility is adjacent to Building 272, a temporary structure that was relocated to the airfield in the 1950s and is recorded in separate form (**Photograph 26**).

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 feet long by 31 feet wide with a low pitched gable roof located at the southeast corner of the old runway system and aircraft apron. The southeast side has a double metal delivery door on the east end with a four-light personnel door and exterior equipment to the south. The southwest side has a single louvered vent. The northeast side has a four-light metal personnel door, a panel of four louvered vents with exterior equipment in front at the north end and a single louvered vent on the east end. The northwest side has a panel of four vents and exterior equipment in the gable. A large roof vent is located on the northwest side (**Photograph 27**).

The transformer vault is located northeast of the rinse facility. It is a rectangular bunker with a flat roof and L-shaped plan. Two roof vents are located on the south end. Constructed of board formed concrete, half of the structure is sunk in the ground. A concrete ramp leads to the sub-grade entrance on the east side with double metal personnel doors

with side walls that angle from high to low and capped by a shed flat roof. The north side has external piping that connects to underground utilities. The remaining walls are plain (**Photograph 28**).

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 during the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to serve and support its 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 crucial functions for aircraft assembly and repair. 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. 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.

As military tension around the world increased in the late 1930s, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur J. Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. The assertive conclusion of the Hepburn Report in 1938 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. The Hepburn Board recommended establishing NAS Alameda as one of the major air stations on the west coast supporting both operations and aircraft assembly and repair (A&R). 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 in 1937.[4]

The NAS Alameda Airfield was a central component of operations on the former naval facility from the 1940s to the closure of the station in 1997. Although the first experiments in Navy aviation began in the 1910s with land-based airplanes, seaplanes – aircraft that could operate directly from the sea, also known as flying boats and floatplanes – were initially envisioned as the most logical application of the new technology to Naval missions. By the 1950s, however, jet aircraft operating from naval air stations and carriers had outstripped seaplanes in importance.[5]

[4] 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, 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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 Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2; 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.

[5] David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes, and Amphibians* (London: Robert Hale, 1984), 15-4770, 73, 102, 160; and LCDR B.L. Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California" (unpublished manuscript, 1996), 7.

From the outset, the Airfield, with its runways, taxiways, apron areas, and other associated elements, was a vital component of the overall design of NAS Alameda. The layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[6] 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.[7] 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 building that we 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings. Following the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations. However, local conditions necessitated alterations for improved functionality at given locations.[8] 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 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 in the years starting in the late 1930s. Landing areas for both land and seaplanes are at the edges of the bases. Hangars, both seaplane and land plane, adjoin the landing areas.

The NAS Alameda base plan also had a comprehensive aesthetic design, in addition to its functional organization. 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, which were 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 until the end of World War II. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new

[6] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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] 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).

[8] 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.

bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [9]

BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes. In these early plans, the north-south axis ran from the north entry gate, bisected the entry mall and Building 1, and terminated at the center line of the Seaplane Lagoon to the south. The original east-west axis bisected an open area separating the living quarters / administrative core from the shops and operational portion of the station, and was aligned with the middle of the Airfield on the west end of the station. The operational areas like the Airfield were sited either directly on the axial line or paralleled an axis.

The Airfield's original layout was nearly bilaterally symmetrical to the building area of the station to the east, with area measuring roughly the same as Shops and Administrative Core areas of the station. The Seaplane Lagoon was subject to similar axial and proportional considerations. As a result, the original Airfield was nearly the same size as the core of the station and the original Seaplane Lagoon.

Natural conditions where the station was being constructed and the Navy's focus on seaplanes meant that construction of the Airfield lagged beyond construction of facilities for seaplanes. The tideland at the furthermost western end of Alameda was the planned site for the Airfield, but much of the area had to be filled in before it could be properly paved for runways and taxiways. Necessary fill came largely from dredging of the Seaplane Lagoon, begun in 1938. While the Seaplane Lagoon was substantially complete by 1940, dredging for the airfield continued until September 1941. Even as more fill was applied to the Airfield area, construction of the runways commenced in April 1941; five runways, two taxiways, and a warming-up apron were not complete, however, for another eight months.[10]

Once completed, the Airfield from above resembled a capital "I" superimposed over a capital "X." Two runways, 8-26L (or N) and 8-26R (or S), ran west to east and formed the top and bottom bars of the "I." Both were 500 feet by 4,000 feet, and were adjacent and parallel to the north and south boundaries of the Airfield. A single, north-south runway, 17-35, formed the center bar of the "I." It was 500 feet by 3,800 feet and ran between Runways 8-26L and 8-26R. Two northwest to southeast and southwest to northeast runways, 12-30 and 3-21 respectively, formed the "X." Both were 500 feet by 3,800 feet and ran diagonally between Runways 8-26L and 8-26R. Two taxiways ran east-west and north-south. The east-west taxiway was 75 feet by 1,390 feet, and extended from the warm-up apron at the eastern end of the Airfield to the intersection of the five runways. The north-south taxiway was 200 feet by 1,100 feet; it was positioned parallel to the eastern boundary of the Airfield and perpendicular to the east-west taxiway. The triangular warm-up apron, approximately 1,630 feet by 800 feet, was located on the eastern boundary of the Airfield adjacent to Landplane Hangars and divided roughly in half by the east-west taxiway.[11]

Although the Airfield was not fully complete until November 1942, operations commenced in December 1941 with the entry of the United States into World War II following the Japanese attack on Pearl Harbor. Additional work was performed on the Airfield in the 1940s to meet the exigencies of war, and continued well into the 1950s to response to advancing technologies in the Cold War era. During World War II, installations were largely focused on the apron

[9] 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.

[10] Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, 117 and 156-159, Folder 9 of 23, Box 26 NOy Contracts, Record Group 12, Bureau of Yards and Docks, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme, California.

[11] U.S. Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1942," and "Map of NAS Alameda, Calif. Showing conditions on June 30, 1944," RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1; and Technical Report and Project History Contract NOy4165 Alameda Air Station, 117 and 156-159, Folder 9 of 23, Box 26, RG 12, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme, California.

area east of the runways. In 1941, a concrete arming / de-arming pad (Building 201545), an open storage area (Building 201244), two maintenance aprons (Building 201224 and 201258), and a transformer vault (Building 100) were built. The transformer vault, constructed by Johnson, Drake and Piper, housed transformers, electrical switches, and a duplicate of the Runway Lighting Control Panel located in the Control Tower. Connected to the tower by a field phone, the vault was intended to act as a backup system in case the lighting control panel was inoperable. In 1942, the tetrahedron (Building 480), two compass roses (Buildings 488 and 489), and access aprons (Building 201543) were added. The tetrahedron served as a wind direction indicator for aviators in case of Control Tower radio silence, while the two compass roses were magnetic "dead" zones used for calibrating airplane compasses. In 1945, another parking apron was constructed. Between 1942 and 1954, more than 250,000 feet of lighting was installed at the Airfield's runways (Building 200689 and 201087), including obstruction lighting (Building 201196) and an aircraft beacon light (Building 201546). In 1948, a permanent lighting system was installed for the taxiways, and more lighting was added in six years later (Building 201194). In 1942, 1945, and again in 1955, nearly 830,000 square yards of the runways were paved as were more than 170,000 square yards of taxiways.[12]

In the postwar period, the Airfield was substantially altered to accommodate jet aircraft. Heavier and faster jet-powered planes required a greater stopping distance than NAS Alameda's runways – designed and built for the propeller aircraft of the 1930s – could permit. 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.[13]

The runway improvements, part of a $270 million project to update runways at 32 Naval Air Stations and Marine Corps Air Stations to accommodate jet aircraft, largely obliterated the original Airfield. While the Navy's new jet runways tended to be shorter than those of the Air Force (which were likewise being constructed during this period), the overall design and composition of the runways on NAS Alameda – particularly with the use of concrete – was similar. An initial $2.8 million project strengthened and lengthened the northernmost east-west runway (Runway 8-26L), creating the new Runway 7-25R; Runway 8-26R was later re-designated Runway 7-25L. Construction of Runway 13-31, a new southeast-northwest runway, required additional fill between the seaplane lagoon and western edge of the runway. Stolte Co. and Gallagher & Burke Co. were jointly granted the $3 million contract. Runway expansion required additional infill to stabilize the runways for the heavy aircraft. By the end of 1951, the contracting companies had only completed the sub-grade for Runway 13-31; however, within the next year, several new taxiways were built. In January 1955, the 800-foot southern extension of Runway 13-31 was finished, with the seal, paved shoulders, and drainage completed later that year. In August 1957, additional dredging and seawall construction west of the Seaplane Lagoon was completed to support the extension of Runway 25L; that same year, runway distance markers (Building 201547) were lighted. Four years later, in 1962, the remaining portions of the original runways were designated as inactive and the current Airfield configuration was adopted. Portions of the older airfield runways

[12] Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, 117 and 156-159, Folder 9 of 23, Box 26, RG 12; Structure Cards 2-00642, 2-00689, 2-01061, 2-01087, and 2-01088, Box 60, Naval Districts 11th and 12th Naval District, RG #11.2.3, NAVFAC Historian's Office, Navy General Reference File, NAVFAC Archive; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Page No. 2974, Box 38, RG 8; Department of the Navy, Bureau of Yards and Docks, NOy Contracts, NOy 4165, Folder 8 of 23, Box 26, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme, California; Michael D. Roberts, *Dictionary of American Naval Aviation Squadrons* (Washington, D.C: Naval Historical Center, 2000) 737; Building 480, Building 488 and Building 201260, *iNFADS*, 2008; and U.S. Navy, *NAS Alameda Command History, 1 Oct 47-30 June 49*, Part III – Appendices, 47, Box 1 of 2 5757-1b, NAS Command History, RG 181, NARA (San Francisco); and IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 4: The Runway Zone; Alameda Point, Alameda, California," January 2001; and Rod Beaman, "Compass Swings," *Airworthiness Newsletter*, Federal Aviation Administration, February 2003: 3.

[13] "NAS Expansion Plans Revealed," *The Carrier*, May 11, 1951; and "Progress Reported on New Construction of Jet Runway," *The Carrier*, October 5, 1951; and Naval Air Station, Alameda, California PW 1946, March 12, 1945, California- Alameda – pictures, maps, justifications, Record Group 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC, Port Hueneme, California.

continued to be used as part of the apron area; aviators, for instance, would turn-off onto the old runway areas to run up aircraft engines and to swing aircraft compasses but they did not taxi on the old runways.[14]

The advent of jet aircraft not only impelled changes in the Airfield's design and configuration, but also prompted the installation of additional equipment and the construction of new buildings. In 1952, emergency arresting gear – modified from a similar mechanism installed on NAS San Diego and reminiscent of carrier arresting gear – was deployed on Runway 7-25. Two years later, Building 377 was constructed by Hagland Construction Company of Piedmont, California to serve as an aviation liquid fuel dispensary. It remained a tank truck or car loading facility until 1969, when it was converted for office use. In the late 1950s, Building 377A was built nearby. In 1957, the liquid oxygen facility (Building 407) was constructed on the east side of the Airfield. It stored both liquid oxygen and liquid nitrogen – both used as coolants and missile propellants – from 1957 up until 2001. Five years later, new emergency arresting gear, Type E-14 "Water Squeezer," was installed on Runways 13-31 and 7-25. Beginning in 1963 and continuing until 1965, a more elaborate system of runway lighting was installed; this consisted of approach lights (1964), "wheels up-wave off" lighting system (1964-1965), center line runway lights, and a runway guidance lights system (all in 1965).[15]
Two buildings, one near the south end of Runway 13-31 (Building 513) and one near the east end of Runway 7-25 (Building 514), were constructed in 1964 as part of the "wheels-up and wave-off" lighting system. The purpose of the system was to signal an aviators preparing to land at night if his aircraft's landing gear had been lowered. The wheels-up lights illuminated the underside of the aircraft to enable a wheels-watch stationed in the approach zone to determine if the landing gear was fully lowered. The watchmen on NAS Alameda was stationed in the small building located on the dolphin (Building 512) at the south end of Runway 13-31 with white approach lights on the dolphin.[16]

By the end of the 1960s, with the end of seaplane operations, the Airfield became the sole aviation landing platform. In January 1967, it was christened "Nimitz Field," in honor of Admiral Chester W. Nimitz, who died the year before.

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[14] Lee B. Washbourne, "Effect of Jet Conversion Program on Air Installations," *The Military Engineer* July-August 1953: 256-259; Dick Rutter, former Navy officer A3 aircraft navigator who served on NAS Alameda (1971-1976), oral interview with Christopher McMorris and Rand Herbert, JRP Historical Consulting, LLC, December 18, 2009; "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); Runway 7-25/L-R/ and Runway 13-31, *iNFADS*, 2008; "Air Facilities Dominate '51 – '52 Public Works Programs," *CEC Bulletin* Vol.6 No. 4 (April 1951): 108-110; "Progress Reported on New Construction of Jet Runway," *The Carrier*, 5 October 1951; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Page No. 2974, Box 38, RG 8, CEC/Seabee Museum, NBVC, Port Hueneme, California; "NAS Alameda," aerial photograph NA27-122, February 1956, Item 01-14, U.S. California – Alameda; Photographs; Re: Aerial Views, Feb 1956, RG 10 Photographic Collection, CEC / Seabee Museum, Port Hueneme, California; U.S. Navy, *History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958*, 46-49, Command History 6 of 25, 25 July 1959 – N/A; *Aviation Historical Summary, U. S. Naval Air Station, Alameda, California, 1 Oct 1961-31 Mar 1962*, Part VI, Page 4, Box 1 of 2 5757-1b, NAS Command History, RG 181, NARA (San Francisco).

[15] U.S. Navy, *History of U.S. Naval Air Station, Alameda, 1 January 1952 to 30 June 1952*, Part II – Documented Narrative, 28, Command History 5 of 25, 1 Jan 52 _30 Jun 52; Building 377, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC / Seabee Museum, NBVC, Port Hueneme; *Aviation Historical Summary, U. S. Naval Air Station, Alameda, California, 1 Oct 1961-31 Mar 1962*, Part VI, Page 4; *Aviation Historical Summary, U. S. Naval Air Station, Alameda, California, 1 October 1963-31 March 1964*, Addendum to Section 9, Part 1, Box 1 of 2 5757-1b, NAS Command History, RG 1818, NARA (San Francisco); Building 377, 407, 513, 514, 201489, 201549, 201550, and 201551, *iNFADS*, 2008; and IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 6: The Western Hangar Zone Alameda Point Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034," Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; and Alameda, California Aerial Photographs, 1958 and 1968, 1980, 1987, 2000, retrieved from www.historicaerials.com (accessed December 11, 2009).

[16] Naval Facilities Engineering Command, *NAVFAC DM-23.1, Airfield Lighting Design Manual 23.1*, July 1981, http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA119525&Location=U2&doc=GetTRDoc.pdf, accessed December 22, 2009.

Although concerns over noise and safety limited the majority of operations to Runway 13-31 by the early 1970s, beginning in the 1970s and continuing into the 1990s, additional repairs and alterations were made to the Airfield and its associated features. In 1970, a helicopter landing pad was constructed for rotary-wing aircraft. Thirteen years later, a rinse facility (Building 259) was built to wash aircraft; it remained in use until the base closure in 1997. In the 1980s, the unnumbered shed within the Building 377 complex was erected. By 1985, Runway 31 required extensive repairs that were completed June of that year; installation of new cabling for runway and taxiway lighting was begun in July, and in August, the long-delayed overlay of Taxiway 4 was completed. In 1992, the close-circuit TV system that served Runway 25 was completed with a Microwave Data Line. Additional paving repairs took place in 1993 along Runway 31, Taxiway C, and the aircraft parking apron near the Control Tower as well as on Runway 25. That same year, one of the compass roses was restriped as part of regular maintenance. In 1996, emergency pavement repairs were made to Runway 25.[17]

Evaluation

Despite its importance to former NAS Alameda, the Airfield does not appear to qualify for listing in the NRHP or the CRHR for either the World War II era or the Cold War era. As constructed between 1938 and 1942, the Airfield was an integral element of the design of NAS Alameda and it played a vital role in fulfilling the mission of the station during World War II. However, expansion of the runways and construction of new taxiways in the early 1950s to accommodate jet aircraft eliminated the original Airfield's runways and taxiways, obscured the Airfield's original design and considerably altered the Airfield's original configuration. Numerous equipment and lighting installations, building construction, and pavings made since the 1950s have further eroded the Airfield's design. Consequently, for the World War II period, regardless of any historically significant associations the Airfield might have – to an events (NRHP Criterion A / CRHR Criterion 1), an individual (NRHP Criterion B / CRHR Criterion 2), manner or mode of design or construction (NRHP Criterion C / CRHR Criterion 3) – it lacks the integrity necessary to illustrate those associations.

As for the Cold War period, the Airfield was redesigned as part of a broader effort to modernize military runways in California and nationwide. In this larger context, the Airfield did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Following its renovation in the 1950s it was unremarkable in its use and was not historically significant within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. The Airfield and all of its attendant features, structures, and buildings are utilitarian in design, materials, and construction methodology and are relatively common for military airfields of the period (NRHP Criterion C / CRHR Criterion 3). No part of the Airfield is known to have a direct or important association with a historically significant individual, and no part is likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while Airfield served a vital function on NAS Alameda during the Cold War era, its construction and use – as well as the construction and use of its various features, structures, and buildings – is not of exceptional importance as required for

[17] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 16; U.S. Navy, *1971 Command History, Naval Air Station, Alameda California*, 5; *1972 Command History, Naval Air Station, Alameda, California*, 8; *1973Command History, Naval Air Station, Alameda, California*, 4; *1975 Command History, Naval Air Station, Alameda*, 38;*Command History, 1978*, 25; *Naval Air Station, Alameda, Command History, 1979*, 23; *1992 Command History (OPNAV 5757-1)*, 21; *1993 Command History (OPNAVINST 5750.12E)*, 14-15; and *1995 Command History (OPNAVINST 5750.12E)*, 22, Box2 of 2 5757-1b, NAS Command History, 30 vols., 1968-1997, 14 vol. Base Directories, RG 181, NARA (San Francisco); and IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 4: The Runway, Alameda Point, Alameda, California. Contract No. 262474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; and Building 201711, *iNFADS*, 2008.

buildings, structures, and objects less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).[18]

As noted above, a portion of seawall at the northwest corner of the Airfield along the Oakland Inner Harbor, approximately 1,750 linear feet, were built as a part of the Army Corps of Engineers Training Wall between 1874 and 1896. This structure was previously determined eligible for the NRHP in a separate report. This portion of the seawall was not rerecorded or reevaluated as part of this DPR 523 form. The Training Wall does not gain any additional significance for its association with the Airfield, but retains its significance as previously determined. The Training Wall also does not confer any significance on the Airfield. Therefore, this evaluation excludes the previous-evaluated "Alameda Training Wall," which is a historic property. In 1997, the Navy concluded that the Alameda Training Wall was eligible for listing in the NRHP and the State Historic Preservation Officer (SHPO) concurred. The Alameda Training Wall is the south jetty of the Oakland Inner Harbor Jetties and Federal Channel Historic District, as referenced in the Navy's 1999 Memorandum of Agreement (MOA) regarding NAS Alameda.[19]

[18] 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), 8-1.
[19] JRP Historical Consulting, DPR 523 Site Form for "Alameda Training Wall," December 1996; Final Environmental Impact Statement for the Disposal and Reuse of Naval Air Station Alameda and Fleet Industrial Supply Center Alameda Annex and Facility, Alameda, California, October 1999, 3-63; SHPO concurrence reference COE970808A.

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HRI#
Trinomial

Page 13 **of** 28 ***Resource Name or #** (Assigned by recorder) Airfield
***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Portion of seawall along northern edge of Airfield, camera facing northwest, October 14, 2009

Photograph 3: Runway 13, camera facing southeast, October 14, 2009

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Page 14 **of** 28 ***Resource Name or #** (Assigned by recorder) Airfield
***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Runway 7, camera facing east, October 13, 2009.

Photograph 5: Elevated high intensity runway light / beacon, northwest end of Runway 13-31, camera facing southwest, October 13, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 6: Rotating runway light along edge of Runway 13-31, camera facing southeast, October 13, 2009.

Photograph 7: Remnant of emergency arresting gear on Runway 13-31, camera facing west, October 14, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 8: Remnant of emergency arresting gear on Runway 13-31, camera facing north, October 14, 2009.

Photograph 9: Building 513 (far left) on Building 512, camera facing southeast, October 13, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 10: Building 513, camera facing southeast, October 13, 2009.

Photograph 11: Building 514, camera facing southwest, September 25, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 12: Building 377, camera facing northwest, September 30, 2009.

Photograph 13: Building 377A, camera facing northwest, September 30, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 14: Unnumbered wooden structure to the west of Building 377A, camera facing northwest, September 30, 2009.

Photograph 15: Taxiway B / Taxiway 50 (Building 201256), camera facing southwest, October 13, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 16: Panoramic view of Runway 13 (center) and Taxiway C (left), camera facing southeast, October 14, 2009.

Photograph 17: Taxiway F, camera facing west, October 14, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 18: Panoramic view of apron area with Landplane Hangars in background, camera facing east, October 14, 2009.

Photograph 19: Detail view of remnant curb of concrete apron near Taxiway F, camera facing northwest, October 14, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 20: Panoramic view of Compass Rose (Building 488), camera facing northwest, October 14, 2009.

Photograph 21: Compass Rose (Building 489), camera facing west, December 16, 2009.

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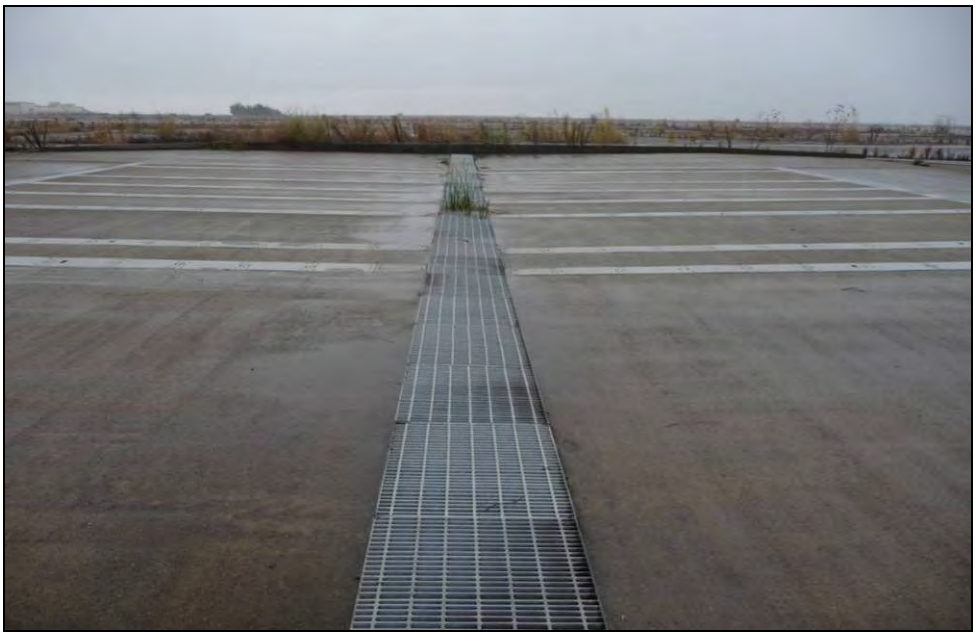
***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 22: Rinse facility (Building 259), camera facing east, December 16, 2009



Photograph 23: Drainage system at rinse facility, camera facing south, December 16, 2009

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 24: Concrete boxes at the northwest corner outside of the structure, camera facing northeast, October 13, 2009.

Photograph 25: Tetrahedron (Building 480), camera facing southeast, December 17, 2009, photo provided by PGA.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 26: Liquid Oxygen Facility (Building 407) (center), camera facing south, December 16, 2009.

Photograph 27: Field Lighting Vault (Building 499), camera facing north, December 16, 2009.

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***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 28: Transformer Vault (Building 100), camera facing east, October 13, 2009

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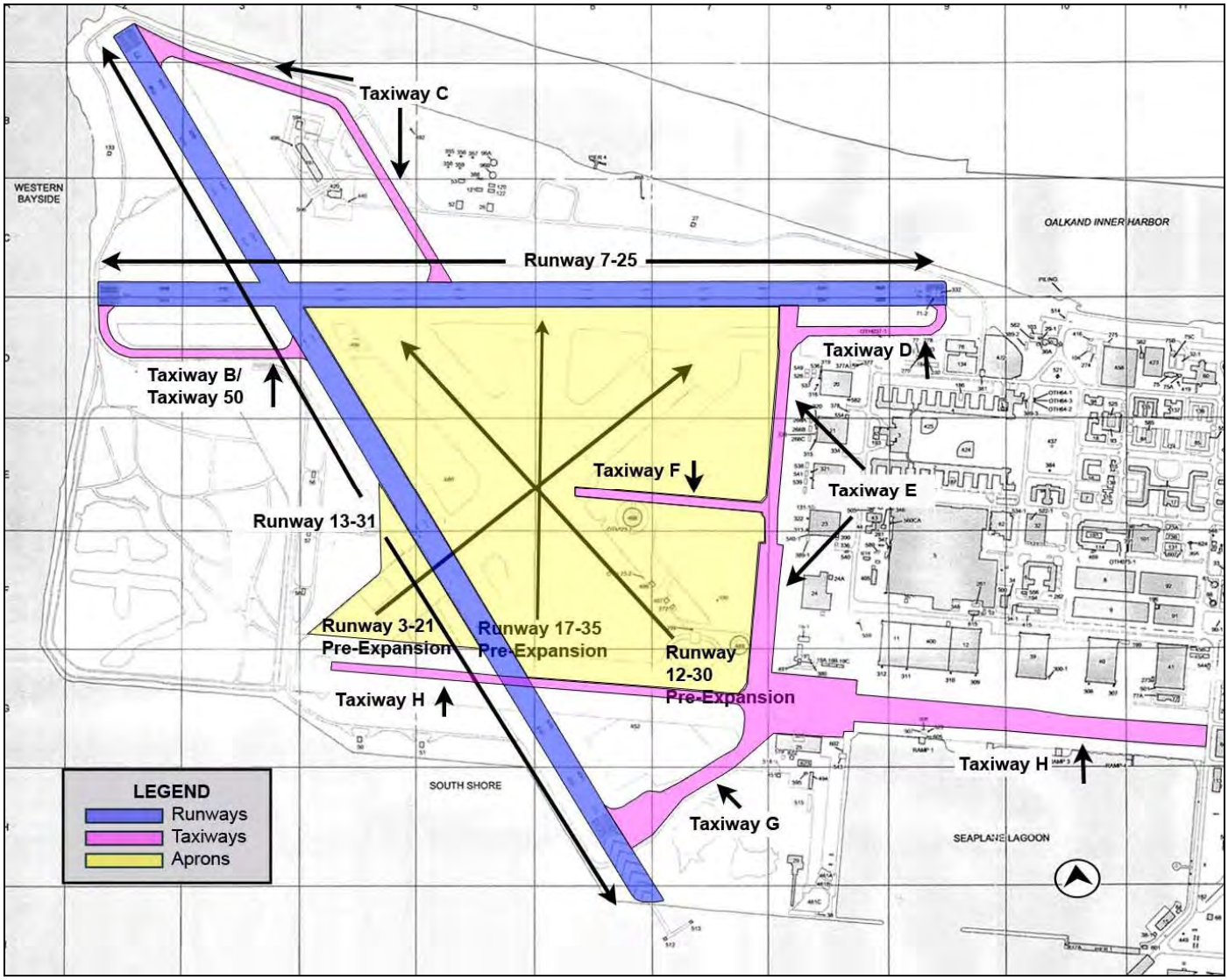
***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**

Sketch Maps:



Airfield Runways and Taxiways

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DEPARTMENT OF PARKS AND RECREATION
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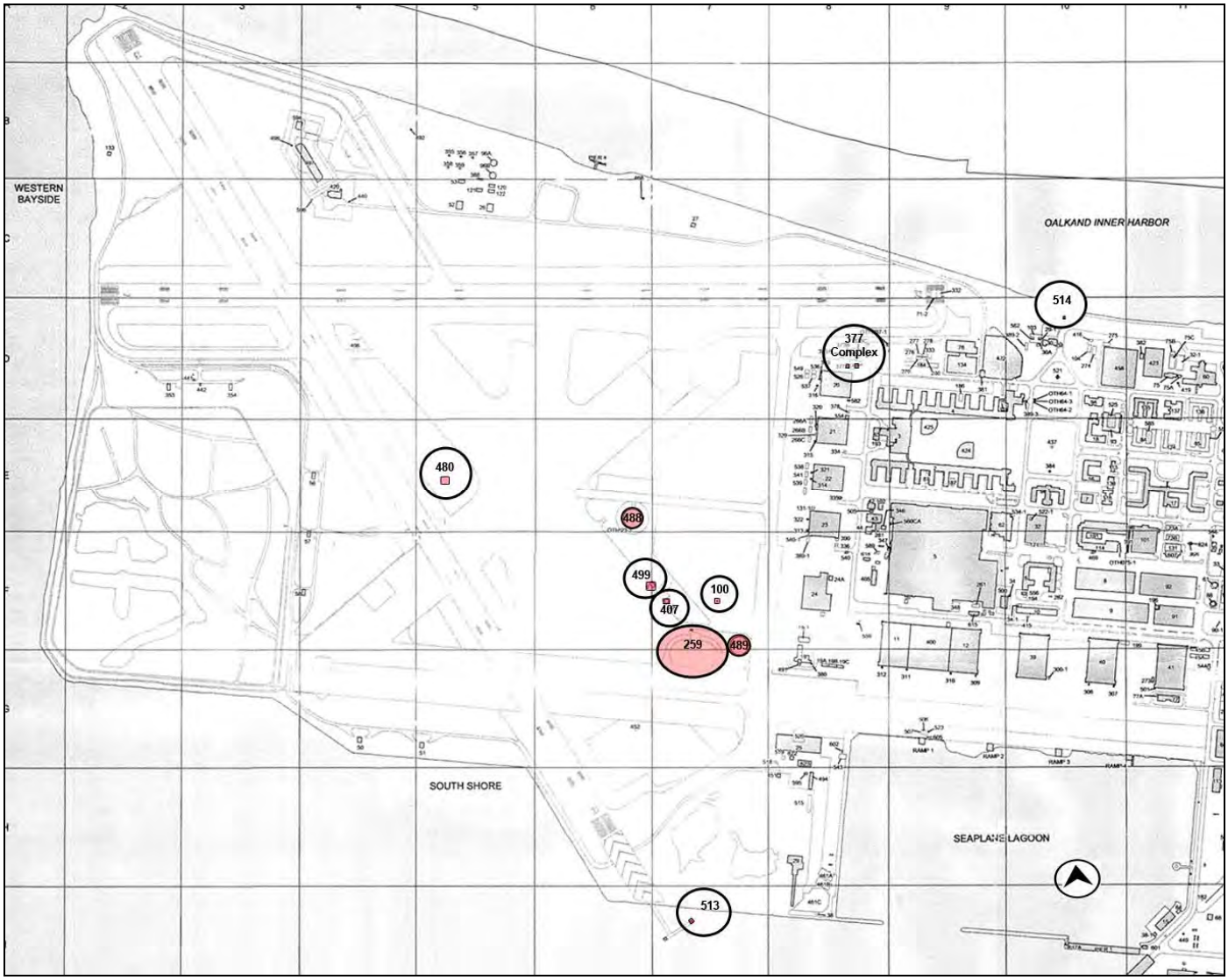
Page 28 **of** 28 ***Resource Name or #** (Assigned by recorder) Airfield
***Recorded by:** C. Brookshear & C. McMorris ***Date:** Sept. 25 & 30, Oct. 13 & 14, Dec. 16, 2009 ☒ **Continuation** ☐ **Update**



Airfield Buildings

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011133
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Ammunition Lockers – 1 Door

P1. Other Identifier: Buildings 313, 314, & 316 / Ammunition Lockers – 1 Door

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: See Continuation Sheet 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 313, 314, and 316 are treated as a group on this form because they share a common use and construction. These small buildings measuring 102 square feet are located outside each landplane hangar facing the airfield. Built on concrete foundations, the rectangular-plan buildings are constructed of panel formed concrete with shed roofs. A single solid personnel door is located on each eight foot wall. **Photograph 1** shows Building 314. **Photograph 2** shows Building 313, and **Photograph 3** shows Building 316.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Typical locker, Building 314, camera facing southwest, September 30, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1942, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/30/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name:** Ammunition Lockers – 1 Door

B1. Historic Name: Ammunition Lockers
B2. Common Name: Ammunition Lockers
B3. Original Use: Ammunition Lockers B4. Present Use: Unknown
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1942

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These ammunition lockers, Buildings 313, 314 and 316, are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, or as a group, possess historic significance under the NRHP or CRHR criteria. Furthermore, they do not contribute to the significance of the NAS Alameda Historic District and are considered non-contributors to the district.

Buildings 313, 314 and 316 are located within the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992 as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda"; however, these buildings were not evaluated using NRHP or CRHR Criteria as potential contributors at that time. Instead, Woodbridge concluded that they were among nondescript ammunition lockers, fuel storage drums and miscellaneous sheds that did not contribute to the historic district because of their temporary nature. This form was prepared to consider 1) re-evaluate the eligibility of these buildings within the World War II-era historic context for the station, assessing whether the building are historically significant and should be included in the NAS Alameda Historic District; 2) to provide additional information about the buildings to assess if they retain integrity; and 3) to evaluate the building's significance under Cold War themes.

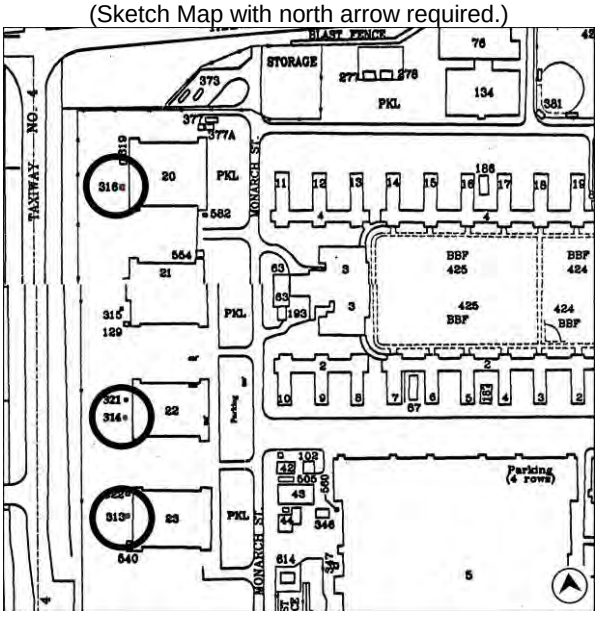
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010 / June 2010

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

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Page 3 **of** 5 ***Resource Name or** # (Assigned by recorder) Ammunition Lockers – 1 Door

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance:

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Buildings 313, 314, and 316 were all constructed by Johnson, Drake and Piper in 1942 as storage facilities for small arms and pyrotechnics. Buildings 313, 314, and 316 all appear to be variations on the Navy's "Standard Magazine for Pyrotechnics and Small Arms Magazine" plan.[1] That plan called for a single above-ground, reinforced-concrete rectangular magazine divided into two separate cells of equal size with steel doors. These three buildings, instead of being joined were spaced apart. By 1963, these buildings had been enlarged to 12 feet by eight feet.[2]

There are fewer than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those on NAS North Island.

Evaluation

Although construction of Buildings 313, 314 and 316 occurred during the original period of construction on the station, and the buildings fall within the period of significance for the NAS Alameda Historic District (1938-1945), the buildings are non-contributors of the NAS Alameda Historic District. The original discussion noted that "[t]he nondescript ammunition lockers, fuel storage drums, and miscellaneous sheds remaining from the period of significance are judged not to contribute to the historic district because of their temporary nature." Buildings 313, 314 and 316 were specifically listed as being among these non-contributing elements. Moreover, these buildings are undistinguished examples of a common building type and do not convey potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, their common utilitarian design prevents them from conveying any potential architectural design significance they may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

[1] R. Christopher Goodwin & Associates, Inc., Summary Report of Archival Research, Department of the Navy, Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974), October 2006, 27.

[2] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963,* 2977, Box 38, RG 8, CEC/Seabee Museum, NBVC, Port Hueneme, California.

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Page 4 **of** 5 ***Resource Name or** # (Assigned by recorder) **#:** Ammunition Lockers – 1 Door
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

> 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 contextual [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.
>
> …. 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.[3]

In addition, ammunition locakers on military bases are treated under a program comment. Because of the standardization and ubiquity of ammunition storage facilities on both Naval stations and stations of other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these resources. This program comment applies to ammunition storage facilities that are not a part of a historic district, and thus applies to the buildings recorded here. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of above ground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda are addressed by this Program Comment as none have been identified as a contributor to a historic district. Upon the completion of the thematic study by the Navy and selection of three representative installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 313, 314 and 316, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

[3] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 1-2, 11-12.
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 5 ***Resource Name or** # (Assigned by recorder) **#:** Ammunition Lockers – 1 Door
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

P5b. Photographs (cont.):

Photograph 2: Building 313.

Photograph 3: Building 316.

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PRIMARY RECORD

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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 8 ***Resource Name or #:** Ammunition Lockers – 2 Door

P1. Other Identifier: Buildings 307, 308, 315, 319, 321, 322 / Ammunition Lockers – 2 Door

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: See Continuation Sheet 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 307, 308, 315, 319, 321, and 322 are treated as a group on this form because they share a common construction. Buildings 307 (**Photograph 1**), 308, 321, 322 measure 108 square feet and Buildings 315 and 319 measure 102 square feet. These buildings are located on the airfield/taxiway side of the seaplane and landplane hangars. Each bunker is constructed in two parts on a concrete foundation. They have a rectangular plan with a shed roof. Two personnel doors are located on each long side of the building. Most of these buildings have concrete walls and roofs. Half the poured concrete building is constructed with board forms and the other half plywood forms. Building 315, however, has metal panel walls and a raised-seem metal panel roof. Some of the buildings have louvered vents on their walls. Buildings 308, 315, 319, 321, and 322 are shown in **Photographs 2, 3, 4, 5,** and **6.**

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 307, camera facing northeast, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1942, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/30/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 8 ***NRHP Status Code** 6Z

***Resource Name:** Ammunition Lockers – 2 Door

B1. Historic Name: Ammunition Lockers
B2. Common Name: Ammunition Lockers
B3. Original Use: Ammunition Lockers B4. Present Use: Unknown
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1942
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These ammunition lockers, Buildings 307, 308,- 315, 319, 321 and 322, are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, or as a group, possess historic significance under the NRHP or CRHR criteria. Furthermore, they lack sufficient historic significance to be considered contributors to the NAS Alameda Historic District.

Buildings 307, 308, 315, 319, 321 and 322 are located within the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992 as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda"; however, these buildings were not evaluated using NRHP or CRHR Criteria as potential contributors at that time. Instead, Woodbridge concluded that they were among nondescript ammunition lockers, fuel storage drums and miscellaneous sheds that did not contribute to the historic district because of their temporary nature. This form was prepared to consider 1) re-evaluate the eligibility of these buildings within the World War II-era historic context for the station, assessing whether the building are historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010 / June 2010

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 8 ***Resource Name or** # (Assigned by recorder) Ammunition Lockers – 2 Door

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

P2c. Address:

Building	Address
307	800 block of Tower Avenue
308	800 block of Tower Avenue
315	2600 block of Monarch Street
319	2700 block of Monarch Street
321	2500 block of Monarch Street
322	2400 block of Monarch Street

B10. Significance:

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Buildings 307, 308, 315, 219, 321, 322 were constructed in 1942 and served as storage facilities, but of different materials. Buildings 307 and 308 housed inert materials, Buildings 315 and 319 were small arms and pyrotechnics magazines, Buildings 321 and 322 were hazardous and flammable storehouses. The buildings continued to be used in these functions. The buildings were originally built with the same design as Buildings 313, 314 and 316 (recorded for this project on a separate form). The original design featured a single above-ground, reinforced-concrete rectangular magazine divided into two separate cells of equal size with steel doors. Research did not reveal when the additions were made to the buildings recorded here.[1]

There are fewer than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those on NAS North Island.

[1] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 11: The Southern Hangar Zone, Parcel 53, 195, Building 307, 308, 309, 310, Alameda Point, Alameda California," January 2001; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 6: The Western Hangar Zone, Parcel 32, 190, 191, 192, Building 315, 319, 321, 322, Alameda Point, Alameda California," January 2001; United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

Evaluation

Although construction of Buildings 307, 308, 315, 319, 321 and 322 occurred during the original period of construction on the station, and the buildings fall within the period of significance for the NAS Alameda Historic District (1938-1945), the buildings are non-contributors of the NAS Alameda Historic District. The original discussion noted that "[t]he nondescript ammunition lockers, fuel storage drums, and miscellaneous sheds remaining from the period of significance are judged not to contribute to the historic district because of their temporary nature." Buildings 307, 308, 315, 319, 321 and 322 were specifically listed as being among these non-contributing elements. Moreover, these buildings are undistinguished examples of a common building type and do not convey potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, their common utilitarian design prevents them from conveying any potential architectural design significance they may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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 contextual [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.
>
> …. 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.[2]

In addition, Buildings 307, 308, 315 and 319 are treated under a program comment. Because of the standardization and ubiquity of ammunition storage facilities on both Naval stations and stations of other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these resources. This program comment applies to ammunition storage facilities that are not a part of a historic district, and thus applies to the buildings recorded here. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of above ground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda are addressed by this Program Comment as none have been identified as a contributor to a historic district. Upon the completion of the thematic study by the Navy and selection of three representative installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

The history of the station during the Cold War illustrates that neither the 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 weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic

[2] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 1-2, 11-12.

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Page 5 **of** 8 ***Resource Name or** # (Assigned by recorder) **#:** Ammunition Lockers – 2 Door
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 307, 308, 315, 319, 321 and 322, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

P5b. Photographs (cont.):

Photograph 2: Building 308, camera facing northeast, October 8, 2009

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Photograph 3: Building 315, camera facing southeast, September 30, 2009.

Photograph 4: Building 319, camera facing northwest, September 30, 2009.

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CONTINUATION SHEET

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Page 7 **of** 8 ***Resource Name or** # (Assigned by recorder) **#:** Ammunition Lockers – 2 Door
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

Photograph 5: Building 321, camera facing southeast, September 30, 2009.

Photograph 6: Building 322, camera facing northeast, September 30, 2009.

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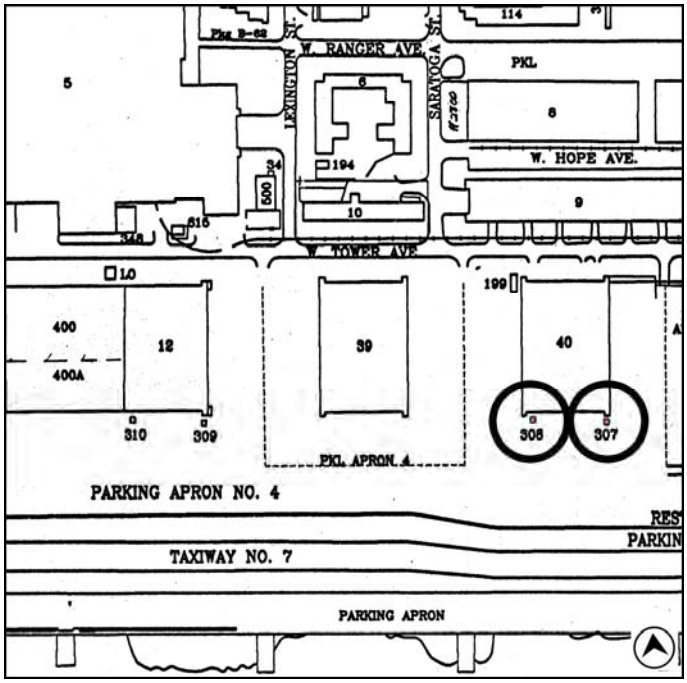
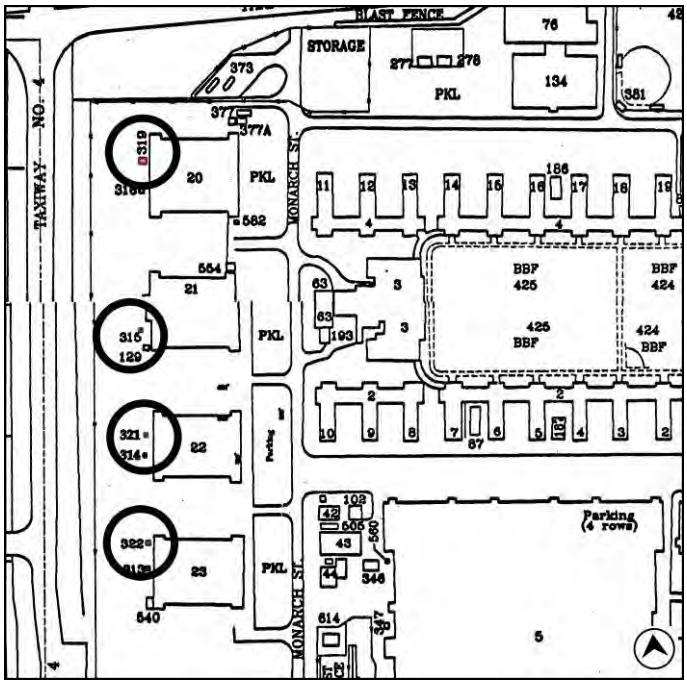
Page 8 **of** 8 ***Resource Name or** # (Assigned by recorder) **#:** Ammunition Lockers – 2 Door
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

Sketch Maps:



Buildings 309, 308, and 309



Buildings 319, 315, 321, 322

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DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-01-011135
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 10 ***Resource Name or #:** ARMCO Huts

P1. Other Identifier: Buildings 194, 263, 272, 273, and 337 / ARMCO Huts

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 194, 263, 272, 273, and 337 are treated as a group on this form because they are all Armco Huts and share a similar prefabricated construction style. Buildings 194 and 173 are located within the NAS Alameda Historic District, but are non-contributors. Building 194 is a 40 foot by 20 foot Armco Hut covering 852 square feet and is built on a concrete foundation. This prefabricated structure is clad in corrugated metal with two tall vents piercing the roof. The north side is enclosed by a fence and the west side has the building number painted in the arch of the roof **(Photograph 1)**. The east side has a set of double metal doors and the south side is plain **(Photographs 2)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 194, camera facing southeast, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1945-46, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011135
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 10 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) ARMCO Huts

B1. Historic Name: Storage/PW/Automotive Welding Shop/Armco
B2. Common Name: Storage/PW/Welding Shop/Armco
B3. Original Use: Storage/PW/ Welding Shop/Armco B4. Present Use: Public Works Maintenance Storage
***B5. Architectural Style:** Armco Hut
***B6. Construction History:** (Construction date, alterations, and date of alterations) Building 273: 1943; Buildings 194 and 272:1945; Buildings 263, 337: 1946

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Armco b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 194, 263, 272, 273, and 337 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

This form was prepared to: 1) evaluate the eligibility of these buildings within the World War II-era historic context for the station, assessing whether the buildings are historically significant and should be included in the NAS Alameda Historic District; 2) to provide information about the buildings to assess if they retain integrity; and 3) to evaluate the building's significance under Cold War themes.

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 Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010 / June 2010

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011135
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 10 ***Resource Name or #** (Assigned by recorder) ARMCO Huts
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

Building 263, located west of Building 67, is a corrugated metal hut with a concrete and asphalt floor, covering 850 square feet **(Photograph 3)**. The south side includes double solid metal doors with metal vent located above them. The north side has similar metal double doors, while the curved east and west sides have no fenestration.

Building 272 is located at the southeast corner of the old runway system and aircraft apron and Building 273 is located at the southwest corner of Building 41 facing the Seaplane Lagoon. Built on concrete foundations and clad in corrugated metal, both buildings measure 41 feet long by 20 feet wide covering 852 square feet, with two roof vents; however, Building 272 is 12 feet tall and Building 273 is 11 feet tall. Building 272 has a single personnel door on the southwest end and a round vent in the arch on the northeast end **(Photograph 4)**. Building 273 has a sliding metal door on the north and a louvered vent in the arch. The south end has a pair of hinged doors with a vent in the arch above **(Photograph 5)**. Two vents are located in the lower edge of the long side.

Building 337, measuring 40 feet long and 21 feet wide and covering 840 square feet, is located at the southeast corner of Building 112. The west side has a round vent near the curved roof. The north and south sides have two vents each near the base of the building. The east façade has a wide single metal door centrally located with an unused metal pipe track located above it **(Photograph 6)**.

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Buildings 194, 263, 272, 273, and 337 are Armco Huts, similar in style to the Quonset Hut. Building 194 was constructed at its location in 1945 to be used as Public Works Storage. It has been used as a storage facility up to the present day. Buildings 272 and 273 were Armco huts constructed by Station Forces in 1945 as semi-permanent storage. Between 1963 and 1968 the buildings use changed from storage to a Liquid Oxygen and Nitrogen facilities in the 1960s and 1970s. Building 273 was also used as an airframes shop and aircraft maintenance shop. Station Forces constructed Building 263 as an aircraft ground support equipment shop. Although built as a temporary construction, Building 263 has remained adjacent to Building 63 and in use as an equipment shop from 1946 through base closure. Facilities Maintenance, its most recent occupants, used it to store lawn maintenance equipment, gasoline, and oil. When the base closed in 1997, Building 263 was classified as a ground support equipment shop. Building 337 is a pre-fabricated metal hut-type building constructed by Yard Labor in 1946 for storage at the southeast corner of Building 112. It was used for general storage purposes until 1972 when it housed hazardous

materials. Building 337 was most recently used as a chemical supply storehouse that contained adhesives, battery fluids, enamel paints, latex paints, gasoline, diesel, and oils.[1]

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[2]

Thousands of Quonset huts were built in the United States starting in World War II. Their design was based on the Nissen Bow Hut first built by the British military during World War I. Named for their place of manufacture, the Davisville Construction Battalion Center at Quonset Point Naval Air Station, Rhode Island, several other companies became involved in manufacture of this building type including Stran Steel, the Anderson Sheet Metal Company and Armco International Corporation of Middletown, Ohio. Armco was the company that manufactured a heavy ingot iron building which was modeled on earth-retaining structures similar to storm sewers or culverts. Armco Huts were used for both ammunition magazines as well as personnel shelters. Armco Huts needed no rib supports and were strong enough to be buried under six feet of earth.[3]

Individual buildings constructed during the Cold War era, or World War II era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. This group of resources did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Evaluation

Buildings 194, 263, 272, 273, and 337 were built during World War II operations and immediately after the war, and are part of the broader fleet support functions of the station during this period and the subsequent Cold War era. In the larger context of the naval operations in California and nationwide during this period, the Public Works function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A /

[1] Buildings 272, 273, 337 Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Sec. 2, Naval Districts 11, 12 and 13 (Served by WESTNAVFACENGCOM), NAVFAC P-164, 30 June 1972*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 17: The Engine Testing and Hazardous Materials Storage Zone; Alameda Point, Alameda, California," January 2001.

[2] 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), 8-1.

[3] Julie Decker and Chris Chiei, eds., *Quonset Hut: Metal Living for a Modern Age*. (New York; Princeton Architectural Press, 2005), 1-29, 149.

CRHR Criterion 1). Thus, while they retain some integrity to when they were constructed, these resources were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). As such, none are sufficiently significance to be considered contributors to the NAS Alameda Historic District.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 194, 263, 272, 273, and 337, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011135
HRI#
Trinomial

Page 6 **of** 10 ***Resource Name or #** (Assigned by recorder) ARMCO Huts

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 194, camera facing northeast, October 8, 2009.

Photograph 3: Building 263, camera facing south, October 15, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011135
HRI#
Trinomial

Page 7 **of** 10 ***Resource Name or #** (Assigned by recorder) ARMCO Huts

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 272, camera facing northeast, October 8, 2009.

Photograph 5: Building 273, camera facing northeast, October 8, 2009

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

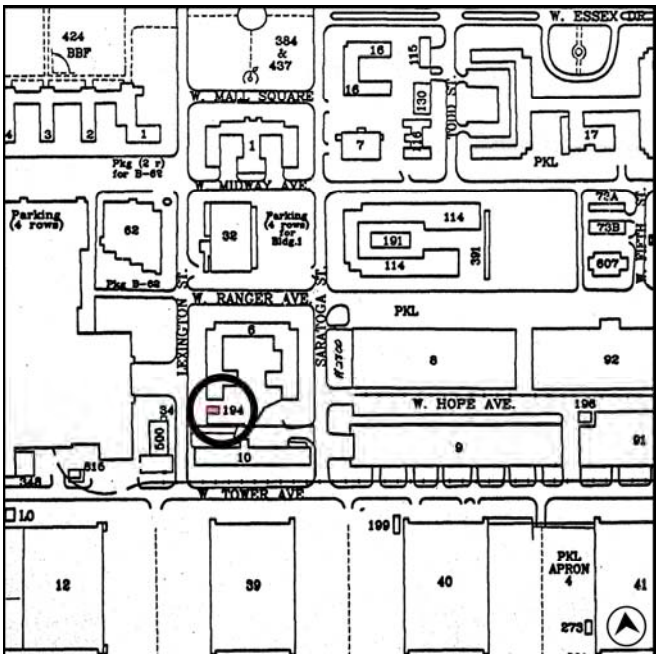
Primary # P-01-011135
HRI#
Trinomial

Page 8 **of** 10 ***Resource Name or #** (Assigned by recorder) ARMCO Huts

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 6: Building 337, camera facing northwest, October 15, 2009.

Sketch Maps:



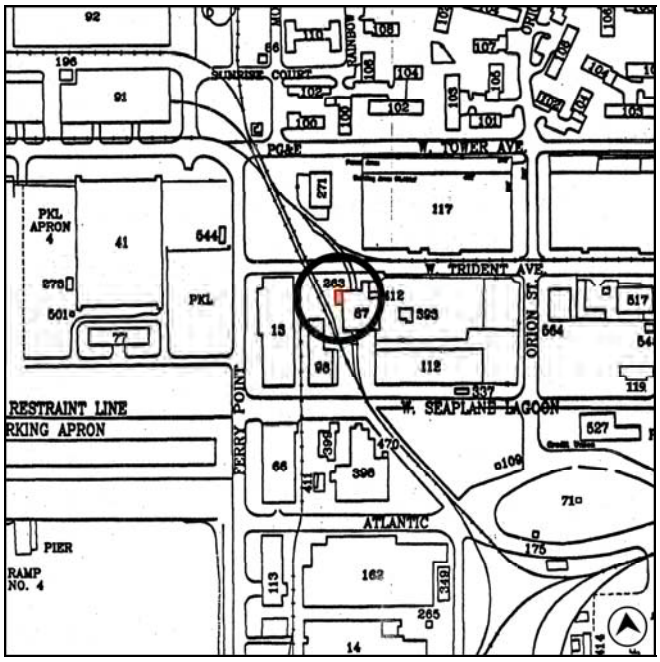
Building 194

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

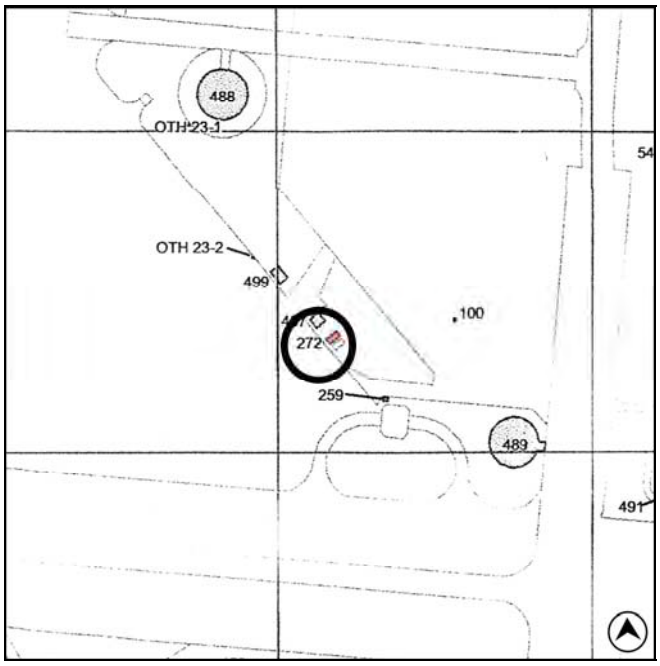
Primary # P-01-011135
HRI#
Trinomial

Page 9 **of** 10 ***Resource Name or #** (Assigned by recorder) ARMCO Huts

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**



Building 263



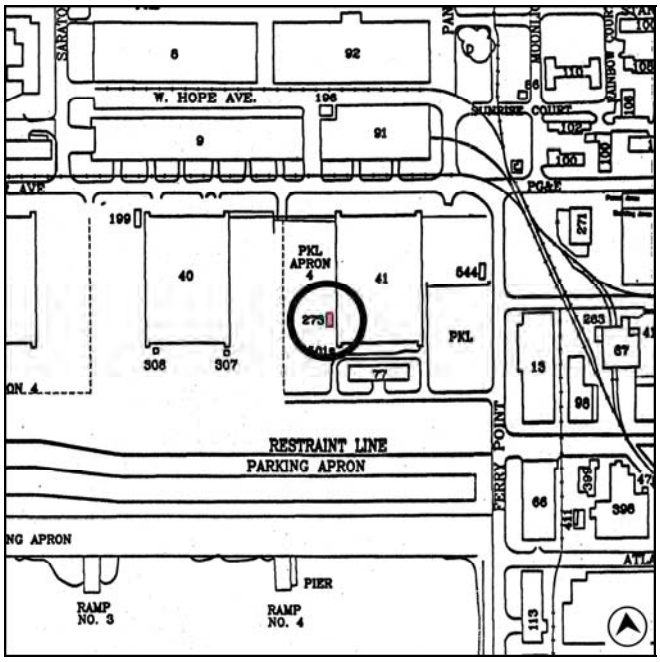
Building 272

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

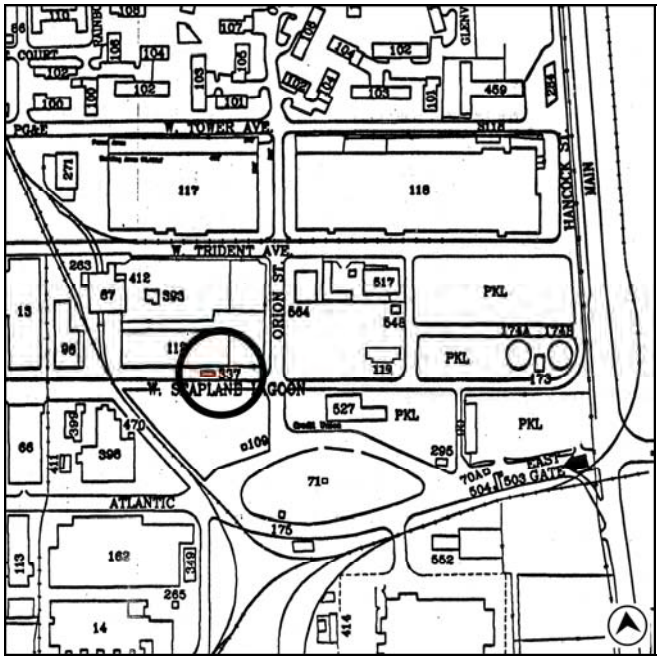
Primary # P-01-011135
HRI#
Trinomial

Page 10 **of** 10 ***Resource Name or #** (Assigned by recorder) ARMCO Huts

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**



Building 273



Building 337

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011136
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 7 ***Resource Name or #:** Auto Hobby Shop

P1. Other Identifier: Buildings 608 and 608 A-C

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Building 608 consists of one main building and three open sets of bays, designated Buildings 608 A-C. The auto center, located in the southeast end of the naval base, covers 8,217 square-feet. Building 608 has a rectangular plan set upon a concrete foundation. It has a flat roof with a small flat roof extension on the north façade covering the entryway. The walls are a combination of brick construction and metal framed bays located on the east and west sides. There are seven bays on both the east and west sides with metal roll-up doors and transom windows. A single, metal roll-up door is located on the south side west of two metal personnel doors with transom windows. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #)
Photograph 1: Camera facing southeast, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☒ Historic
☐Prehistoric ☐ Both
1979, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011136
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 7 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Auto Hobby Shop

B1. Historic Name: Auto Hobby Shop
B2. Common Name: Auto Hobby Shop
B3. Original Use: Auto Hobby Shop B4. Present Use: MWR Auto Skills Center
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1979, modified 1982

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 608 and Buildings 608 A-C are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

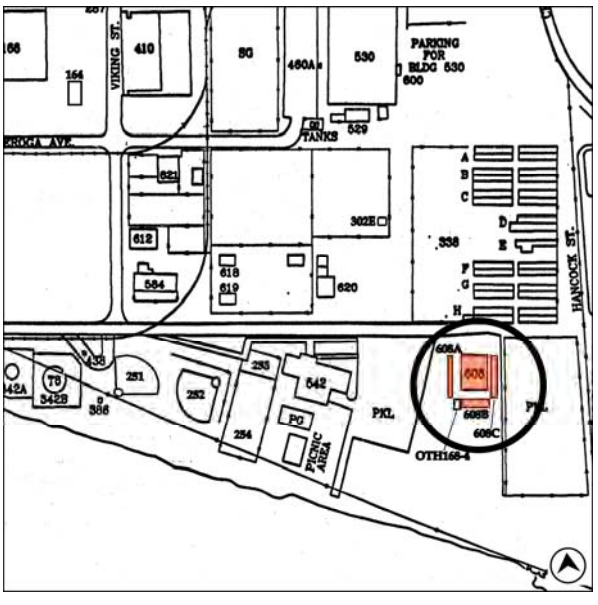
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** R. Herbert and H. Norby

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011136 HRI# Trinomial

Page 3 **of** 7 ***Resource Name or #** (Assigned by recorder) Auto Hobby Shop

***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The main entrance on the north side consists of a glazed personnel door with side and transom windows and a three-panel bay window to the west. South of the main building are three open brick bays, only one of which has a temporary flat, metal roof.

Building 608 A: This is a metal-framed, open bay currently used to store boats and cars. It has a north-south orientation with the bays opening toward the east. The roof consists of corrugated metal sheets supported by metal I-beams. The single corrugated metal wall is located on the west side.

Building 608 B: This is a rectangular shed open on the north side. It has corrugated metal sides and a corrugated metal roof supported by knee-braced I-beams placed in round concrete supports.

Building 608 C: Similar to Building 608 B, this is a rectangular shed with eight bays open on the west side. It has corrugated metal sides and a corrugated metal roof supported by knee-braced I-beams placed in round concrete supports.

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 608 and Buildings 608 A-C did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

State of California — The Resources Agency **Primary #** P-01-011136
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 7 ***Resource Name or #** (Assigned by recorder) Auto Hobby Shop

***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Construction began on the Auto Hobby Shop, Building 608, in 1979, resulting in a cost of $940,537; however, its grand opening did not take place until May 13, 1980. It was established to serve as a "self-serve" auto repair shop that included an internal sales area in addition to the two sides of vehicle bays. The bays are equipped with hydraulic lifts and the shop included muffler and metal machine shops. The building record notes alterations were made to Building 608 in 1982; however no notable changes could be discerned from aerial photographs. Buildings 608 A-C were constructed between 1985 and 1988 upon previously concrete paved areas. They serve as vehicle service bays. These bays are not fully equipped like those in Building 608, and they currently appear to serve more as storage bays than service areas.[1]

Evaluation

Building 608 and Buildings 608 A-C were built during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during the Cold War, the MWR function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The buildings retain some integrity to when they were built, but they are unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations of the period (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while the Auto Hobby Shop resources served a valuable function on NAS Alameda during the Cold War era, their construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[1] IT Corporation, "Zone Evaluation Data Summary, Phase 2A Sampling, Zone 23: The Southeastern Recreation Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; US Navy, *1980 Command History Naval Air Station Alameda, California,* Unlabeled folder containing 1980 Command History, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 volumes 1968 to 1997, RG 181, National Archives and Records Administration, Pacific Region, (San Francisco); "Auto Hobby Shop to open soon," *The Carrier*, 26 November 1979; United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Alameda, California Aerial Photographs retrieved from www.historicaerials.com (accessed December 11, 2009); IT Corporation, "Zone Evaluation, Zone 23," January 2001.

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 608, camera facing southeast, October 8, 2009.

Photograph 3: Building 608, camera facing northwest, October 8, 2009.

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Photograph 4: Building 608 A, camera facing northwest, October 8, 2009.

Photograph 5: Building 608 B, camera facing southwest, October 8, 2009.

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Photograph 6: Building 608 C, camera facing southeast, October 8, 2009.

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Page 1 **of** 15 ***Resource Name or #** (Assigned by recorder) Bachelor Enlisted Quarters

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Buildings 2 and 4 are contributing elements of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and have a NRHP status code of 2D2.

P1. Other Identifier: Buildings 2 and 4

P2e. Other Locational Data: Building 2 = Wing 1, 2599 Lexington St; Wing 2, 1025 Midway; Wings 3-7 1041 Midway; Wings 8-10 2550 Monarch. Building 4 = 2701 Lexington St; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The buildings remain a series of short north south wings connected by a long east west element facing a central courtyard. The concrete buildings have flat roofs with parapets and are two stories tall except for elements associated with the eastern most portion of the buildings. The buildings are large, enclosing 214,439 square feet for Building 2 and 228,881 square feet for Building 4. Building 2 includes Wings 1-10, Building 4 contains Wings 11-20. The eastern most wings (Wing 1, Building 2 and Wing 20, Building 4) have unique corner towers, additions and alterations so they can serve recreational and other purposes.

Typical wings have two bands of windows on the east and west sides **(Photograph 2)**. Each band has groups of two-over-two metal-frame windows with intervening concrete piers the same size as the windows divided to resemble window lights. The band has three groups of four windows with a group of three windows on either end. Closest to the connecting east-west element the east side of the wing has a group of windows consisting of a single window, a concrete dividing pier, and a pair of windows. The west side has a smaller window consisting of two single windows separated by a concrete pier. The outer end has an exterior metal stair with a single personnel door on each story leading to the stair. Facing the courtyard, wings extend slightly beyond the colonnade creating a regular rhythm **(Photograph 3)**. The second story has a continuous horizontal band with horizontal grooves like the bands seen on the side of the wings. At the sides, doors lead to the roof of the colonnade. On Building 2 the doors are solid with solid surrounds; Building 4 has metal frame glass doors with surrounding transoms and sidelights. On the front of the wings the bands curve to meet the slightly recessed windows. On Building 2 the end windows are mainly wood two-over-two windows with a pair on either side of a central grouping of four. Building 4 has metal two-over-two windows and have pairs on either side of a central grouping of three. The first floor has a wide opening to the colonnade with curved half columns on either side. Rectangular planters flank the concrete stairs leading to the wing entrance. Above each planter is a grouping of six small square openings creating a decorative pattern. The sides of the first floor are open to the colonnade. A pair of doors is located in the center of each wing set in an angled recess. A pair of windows is located to the west of each set of doors and a smaller narrow window is located to the east. Benches are built into the exterior porch wall below the decorative openings **(Photograph 4)**.

Alterations to this basic wing plan include replacement of the exterior stair on the outer end, common on Building 2. When the exterior stair has been replaced (Wings 8-10), the associated doors have also frequently been altered. Facing the courtyard, doors to the colonnade have been replaced and the second floor end windows have been replaced with sliding or fixed windows especially on Building 4, Wings15, 16 and 18. The east side of Wing 2 has small loading dock at the southern end with a metal door, and the first floor south door does not exist. Instead a group of six glass blocks is in the same location.

The long connecting element and associated colonnade runs along the courtyard side. The colonnade has three oval columns between each wing end dividing each section into four bays. Horizontal bands on the first and second floors contain groupings of four metal framed windows, as described for the wings. Facing away from the courtyard the connecting element has a central band of two groups of four windows separated by a decorative concrete pillar

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

(Photograph 5). On either side of the band of windows are a single window and a pair of windows without any decorative surround. On the first floor the eastern single window is replaced with a single door. A concrete stair with low concrete side rails leads to the door. Above the door is a curved cantilevered flat concrete overhang with horizontal metal band. The most common alteration is the filling of the doorway or addition of a second door. Doors have been removed or filled east of Wings 12, 15, 16, and 17. A second door was added between Wings 2 and 4.

The long connecting element has gaps between Wings 7 and 8 and Wings 13 and 14 where the colonnade branches and curves to meet Building 3 **(Photograph 6)**. The ends on either side of the break have a horizontal band consisting of a group of three windows flanking a single window. Flanking the courtyard the colonnade continues, but the back side is a poured concrete wall with rectangular unglazed, unframed, 'window' openings. Stairs lead through a rectangular opening away from the courtyard.

Wing 1 and Wing 20 have terminal towers at the end of the long connecting element **(Photograph 7)**. The square towers are three stories tall with a semi circle connecting the east side of the terminal wing with the tower. The east and courtyard sides of the tower have a central vertical recess from the second floor to the top. A single window is located at each level in this groove. Most appear to be replacements as the type varies. Rectangular openings are located on the first floor facing east and the courtyard providing access to the colonnade. A cast concrete planter surrounds the base of the tower and sports a concrete stylized Pegasus statue facing the courtyard.

Wing 1 is wider and truncated. A loading dock with freight elevator and refrigeration equipment is on the west side **(Photograph 8)**. Windows on the second floor include two grouping of four and two single windows. The east side has two bands of windows **(Photograph 9)**. The upper has four groups of four windows. The first story has the same openings but the windows have been replaced with fixed panes. A single story rectangular addition is placed at right angles to the wing. The north and south sides have high ribbon windows. Groups of three light windows are located on the west side. An entrance with a pair of glass doors is on the south. The doors are reached by a set of concrete steps flanked by planters and are sheltered by a flat metal roof with slender support posts. A small metal stair and single metal door is located on the north side.

Wing 20 is truncated with a two-story right angle addition and two one-story additions at the northeast and northwest corners **(Photograph 10)**. The north-south wing section has five groups of four windows in two bands along the east and west sides. The bands are disrupted on the west side by an exterior metal stair with metal doors on both stories. The two story addition has a large entry on the eastern end. A wide gentle ramp leads to a recessed doorway with curving sides. An arched awning covers the center of the ramp. The recess contains a pair of metal doors and a half window with bars. Above the entry is a lighted sign for the "Homeport Club." The south side has a metal stoop with a pair of metal doors. The west end has a central external metal stair from a door set in a group of six, four-light windows on the second floor. The first floor has similar fenestration without the door. The north side has a band of six groups of four light windows with intervening decorative piers on the second floor **(Photograph 11)**. These have been closed off from the inside as exposed by broken windows. The first story has a loading dock between the two additions. Two flat roofed refrigeration sheds are located on the dock. The rectangular addition on the northeast corner with a group of five windows on the east and single windows on the north and south ends. The northwest addition is larger. A single door with concrete stoop and curving cantilevered concrete overhang is on the north side flanked by small square windows divided into small lights. The east and west side have larger square windows with 48 small lights.

Buildings 2 and 4 have many similar interior elements that reflect their original design. Large portions of the buildings have been modified through the addition of offices and the subdivision of the dormitories, many divided

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into cubicles such as those in Wing 4 constructed by a "self-help" project in 1980.[1] Many of the interior spaces have added drop ceilings. Although there were many changes to the interiors, some elements that are components of the buildings' Moderne style remain. Both buildings include large public spaces, such as lounges near the stairwells on the second floor that are characterized by the integration of the same horizontal bands that define the exterior of the buildings **(Photograph 12)**. The curved stairwells with their associated metal handrails also reflect the simplified Moderne style of the buildings **(Photograph 13)**. Throughout the history of Buildings 2 and 4, the Navy altered the open dormitories into semi-private rooms. However, some of these divisions were made through the addition of temporary cubicles **(Photograph 14)**. Another element to the dormitory spaces are the "mushroom" shaped concrete piers, which are original to the building and found within other buildings on NAS Alameda. Terrazzo flooring runs throughout most of these buildings, but may not be original to the buildings' construction. Additionally, the tile and marble elements, specifically those within the lavatories may originate with the buildings, but have since been partially demolished since the close of the building **(Photograph 15)**. A final construction element typical of the Moderne style found within the interior of the buildings are the rounded walls around the entries and doorways within Buildings 2 and 4 **(Photograph 16)**, which mimic the curved entries on the exterior. There did not appear to be many entries of this design within the buildings; however, there may be additional curved entries in the buildings which were not seen during field inspection.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
Cheryl Brookshear and Heather Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

[1] The *Carrier*, 4 April 1980.

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P5a. Photographs (cont.):

Photograph 1: Building 2, camera facing south, December 11, 2009.

Photograph 2: End and east side Wing 6, Building 2 showing typical wing elevation, Camera facing NW, October 7, 2009.

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Photograph 3: Courtyard side of Wings 8, 9 and 10, Building 2 illustrating typical elevation. Camera facing Southeast, October 7, 2009.

Photograph 4: Built in bench along colonnade, camera facing northwest, October 7, 2009.

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Photograph 5: Non courtyard elevation of connecting element between Wings 18 and 19, Building 4, camera facing south, October 7, 2009.

Photograph 6: Gap between Wings 13 and 14, Building 4, camera facing south, October 7, 2009.

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Photograph 7: Tower on southeast corner of Wing 20 Building 4, camera facing southwest, October 7, 2009.

Photograph 8: Wing 1, Building 2, camera facing northeast, October 7, 2009.

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Photograph 9: Wing 20 Building 2, camera facing west, October 7, 2009.

Photograph 10: Wing 20 Building 2, camera facing west, October 7, 2009.

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Photograph 11: North side Wing 20 Building 4, camera facing south, October 7, 2009.

Photograph 12: Interior lounge area, showing horizontal bands in the walls drawn from the design of the exterior, Building 2, camera facing north, December 11, 2009.

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Photograph 13: Curved staircase with metal railing, Building 2, camera facing north, December 11, 2009.

Photograph 14: Showing cubicle partition in dormitory and distinctive "mushroom" style concrete supports, Building 2, camera facing north, December 11, 2009.

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Photograph 15: Showing partially demolished marble shower stalls, Building 2, camera facing east, December 11, 2009.

Photograph 16: Showing rounded entry walls and horizontal bands, Building 2, camera facing northeast, December 11, 2009.

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Photograph 17: BEQ soon after completion in November 1941, oblique aerial view facing north.[2]

B10. Significance:

This update was prepared to provide additional information about Buildings 2 and 4, assess whether the buildings retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Buildings 2 and 4 were included in the original base plans to primarily serve as enlisted men's barracks. Construction began on eight wings of Building 2 in early 1938 as part of a lump sum $12,200,000 contract awarded to multiple companies working on the creation of the naval base. By the following year seven of the ten wings of Building 2 had

[2] "NAS Alameda, November 12, 1941 photograph," California- Alameda – pictures, maps, justifications, Record Group 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC, Port Hueneme, California.

been completed. Johnson, Drake, and Piper ultimately completed both buildings in 1940; Building 2, with a capacity of 1465, was completed at a cost of $1,402,634.45, and Building 4, with a capacity of 1,545, was completed at a cost of $1,758,292.32.[3] The entrances to both buildings included marble Pegasus statues by Vermont Marble Company.

Building 2 has frequently contained various morale, welfare and recreation components along with housing enlisted personnel. In November 1940, the Dental Department temporarily set up in Wing 2 of Building 2. The dental offices remained there for two years before moving to permanent facilities in Building 16. In 1944 the station newspaper, *The Carrier*, moved into the north end of the second floor of Wing 2 (Building 2). The exchange operated from Wing 1 until Building 118 was converted into the exchange in 1965. A small exchange remained in Building 2. Personnel offices in the building provided needed services for station residents. Building 2 also provided a variety of services, such as a barber shop for enlisted men, a dry cleaning facility, Education and Training services in Wing 2, an eight-lane bowling alley in Wing 1, and the Navy Wives' Club in Wing 2. In 1971, the Seabees remodeled the bowling alley into a new Reception Center to welcome new arrivals by providing housing referrals and other services to military personnel and their dependents.[4] The Main Navy Exchange Cafeteria, located in Building 2, was remodeled in 1958 and received a new concrete delivery loading dock.

Building 4 contained a gymnasium in Wing 20 when it was first completed. Public Works received approval to convert the old gymnasium into the Enlisted Men's Club in 1948. The $21,000 facility, commonly known as the "White Hat Club" opened on April 22, 1949, offering dancing, games, variety shows, and refreshments to enlisted personnel, their dependents and guests. In 1971, the Seabees completely remodeled the Enlisted Men's Club. The $65,000 project provided more dance floors, another bar, and game room with completely new interior designs. The Enlisted Men's Club appears to have to undergone alteration in subsequent years as well.[5]
In addition to the White Hat Club, Wing 20 of Building 4 provided of services for military personnel, as well as providing permanent housing for marines. In 1957, two Petty Officer Messes, 1st and 2nd Mess Open, were established in the wing; and at one point a portion of Wing 20 served as the Navy Exchange. A recreation center with a large game area for enlisted personnel was completed in 1964 in Wing 16 of Building 4.

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[3] US Navy, *History of U.S. Naval Air Station, Alameda Report Symbol (OPNAV 5750-5),* 1 November 1940 to 31 December 1958, Command History 6 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes, 1940 to 1992, Record Group 181, National Archives and Records Administration, Pacific Region, (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, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Building 2 and Building 4, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[4] "Welcome Aboard," Unofficial Guide/Directory, Naval Air Station General Clipping File, Alameda Free Library, Alameda, California; US Navy, *1969 Command History, U.S. Naval Air Station Alameda, California,* Command History 1969, Box 2 of 2, 5757.1b, Naval Air Station Command History, 30 Volumes, 1968 to 1997, Record Group 181, US Naval Shore Establishment, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *1971 Command History, U.S. Naval Air Station Alameda, California,* Command History 1971, Box 2 of 2, 5757.1b, Naval Air Station Command History, 30 Volumes, 1968 to 1997, Record Group 181, US Naval Shore Establishment, National Archives and Records Administration, Pacific Region, (San Francisco); "Shining New Reception Center," *The Carrier*, 6 July 6 1971.

[5] US Navy, *History of U.S. Naval Air Station, Alameda Report Symbol (OPNAV 5750-5),* 1 November 1940 to 31 December 1958, Command History 6 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes, 1940 to 1992, Record Group 181, National Archives and Records Administration, Pacific Region, (San Francisco); "The Carrier has Moved to new Quarters," *The Carrier*, 20 October 1944; US Navy, *History of the U.S. Naval Air Station, Alameda (For Period 1 October 1947 to 30 June 1949),* Part II-Documented Narrative, Command History 2 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command History, 27 Volumes, 1940 to 1992, Record Group 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco) ; "Up on the EM Club's second floor," *The Carrier,* Between 21 July and 18 August 1975; JRP site visit, December 11, 2009.

The Navy declared NAS Alameda's housing inadequate in 1958, which resulted in many changes in the following decades, including many renovations in the BEQ during the 1960s and 1970s. The quarters in both buildings were extensively remodeled beginning in 1968. This included the installation of dividers to create semi-private living quarters for the enlisted men. One $765,000 project converted six wings into quarters for 492 men. A contract with the Del Webb Corporation resulted in the construction of 182 three-bedroom units and 182 four-bedroom units within the BEQ that was completed in 1969. Renovation within BEQ also included the creation of Enlisted Women's Quarters (EWQ) in Wing 19 of Building 4. The project to alter the living structure within BEQ continued through 1975 as a $2.5 million undertaking to have the facilities meet the Department of the Defense and Navy Bachelor Enlisted Housing Criteria. Maintenance and repairs took place in Buildings 2 and 4 throughout the later decades of the Cold War, including the replacement of windows and doors and fire exits.[6] Aside from these replacements, and the numerous broken windows that currently exist in the buildings, the exterior of the BEQs retain their original structural composition, massing, and design.

Evaluation

Buildings 2 and 4 were built during the initial construction of the station, and they are contributing elements of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[7] The contributing elements of the district, including Buildings 2 and 4, each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[8] These are detailed on the attached sheets, and include smooth concrete surfaces of the buildings, horizontal orientation, flat roofs, emphasizing vertical elements, namely the stairwells in Wings 1 and 20, curved contrasting elements, original and sympathetic two over two windows, three light wooden doors, oval columns along the arcade, quoin-like dividers between windows, Pegasus statues, and incorporated concrete planters and seating areas. Curved features are notable around the entries, windows and in the continuous curving staircases in Wings 1 and 20 **(see Photographs 7 and 13)**. Some of these features, including the quoin-like horizontal striations, are found both on the exterior and interior of the buildings.
In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval operations

[6] US Navy, *History of U.S. Naval Air Station Alameda, 1November 1940 to 31 December 1958*, Command History 6 of 25, 25 July 1959 to N/A, Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes, 1940 to 1992, Record Group 181, National Archives and Records Administration, Pacific Region, (San Francisco); Aviation Historical Summary (OPNAV Form 5750-2), 1 October 1963-31 March 1964 US Navy, *1968 Command History, Naval Air Station Command History,* 30 Volumes, 1968-1997, Box 2 of 2, 5757-1b, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *1973 Command History,* Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181 US Naval Shore Establishments, National Archives and Records Administration, San Francisco; JO3 Betty L. Scott, "Enlisted Women move," *The Carrier*, 24 September 1973; US Navy, *1988 Command History, Naval Air Station Command History,* 30 Volumes, 1968-1997, Box 2 of 2, 5757-1b, Record Group 181, National Archives and Records Administration, Pacific Region, (San Francisco).

[7] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[8] Stephen Mikesell, *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).

State of California — The Resources Agency **Primary #** P-01-010002
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 15 **of** 15 ***Resource Name or #** (Assigned by recorder) Bachelor Enlisted Quarters

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and Naval facilities around the nation.[9] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Buildings 2 and 4, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

Although Building 2 and Building 4 do not have significance within the context of the Cold War era, these properties remain contributing elements of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and C. McMorris

***Date of Evaluation:** January 2010

[9] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2.Historic/Current name: Bldgs. 2 and 4, Bachelors Enlisted Men Qtrs.
3. Number and street: NAS Alameda Map K,L-21-23 City: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West, CA,
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION:

6. Property category: District Number of resources documented: 85
7. Existing conditions: these two buildings are nearly identical being 2-story, concrete structures with flat roofs and key-shaped plans. E-W sections, 1200 feet long, have 9 rectangular wings projecting from their outer sides and are introduced by irregular 3-story blocks that face the landscaped quadrange. The 3-story blocks have rounded stair towers set into the ell on one side. The entrance doors of the 3-story blocks are reached by flights of 7 steps with metal railings abutted by curved concrete walls that are connected to the bases of monumental, cast-concrete statues of the winged horse, Pegasus, set against the inner sides of the buildings that the face the quad. The entrance blocks have narrow, vertical, recessed, central panels that have metal-framed windows with 4-light, hopper sash. The long sides of the buildings that face the quad have open arcades with square columns; the arcades are broken at intervals along their length with transverse arches. The upper floors have paired, metal-framed windows with 4-light, hopper sash tied together by scored lines in the adjacent walls that are painted blue in Bldg. 2 and brown in Bldg. 4, in contrast with the white walls. This fenestration is typical of both buildings. The inner sides of the buildings have slightly projecting pavilions at the west ends with recessed entrances raised three steps and flanked by concrete planters. A pattern of six small square windows occurs in the walls on either side of the entrances. The ends of the N-S wings have simple entrances with metal fire escapes leading to the upper floors.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

HISTORICAL INFORMATION

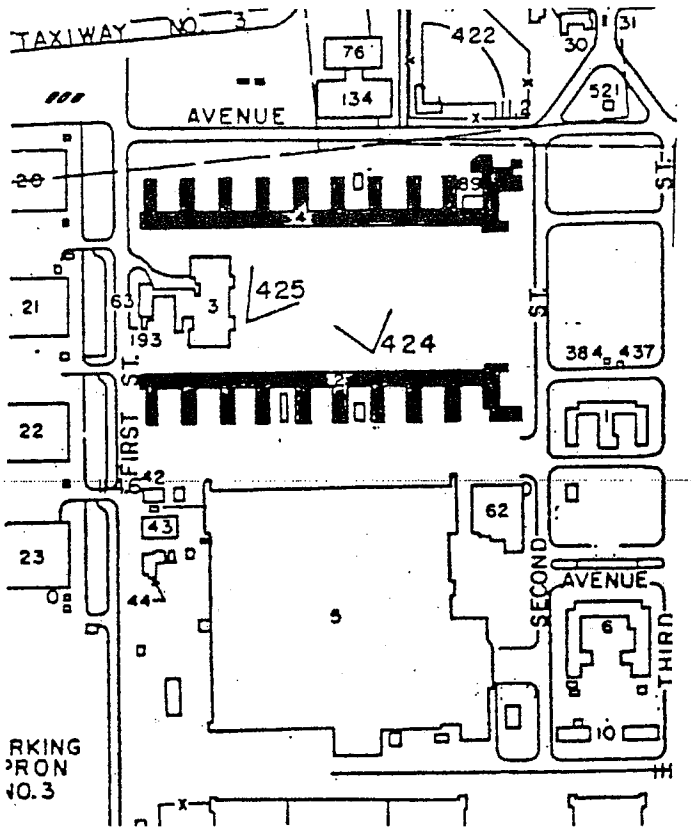
14. Construction date: 1940 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Buildings 2 and 4 contribute importantly to the NAS Alameda historic district under Criterion A because they are the original Bachelor Enlisted Mens Quarters. Constructed in 1940, the two buildings continue to serve their original function and retain a high degree of architectural integrity. Under Criterion B, they exhibit the stylistic traits of the simplified early Modern style in which the buildings constructed from 1940-1945 were designed. In addition, they are embellished with handsome sculpture in the form of two cast-concrete winged horses in a geometric style characteristic of the period. The two buildings form the sides of a court enclosing a landscaped quadrangle.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

- Horizontal orientation with strong vertical emphasis in the entry pavilion (see Photograph 2).
- Horizontal concrete bands, or quoins.
- Curved planter boxes and concrete barriers at doorways.
- Curved concrete canopies.
- Five-light original doors (See Photograph 11).
- Some original two-over-two double-hung wooden windows and appropriate aluminum double-hung replacement windows.
- Stacked windows and cast-stone ornamentation at entry pavilion (see Photograph 24).

3.3. Character-Defining Elements of Buildings 2, 3, and 4 (also Building 63 and 193)

Buildings 2, 3, and 4 are best considered as a single entity. The buildings are united structurally via a massive arcade, which runs nearly the length of Buildings 2 and 4 and across the front of Building 3. Buildings 65 and 193 are relatively minor appendages to Building 3. This group of buildings arguably includes the best that the NAS Alameda Historic District has to offer. Virtually all character-defining elements found within the Administrative Core generally may be seen on these buildings.

Among the key character-defining elements are:

- Strong horizontal orientation with vertical elements for emphasis. The key vertical elements include the stairwells at the eastern end of Buildings 2 and 4, and the tall columns at the facade of Building 3.
- Quoin-like features.
- Cast stone figures, including the Pegasus figures at Buildings 2 and 4 and the eagle figures at the entrance to Building 3.
- Many original two-over-two double-hung wooden sash on the second story of Building 2.
- Sympathetic aluminum two-over-two double-hung sash in Buildings 2 and 4.
- Steel sash in Building 3.
- Three-light wooden doors.
- Oval columns and long arcade.
- Concrete planters and seating area.

3.4 Character-Defining Elements of Building 16.

Building 16 is a large U-shaped, two-story, flat-roofed concrete building, located immediately east of the Administration Building. It is characteristic of the general horizontal orientation of the buildings in the Administrative Core. More than any other building in the district, however, it typifies the sweeping curved concrete surfaces of the Streamline Moderne style; as noted, it is the most pure example of Streamline Moderne within the historic district. Character-defining elements include:

State of California — The Resources Agency **Primary #** P-01-011137
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 7 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Baseball and Softball Diamonds

P1. Other Identifier: Buildings 422, 424, 425, 428 and 381

***P2. Location:** On former Naval Air Station Alameda ☐ **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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This form records Buildings 422, 424, 425, 428 and 381; they are or were baseball or softball diamonds. Building 422 is the only existing diamond, and Building 381 is bleachers associated with that diamond. Building 424 and 425 were previously softball diamonds that have been converted to soccer fields. Building 428 was also a softball diamond and is now a play yard. Built in 1950, Building 422 is the baseball diamond located northwest of the corner of Red Line Avenue and Lexington Street. The diamond faces northeast with a dirt infield and grass outfield. The field is surrounded by chain-link fencing with a tall chain link backstop with a wood plank backboard along the lower portion behind the batter's box. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. **Description of Photo:** (View, date, accession #) Photograph 1: Camera facing west, September 25, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic
☐Prehistoric ☐Both
1942-1952; US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/29/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011137
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 2 **of** 7 ***Resource Name or #** (Assigned by recorder) Baseball and Softball Diamonds

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

B1. Historic Name: Baseball and Softball Diamonds
B2. Common Name: Baseball and Softball Diamonds
B3. Original Use: Baseball and Softball Diamonds B4. Present Use: Baseball field and community garden
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1942 (Bldgs. 424 and 425); 1945 (Bldg. 428); 1950 (Bldg. 422); 1952, rebuilt 1971 (Bldg. 381)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These structures (Buildings 422, 424, 425, 428 and 381) are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not possess historic significance under the NRHP or CRHR criteria.

This form was prepared to: 1) evaluate buildings and structures that are located inside the NAS Alameda Historic District boundary, but never evaluated (excluding Building 381) for the eligibility within the World War II-era historic context for the station, assessing whether the buildings are historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate their significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010 / June 2010

(This space reserved for official comments.)

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Page 3 **of** 7 ***Resource Name or #** (Assigned by recorder) Baseball and Softball Diamonds

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The southwest corner includes the poured concrete dugouts along the south and west sides. The dugouts create an open flat arch with flat extensions on the north and south sides that create additional shade **(Photograph 1)**.

Bleachers were built for the field in 1952 and designated Building 381. The grandstand bleachers have been removed leaving a concrete platform in the southwest corner. Three poured concrete steps and an inset ramp lead up to the concrete bleacher area on the south side and two concrete steps and inset ramp lead to the bleachers on the west side **(Photograph 2)**.

Buildings 424 and 425 are located in the quadrangle between Buildings 2 and 4. Originally constructed as a football field, they were converted to baseball diamonds and given the current building numbers. The baseball diamonds have since been converted to soccer fields and retain no remnants of the previous uses. The quadrangle consists of a large grassy field, surrounded by trees. The fields included moveable soccer goals **(Photograph 3)**.

Originally built in 1945 the Softball Diamond, Building 428, is presently represented solely by its tall chain link backstop. The remnants of the softball diamond are no longer visible and have been replaced by a communal garden maintained by the current residents in the surrounding dwellings **(Photograph 4)**.

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

During World War II, as the station developed into its current configuration, baseball and softball fields were scattered throughout the residential and recreational areas of the station. The main field, known as "Boone Field," was located at the east end of Runway 26R north of Hangar 20. When the runway system was reconfigured for jet aircraft the field became a part of the new Runway 7-25. In 1950, the Seabees, short for Navy Construction Battalions, built a new field, Building 422, in an area east of Building 134, which were the former grounds of three softball diamonds. The new 130, 900 square foot field required the removal of Building 183 to complete the outfield. As part of the relocation and expansion, bleachers (Building 381) were constructed in 1952 at a cost of $2000. The bleachers were rebuilt in 1971 as one of the improvement projects carried out by the Seabees under the Self Help program, where Naval groups like the Seabees constructed, maintained and improved Naval facilities instead of hiring contractors. This project continued with the rebuilding of the playing field over the following two years. The upgrades included three softball fields located on station along with the baseball field (Building 422) and were carried

out by the newly formed Building and Grounds Crew.[1] The field has undergone changes in terms of its use and therefore maintenance of grass and infield. It remains unclear when the grandstand bleachers were removed. The current bleachers are a pre-fabricated portable variety.

Building 428 was one of the many softball and baseball fields built on station for the physical well-being of personnel on the base. This particular field was centrally located in the midst of both officer and enlisted housing in the northwest corner of NAS Alameda and completed in 1945. Sometime between 1988 and the early 1990s a community garden was created and absorbed the space set aside for the softball field. Only the chain link backstop remains.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Evaluation

Buildings 424, 425, and 428 were built during World War II operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. Individual buildings or structures constructed during the World War II-era and used during the Cold War are not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. These structures are not eligible for listing in the NRHP or CRHR because they do not individually, nor together, possess historic significance under the NRHP or CRHR criteria. The structures do not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era. In the larger context of the naval operations in California and nationwide during this period, the MWR function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These were unremarkable in their use in routine fleet support for recreational purposes, and were not

[1] Department of the Navy, Bureau of Yards and Docks, "Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume 12, Districts 12 through 14," Box 38, Record Group 8 P-Books, CEC/Seabee Museum, Port Hueneme; US Navy, *Command History 1972*, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *History of U.S. Naval Air Station, 1 January 1950 to 30 June 1950, Part II-Documented Narrative*, Command History 4 of 25, 1 July 1949 through 31 December 1950, Box 1 of 2, 5757-1b, Naval Air Station Command histories, 27 Volumes, 1940 to 1992, RG 181, National Archives and Records Administration, Pacific Region, (San Francisco); Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume 12, Districts 12 through 14*, Box 38, RG 8 P-Books, CEC/Seabee Museum, Port Hueneme; US Navy, C*ommand History 1971*, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); Unlabeled Folder containing 1973 Command History, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco).

historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Playfields like these are typical of military installations. These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). As facilities used widely by a large number of people, the structures do not have a direct or important association with a historically significant individual, and are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). None of these facilities are sufficiently significant to be considered contributors to the NAS Alameda Historic District. Furthermore, none retain historic integrity to the district's period of significance.

Individual buildings or structures constructed during Cold War operations on NAS Alameda are not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. These structures are not eligible for listing in the NRHP or CRHR because they do not individually, nor together, possess historic significance under the NRHP or CRHR criteria. The structures do not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Playing fields were among the resources built and altered during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of these facilities did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Playfields like these are typical of military installations. These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). As facilities used widely by a large number of people, the structures do not have a direct or important association with a historically significant individual, and are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Moreover, Buildings 424, 425, and 428 no longer retain their original use. Buildings 424 and 425 were originally football fields that were converted to softball diamonds. Now they are soccer fields. Building 428 was originally a softball field that has since been converted to a play yard. They do not retain integrity of original design, materials, workmanship or association.

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET

Primary # P-01-011137
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Page 6 **of** 7 ***Resource Name or #** (Assigned by recorder) Baseball and Softball Diamonds

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 381, bleachers, camera facing north, September 29, 2009.

Photograph 3: Buildings 424 and 425, camera facing east, September 29, 2009.

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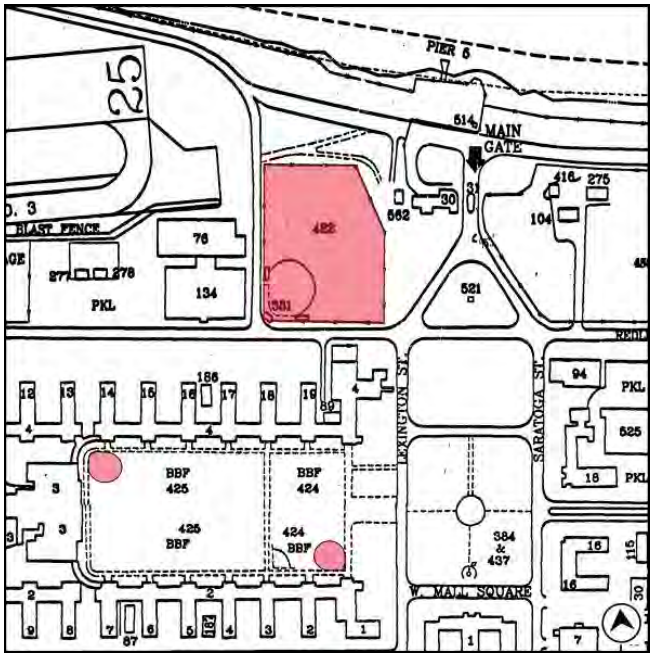
Page 7 **of** 7 ***Resource Name or #** (Assigned by recorder) Baseball and Softball Diamonds

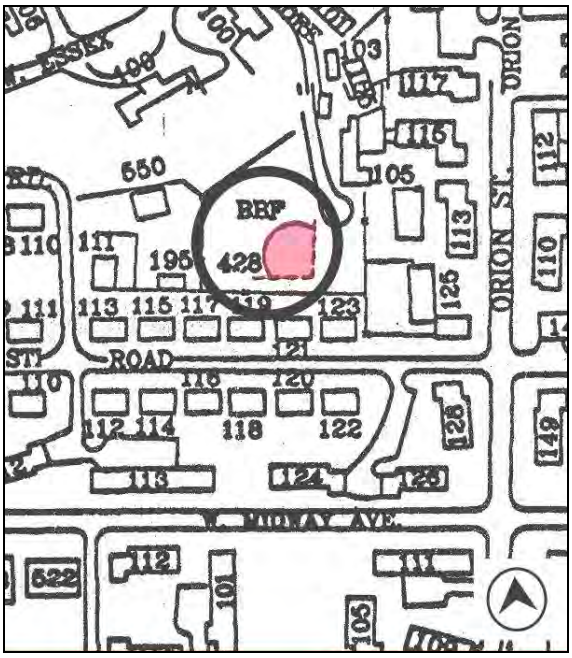
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 428, camera facing west, chain link backstop southwest corner, November 3, 2009.

Sketch Maps:



Buildings 381, 422, 424, 425



Building 428

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011138
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** Breakwater

P1. Other Identifier: Building 200658

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 200658 is a rubble mound breakwater located south of the carrier piers **(Photograph 1 and 2)**. The breakwater is 8,340 feet long, 36 feet wide, and +12 mean lower low water (mllw) tall. A 750-foot channel opening between the bayward and shoreward arms of the breakwater has been narrowed **(Photograph 3)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Breakwater in distance, carrier piers at right, camera facing west, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic
☐Prehistoric ☐Both
1947, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. McMorris and R. Flores
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 12/16/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Breakwater

B1. Historic Name: Breakwater
B2. Common Name: Breakwater
B3. Original Use: Breakwater B4. Present Use: Breakwater
***B5. Architectural Style:** Breakwater
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1947, expanded

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Department of the Army, Corps of Engineers b. Builder: Basalt Rock Company
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Breakwater (Building 200658) is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** NAS Alameda Command Histories, 1940-1997; James R. Ayers, "Sea Walls and Breakwaters," *Civil Engineering Corps Bulletin vol. 5, no.52* (March 1951) 73-75; and Structure Cards Box 60, Naval Districts, 11th and 12th Naval District, RG#11.2.3, NAVFAC Historian's Office, Navy General Reference File, NAVFAC Archive, CEC / Seabee Museum, NBVC, Port Hueneme; see footnotes.

B13. Remarks:

***B14. Evaluator:** S. Miltenberger and C. McMorris

***Date of Evaluation:** January 2010

(Sketch Map with north arrow required.)

See Continuation Sheet.

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011138
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Breakwater
***Recorded by:** C. McMorris and R. Flores ***Date:** December 16, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the postwar years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings and structures constructed during the Cold War era, or World War II-era buildings and structures used during the Cold War are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Located south of the ship turning basin, the breakwater played a necessary, utilitarian role in fulfilling the station's mission; it protected the carrier piers from shipping and storm damage as well as reduce silting of the channel and turning basin. Yet, this structure did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Despite its relative importance, the breakwater was not constructed until the station was nearly 10 years old. The outbreak of World War II slowed study of the design and construction of the structure. A study, commissioned in 1942 took three years to complete. It determined that the shoreward arm of the breakwater should be constructed +12 feet mllw and the bayward arm at +15 feet mllw to protect the pier from local storm waves and shoaling. Following accepted construction design and methods, Basalt Rock Company constructed a mile-and-a-half (7,920 feet) long rubble mound breakwater of these dimensions. The company aligned the breakwater to enclose the turning basin except for an entrance channel on the west and a 750 foot navigation opening on the south.[1]

In the early 1950s, the breakwater was lengthened from approximately 7,920 feet to its present 8,340 feet. Between 1988 and 1993, the gap between the shoreward and bayward arm of the breakwater was narrowed to its present size.[2]

Many buildings and structures on NAS Alameda, such as the breakwater, fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they

[1] Department of the Army Corp of Engineers, "Breakwater Location U.S. Naval Air Station, Alameda, California Model Investigation, Technical Memorandum No. 2-242," December 1947, RG 5, National Geographic File, Geographical Collection 1800-present, CEC/Seabee Museum, NBVC, Port Hueneme, 1-3; James R. Ayers, "Sea Walls and Breakwaters," *Civil Engineering Corps Bulletin vol. 5, no.52* (March 1951): 73-75; and US Navy, *History of the U.S. Naval Air Station, Alameda, California, Quarterly Installment, 30 Apr 1946,* np, Command History 1 of 25 folder, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[2] Structure Card 2-01123, 2-01101, 2-00658, Box 60, Naval Districts, 11th and 12th Naval District, RG#11.2.3, NAVFAC Historian's Office, Navy General Reference File, NAVFAC Archive, CEC / Seabee Museum, NBVC, Port Hueneme; Alameda, California Aerial Photograph, 1988, retrieved from www.historicaerials.com (accessed December 30, 2009); Naval Facilities Engineering Command Southwest, Aerial Photograph, "1993- A-33_5009-2-1_9-30-1993."

represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[3]

Evaluation

Although contemplated during World War II, Building 200658 was built after the war in the midst of Cold War operations on NAS Alameda, and was part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[4] In the larger context of the naval operations in California and nationwide during this period, the Public Works function of the breakwater did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Despite alterations made in the late 1980s and early 1990s, the structure retains some integrity to the period when it was constructed, but it is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. The breakwater is purely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It has no direct or important association with a historically significant individual, and is unlikely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[3] 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), 8-1.
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Breakwater
***Recorded by:** C. McMorris and R. Flores ***Date:** December 16, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Easternmost end of Breakwater, camera facing south, December 16, 2009.

Photograph 3: Narrowed navigation channel on left, camera facing southwest, December 16, 2009.

Sketch Map:

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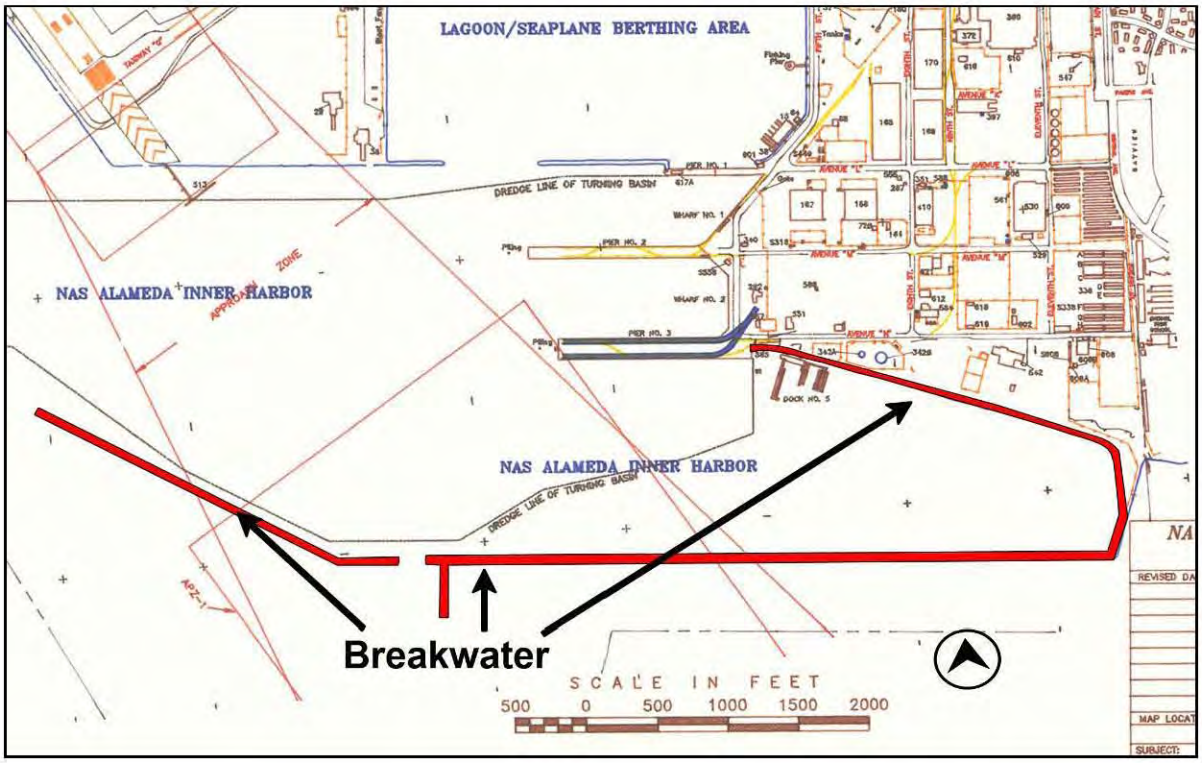
Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Breakwater
***Recorded by:** C. McMorris and R. Flores ***Date:** December 16, 2009 ☒ **Continuation** ☐ **Update**



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CONTINUATION SHEET **Trinomial**

Page 1 **of** 9 ***Resource Name or #** (Assigned by recorder) Building 1
***Recorded by:** C.Brookshear, S.Miltenberger, H.Norby, C.McMorris ***Date:** Oct. 6 & Dec. 16, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 1 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Administration Building

P2 e. Other Locational Data: 950 West Mall Square; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 1 is an E-shaped, two-story, Moderne style building with flat parapet roof measuring 48.946 square feet. It has stucco finished concrete walls and a stout central tower on the façade, which is the main entrance **(Photograph 1)**. The façade tower has three narrow vertical recessed sections, each housing four stacked awning windows with side lights. The recessed entryway with rounded corners has two glazed doors and one-over-four side lights on each side. There are two rows of three, single fixed lights on each side of the entrance and two vertical rows of one-over-four fixed-light windows. Concrete stairs lead up to the entrance and have metal handrails and round concrete planters on each side. The fabric canopy which covered the main entrance in 1992 is no longer there **(Photograph 2)**.

The remainder of the building is characterized by horizontal bands of windows. These are largely two-over-two double-hung windows placed singly and in groups of two, three and four. The horizontal effect created by these rows of windows is reinforced by wall sections between the windows which have been scored into four sections and painted blue to mimic the adjacent windows. Some of the windows are wood frame, while others are aluminum **(Photograph 3)**.

The east wing of the building is set back slightly from the façade and has a similar grouping of windows. Both the north and south entrance to the east wing have short concrete stairways with metal handrails leading to a door with five horizontal stacked lights. Each entrance is covered by a rounded cantilever overhang **(Photographs 4 and 5)**.

On the south end of the central wing is the secondary building entrance. It has a short concrete stairway with metal handrails and a concrete handicap access ramp. These lead up to two personal doors each having five horizontal stacked lights with a vertical row five fixed lights between. The door is sheltered by a rounded cantilevered roof. On each side of this end of the central wing are small single story elements. Another double personnel door is on the east side. It has five horizontal stacked lights and five fixed lights on each side and is covered by a rounded cantilever overhang. Next to it is a metal utility door with louvered vents and a louvered vent transom. An exterior metal stairway leading to the roof is attached to this wing **(Photographs 6 and 7)**.

There are several small bump-out elements in the courtyard between the central wing and west wing. They have shed roofs, metal louvered utility doors and equipment on the roofs. In the northeast corner of the courtyard there is a rounded bump out with a flat roof. The west wing is one story and continues the same design as the rest of the building. The personnel entrance on the south end of the west wing has a short concrete stairway with metal handrails leading up to a door with five horizontal stacked lights and is covered by a rounded cantilever roof **(Photograph 8)**.

Building 1's interior has been modified over the years; however, it appears to retain some original elements. These elements include the design of the building's interior corridors, its terrazzo flooring, interior doors, and curving staircases with metal railing **(Photographs 9-10)**. The interior is characterized by its wide corridors among its three wings. Offices within the building have been modified, yet many of the glazed and wood doors leading to them are likely original. Curved staircases and the three-band metal railing accompanying them reflect the Moderne style of

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CONTINUATION SHEET **Trinomial**

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***Recorded by:** C.Brookshear, S.Miltenberger, H.Norby, C.McMorris ***Date:** Oct. 6 & Dec. 16, 2009 ☐ **Continuation** ☒ **Update**

Building 1 **(Photograph 10)**. Additionally, the north stairwell ends beneath a skylight in the second story that appears to be original to the building.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
Cheryl Brookshear, Scott Miltenberger, Heather Norby, and Christopher McMorris, JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Building 1, camera facing southeast, October 6, 2009.

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Photograph 2: Building 1, main entrance tower, camera facing southwest, October 6, 2009.

Photograph 3: Building 1, main façade and east wing, camera facing southwest, October 6, 2009.

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Photograph 4: Building 1, east wing south entrance, camera facing northeast, October 6, 2009.

Photograph 5: Building 1, Courtyard – north building and east wing, camera facing northeast, October 6, 2009.

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Photograph 6: Building 1, corner of south center wing (left) and north building (right), camera facing northwest, October 6, 2009.

Photograph 7: Building 1, south entrance, center wing, camera facing northwest, October 6, 2009.

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***Recorded by:** C.Brookshear, S.Miltenberger, H.Norby, C.McMorris ***Date:** Oct. 6 & Dec. 16, 2009 ☐ **Continuation** ☒ **Update**

Photograph 8: Building 1, Courtyard - west wing and north building, camera facing north, October 6, 2009.

Photograph 9: Building 1, inside main entrance, showing main corridor, terrazzo flooring, and curved stairwell with railing, camera facing south, December 16, 2009.

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***Recorded by:** C.Brookshear, S.Miltenberger, H.Norby, C.McMorris ***Date:** Oct. 6 & Dec. 16, 2009 ☐ **Continuation** ☒ **Update**

Photograph 10: Detail of curved staircase and metal railing, camera facing north, December 16, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 1, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Building 1 began as the Administration Building for NAS Alameda. As part of the original base plan, Building 1 was placed in the prominent position to be seen across the mall from the Main Gate.[1] Johnson, Drake and Piper

[1] 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, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

constructed the building in 1940. It retains its original footprint, however internally there have been modifications including office and meeting room renovations conducted in the 1970s and 1990s. Additionally, windows have been replaced from the original wood to aluminum framed, and a canopy that covered the entry and walkway in 1992 has since been removed with the addition of new lettering for the City of Alameda.[2]

Building 1 served as the administrative center of the station with the Commanding Officer (CO), Administrative Department and commanders of other activities at the station. NAS Alameda had 30 commanding officers between 1940 and 1994, most serving for two years. The CO oversaw the operation of the station. As the Navy introduced tenant organizations the CO's influence decreased as activities had independent command structures. The Administrative Department provided general administrative services including mail, central files, directives, messenger service, personnel functions, education and development programs.[3] The department was viewed as the business center of the station, with a primary role in all correspondence and technical data in addition to maintaining its central files. The building also housed offices for the commanding officers of NAS Alameda and outlying air fields, as well as the Public Affairs Office (PAO).[4] The PAO's responsibilities to represent the station to the public included the development of the civilian enterprise newspaper, *The Carrier*, and the annual *Welcome Aboard* booklet for new transfers.[5] Additionally, Fleet Air Headquarters were based on the second floor of the building and the Yard Office, which ran the Security Department, was based in Building 1 beginning in 1940.[6]

Evaluation

Building 1 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[7] The contributing elements of the district, including Building 1, each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District." These are detailed on the attached sheets, and include smooth concrete surfaces of the building, horizontal orientation, flat roofs, emphasizing vertical elements (notably vertical detailing in the entry), curved contrasting elements (including concrete canopies over the entrance), original and sympathetic two over two windows, five light original doors, quoin-like dividers between windows, and incorporated curved concrete

[2] US Navy, *1973 Command History, Naval Air Station, Alameda*, Unlabeled Folder, Naval Air Station Command History, 30 Volumes, 1968-1997, 5757-1b, Box 2 of 2, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); 1993 Command History, Naval Air Station Command History, 5757-1b, Box 2 of 2, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco).

[3] US Navy, *1975 Command History, Naval Air Station Command History*, Box 2 of 2, 5757-1b, Record Group 181, National Archives and Records Administration, Pacific Region, (San Francisco).

[4] "Administration Bldg. Houses Offices CO of NAS Alameda," *The Carrier*, May 16, 1952.

[5] US Navy, *1967 Command History, U.S. Naval Air Station, Alameda*, California, Command History 8 of 25, Naval Air Station Command History, 27 Volumes, 1940-1992, 5757-1b, Box 1 of 2, Record Group 181, National Archives and Records Administration, Pacific Region, (San Francisco).

[6] US Navy, *History of U.S. Naval Air Station, Alameda, Report symbol (OPNAV 5750-5)*, 1 November 1940 to 31 December 1958, Command History 6 of 25, 25 July 1959, Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes, 1940-1992, Record Group 181, National Archives and Records Administration, Pacific Region, (San Francisco); "Administration Bldg. Houses Offices CO of NAS Alameda," *The Carrier*, 16 May 1952.

[7] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

planters. Contrasting curved elements are also located on the interior and include the interior curving staircases with metal railings (Photograph 10).

In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in naval 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.[8] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 1, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1). As no significant events or trends began on NAS Alameda during the Cold War, commanding officers were not associated with significant events, but with daily support operations of the station. In this aspect they are not differentiated from other installation commanding officers. Individual officers may have gone on to make significant contributions to naval activities or had illustrious careers before coming to NAS Alameda, but Building 1 on NAS Alameda is not associated with this productive period of their lives and is therefore not significant under, (NRHP Criterion B / CRHR Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although Building 1 does not have significance within the context of the Cold War era, this property remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. McMorris; M. Bunse

***Date of Evaluation:** December 2009 / June 2010

[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

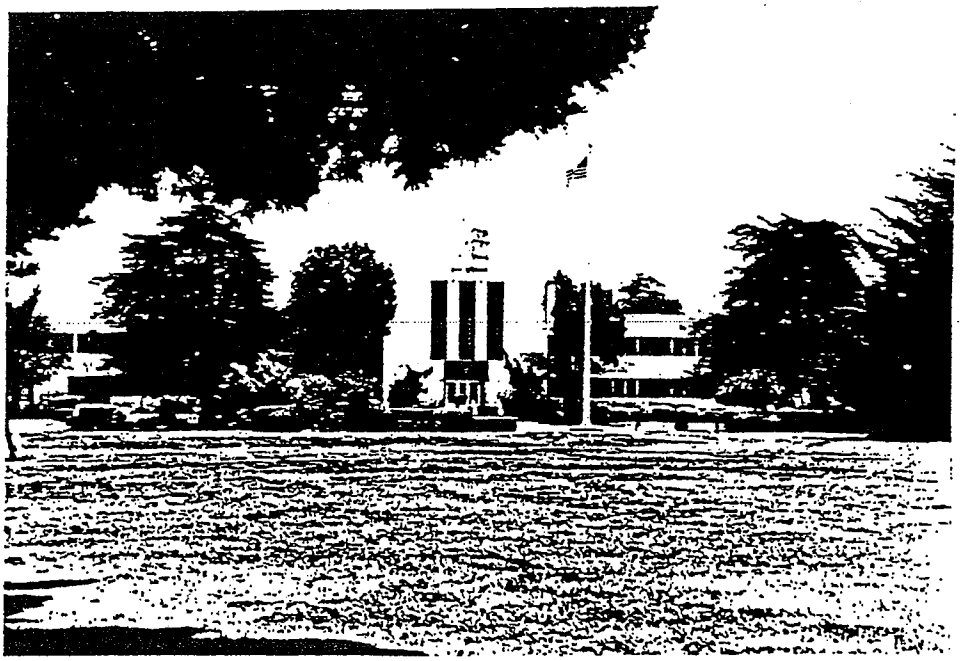
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Main Administration Building 1
3. Street: Ave. C, N side between Second and Third Sts. NAS Map L-23
City: Alameda **Zip:** 94501 **County:** Alameda **Code:** 001
4. UTM Zone: Oakland West, CA, A B C D
5. Quad Map No.: N3745-W12215/7.5 **Parcel No.:** none

DESCRIPTION

6. Property category: District. Number of documented resources: 85
7. Existing condition: a two-story, concrete building with a flat roof and an E plan. The main facade faces the quadrangle, a major landscaped open space that extends northward to the sentry gate. The entrance wing projects from the facade and has three doors with glazed sections that open onto a flight of concrete steps with three metal railings. A blue cloth canopy extends from the wall above the door. The wall above the entrance has three narrow, recessed sections that are blank at the tops and fenestrated with metal sash. The rest of the building, including the wings, has a blue-painted band of 5 scored lines that ties together the paired, metal framed windows divided into hopper sash with 5 lights. The blue band contrasts effectively with the otherwise white walls. The central rear wing has two stories with one-story blocks on each side; the side rear wings have one story. Entrances to the rear wings are raised on stepped concrete bases with metal railings which incorporate curved planters. Rounded, flat roofs are cantilevered above the recessed entrance doors which have inward curving architraves.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: U.S. Government
10. Type of Ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

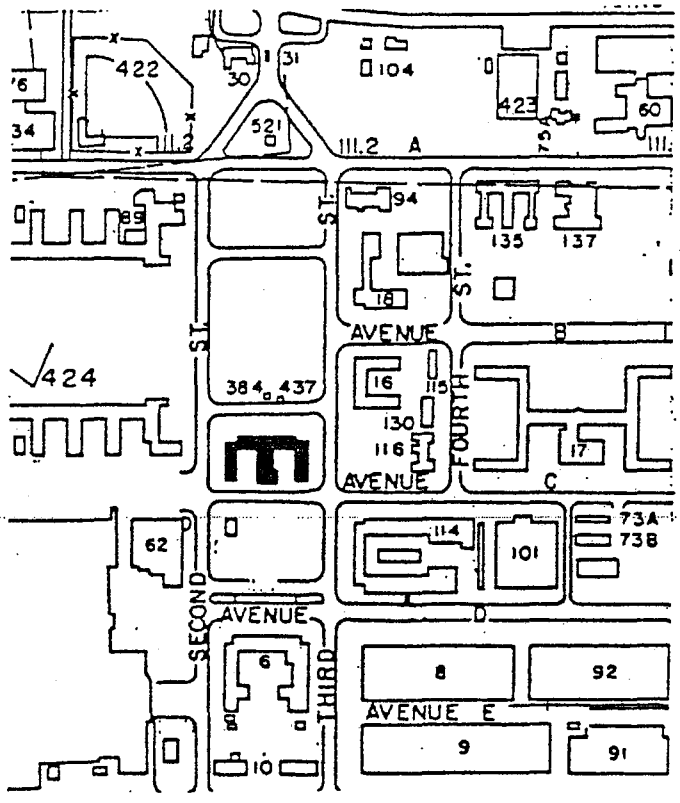
14. Construction date: 1940 Original location: same
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION:

18. Theme: The development of U.S. Navy bases in the San Francisco Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property: District Context formally developed: yes

19. Context: Building 1 is one of the most important contributors to the NAS Alameda Historic District under Criterion A because it was constructed in 1940 as the main administration building for the base. Under Criterion C, the building is representative of the simplified early Modern style in its cubistic form and lack of ornament. The integration of the surface detailing with the basic material of concrete, the treatment of the fenestration as a band around the building, and the design of entrance elements with curves are indentifying marks of the early Modern style.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

- Horizontal orientation with strong vertical emphasis in the entry pavilion (see Photograph 2).
- Horizontal concrete bands, or quoins.
- Curved planter boxes and concrete barriers at doorways.
- Curved concrete canopies.
- Five-light original doors (See Photograph 11).
- Some original two-over-two double-hung wooden windows and appropriate aluminum double-hung replacement windows.
- Stacked windows and cast-stone ornamentation at entry pavilion (see Photograph 24).

3.3. Character-Defining Elements of Buildings 2, 3, and 4 (also Building 63 and 193)

Buildings 2, 3, and 4 are best considered as a single entity. The buildings are united structurally via a massive arcade, which runs nearly the length of Buildings 2 and 4 and across the front of Building 3. Buildings 65 and 193 are relatively minor appendages to Building 3. This group of buildings arguably includes the best that the NAS Alameda Historic District has to offer. Virtually all character-defining elements found within the Administrative Core generally may be seen on these buildings.

Among the key character-defining elements are:

- Strong horizontal orientation with vertical elements for emphasis. The key vertical elements include the stairwells at the eastern end of Buildings 2 and 4, and the tall columns at the facade of Building 3.
- Quoin-like features.
- Cast stone figures, including the Pegasus figures at Buildings 2 and 4 and the eagle figures at the entrance to Building 3.
- Many original two-over-two double-hung wooden sash on the second story of Building 2.
- Sympathetic aluminum two-over-two double-hung sash in Buildings 2 and 4.
- Steel sash in Building 3.
- Three-light wooden doors.
- Oval columns and long arcade.
- Concrete planters and seating area.

3.4 Character-Defining Elements of Building 16.

Building 16 is a large U-shaped, two-story, flat-roofed concrete building, located immediately east of the Administration Building. It is characteristic of the general horizontal orientation of the buildings in the Administrative Core. More than any other building in the district, however, it typifies the sweeping curved concrete surfaces of the Streamline Moderne style; as noted, it is the most pure example of Streamline Moderne within the historic district. Character-defining elements include:

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This form is an update to the previous recordation of Building 5 by Sally B. Woodbridge that was part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached), in which this building was previously identified as a non-contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP). The re-evaluation contained herein concludes that it is eligible for listing in the NRHP as a contributor to the historic district. Its NRHP status code is 3D.

P1. Other Identifier: Assembly & Repair

P2 e. Other Locational Data: 2401 Lexington Street on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Woodbridge provided a general description of this building, but a more detailed analysis is necessary to understand the evolution of Building 5 and its important features. The building encompasses 910,382 square feet and is composed of two rectangular elements with the northern rectangle slightly wider and shorter than the southern. The southern component was constructed in phases between 1941 and 1943. The northern component is known as Building 5A, or the "Interim Overhaul Building," and was constructed in 1945 (See **Diagram**). Each portion was constructed with different materials and techniques, and each will be discussed separately below (**Sketch Map** and **Photograph 1**).

The northern component, Building 5A, can also be divided into two parts: the Interim Overhaul area and the Mezzanine. The Interim Overhaul area includes the majority of this component of the building, with the Mezzanine running along the southern edge. The Interim Overhaul area follows the hangar form found throughout the station, modifying detailing, materials and windows to reflect wartime exigencies. The interior of the Interim Overhaul area is open creating a grand interior space. It is built on a tall concrete foundation and has interior metal framing. A secondary wooden frame connects the exterior sheathing panels to the metal frame. The overall appearance matches the smooth finishes of the other buildings on the station. Front gable roofs clad in rolled composition roofing cover this part of the building. The Interim Overhaul area has three large sliding hangar doors on the north side and one each on the east and west sides (**Photographs 2 and 3**). These hangar doors have full-height side pylons and a shallow shed roof clad in composite shingles between the pylons. The north doors have a pediment above them while the side doors have a flat parapet **(Photograph 4)**. The doors are divided into eight solid panels each, four retracting into each pylon. In the center of each door panel is a rectangular section covered with translucent corrugated fiberglass. The outermost door panels have inset personnel doors. Pairs of personnel doors are set in the southernmost panel of the hangar doors, located on the east and west side of the building. On the north side, the hangar doors are separated by smooth solid wall sections. In the center of each wall is a pair of wide wood personnel doors with nine lights above a solid panel, similar to those found on station shop buildings. Near the hangar doors are single personnel doors of varying types. A small shed roof addition has been placed between the eastern and center hangar doors, just west of center. This addition has stucco walls and a corrugated metal roof. The east and west sides of the addition have pairs of metal personnel doors and louvered vents. On the east and west sides of the Interim Overhaul area between the north corner and the side hangar doors are two story rectangular wings with a central third story along the edge of the building. These wings are part of the building's original construction. The third story is narrower than the lower stories and has large louvered vents along the sides. Exterior metal stairs lead from the southern corner of the wings to ground level at the south end. Irregular groupings of three by five industrial sash windows with textured glass run along the east and west sides of the first and second floors. These windows appear to be late twentieth century replacements. Other window openings appear to have been filled in, and sections of glazing replaced with vent stacks and pipes. In the center of each side is a single recessed door with four lights above a louvered vent. Pairs of solid metal doors are recessed south of center. Each side also has boarded-up or removed doors. The east wing has a small metal stand at a second floor window with a metal rail.

The Mezzanine area is a narrow band between the southern and northern components of Building 5. It is constructed of smooth concrete with a flat roof with parapet. A portion of the Mezzanine is tucked behind the pylon associated with the east and west side doors of the Interim Overhaul area. Both the east and west ends of the Mezzanine have four evenly spaced windows. The windows on the east end are one-over-one metal frame and the rest are three-by-

four light industrial sash windows. The main personnel entrance for Building 5 is located on the east end of the Mezzanine (**Photographs 5** and **6**). There are traces of two cantilevered roofs over the entrance remaining, but the entry is no longer protected. Double glass doors with a transom are located in the northern and southern portion of the east wall. The west side of the Mezzanine has a pair of metal doors. Between the Mezzanine and the southern half of Building 5 is a narrow enclosed corridor just over one story tall. This corridor has overhead doors at each end.

The southern part of Building 5 is composed of several sections. In the northwest corner is a wooden section constructed in 1943, known as the Northwest Extension. The southwest corner was constructed in 1941 and is labeled Door 12 on the west and Door 11 on the south. The northeast corner was constructed in 1943 and is known as the Northeast Extension. The southeast corner was constructed in 1942 and includes Door 5 and the wooden shop area. The remaining portion of the building, consisting of two hangar type sliding doors (Door 10 and Entrance Zone 2) and two wall sections on the south, and the centrally located hangar type sliding door on the east (Door 7), are a part of the building's original construction in 1940. Only the west end of the Northwest Extension is visible (**Photograph 7**). It is clad in horizontal flush mounted wood to create a smooth surface. Two rows of windows run along the façade. The upper row of windows is five sets of 16, 20, and 16 light industrial sash windows. The lower level has five groupings of 28, 35, and 28 light industrial sash windows. All of these appear to be replacement sash and glazing set in wooden openings. A door with external metal fire escape interrupts the northern grouping of windows on the second floor. A personnel door interrupts the first floor windows north of center. The flat roof has four metal trapezoidal clerestories running north-south. These have both industrial windows and translucent corrugated panels on the east and west sides.

The southwest addition built in 1941 has a hangar type sliding door on the west labeled Door 12, a second hangar type sliding door on the south labeled Door 11, and a windowed shop area between Door 11 and the original portion of the building. The southwest addition is constructed on a concrete foundation with stucco siding. The southwest corner of the addition, including Door 11, has standard hangar construction (**Photograph 8**). The flat roof has a rectangular gable roof clerestory in the center. The south side of Door 11 has identical flanking pylons as on other parts of the building with a shallow awning roof above the door and false pediment with decorative band. The door is made up of eight panels. Each door panel has 20 sets of 16 light windows above a solid bottom. A pair of tall doors is set in one of the center door panels; the other center door panel has a single personnel door. On the west side are two rows of industrial sash windows. The lower row is interrupted by two pairs of personnel doors with concrete surrounds. Because the section that connects this hangar construction with the original construction on the east is lower, the upper row of windows is visible on the east side. Door 12 on the west side is north of the hangar construction (**Photograph 9**). It includes a shorter hangar type sliding door without side pylons. The eight door panels have two 9 light and two 15 light windows. One personnel door is set into one of the door panels. Above the hangar door are lights set into the wall and covered glass domes. The roof is flat with a parapet and sawtooth clerestories.

The building's original section has two hangar type sliding doors on the south with separating wall sections **(Photograph 10)**. A third sliding hangar door is located on the east side and labeled Door 7. This element of Building 5 has a concrete foundation and is clad in smooth stucco. The two south side hangar doors have a false pediment, decorative band above the hangar doors and shallow shed roof over the doors. In the center of each roof section is a gable roof rectangular clerestory. The hangar doors are made up of eight panels, each panel containing 12 light windows. Some of the windows in the eastern hangar door have been replaced with louvered vents. A pair of tall metal doors with a suspended flat corrugated roof is installed right of center on the two hangar doors. Two additional small personnel doors are set into the door panels to the left. Between the two hangar doors is a wall panel which has been rebuilt since the removal of a southern 1943 addition **(Photograph 11)**. This wall section has smooth tilt up panels with a ribbon of 9 and 12 light windows high on the wall and two large overhead doors with inset personnel doors. East of the eastern hangar door (Entrance Zone 2) is a second wall section clad in stucco with a large section of 9 and 12 light windows set into the wall. The windows on the east half have been replaced by horizontal grooved fiberglass sheets and a large overhead door. An external metal stair that accesses three levels is centrally located on the wall section. The ground level doors are tall and have an overhead hoist rail above them.

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Centrally located on the east side of the building is Door 7, the only part of the original construction visible on that side (**Photograph 12**). Door 7 is a short hangar type sliding door composed of six door panels and flanked by pylons. The door track is protected by a shallow shed roof clad in seamed metal and topped by a false pediment. The hangar door panels each have a row of two 9 light windows sets on each side of a 12 light window. On the lower portion of the door the panels are solid and the upper windows have been painted. Small personnel doors are cut into the door panels. Topping this element of Building 5 is a flat roof with two large sawtooth clerestories. A small portion of the north wall of the original building adjoining the Mezzanine is visible to the east. It consists of two rows of industrial windows running the length of the building. The upper row is four lights high and the lower row is seven lights high. Stucco bands run above, below and between the ribbons of windows. The northern side has a parapeted flat roof with sawtooth clerestories.

The Northeast Extension is north of Door 7 and it is clad in flush horizontal wood siding creating a smooth finish (**Photograph 13**). Two rows of industrial windows run across the north and east sides. The upper windows are four lights high and the lower windows are 7 lights. Unlike the north side of this element of the building, the eastern windows are grouped with narrow intervening wall space. A large overhead door is in place of some of the lower level windows on the east side. An exterior metal stair is centrally located and leads to a second level metal door. In the northeast corner is a three level tower with no fenestration with a two part overhead door located on the east side; a pair of personnel doors is just to the south of the overhead door. The roof of this element of the building is flat with a square gable roofed clerestory in the center and surrounding parapet.

The Southeast Extension fills the final corner of the original building and extends past the southern wall. This extension is clad in horizontal flush boards to continue the building's smooth surface (**Photograph 14**). The northern portion of the extension is slightly taller than the southern portion. The first floor along the south end is constructed of concrete. Windows are irregularly spaced on two levels. The northern portion has replacement industrial sash windows and the southern portion has replacement metal frame sliding windows. Equipment is mounted outside the east wall further disrupting the elevation. There is a large overhead door and two sliding doors at ground level. An exterior metal stair leads to a pair of recessed doors on the second level. Along the south end replacement industrial sash windows are placed in the first level and sliding windows on the second level. Remnants of plywood awnings are visible on these upper windows. Another exterior stair provides access to a door on the second level. A pair of tall personnel doors is centrally located at ground level. Two additional pairs are located on the west side.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

P5a. Photographs: See Continuation Sheets.

***P8. Recorded by:** (Name, affiliation, and address) Cheryl Brookshear and Scott Miltenberger, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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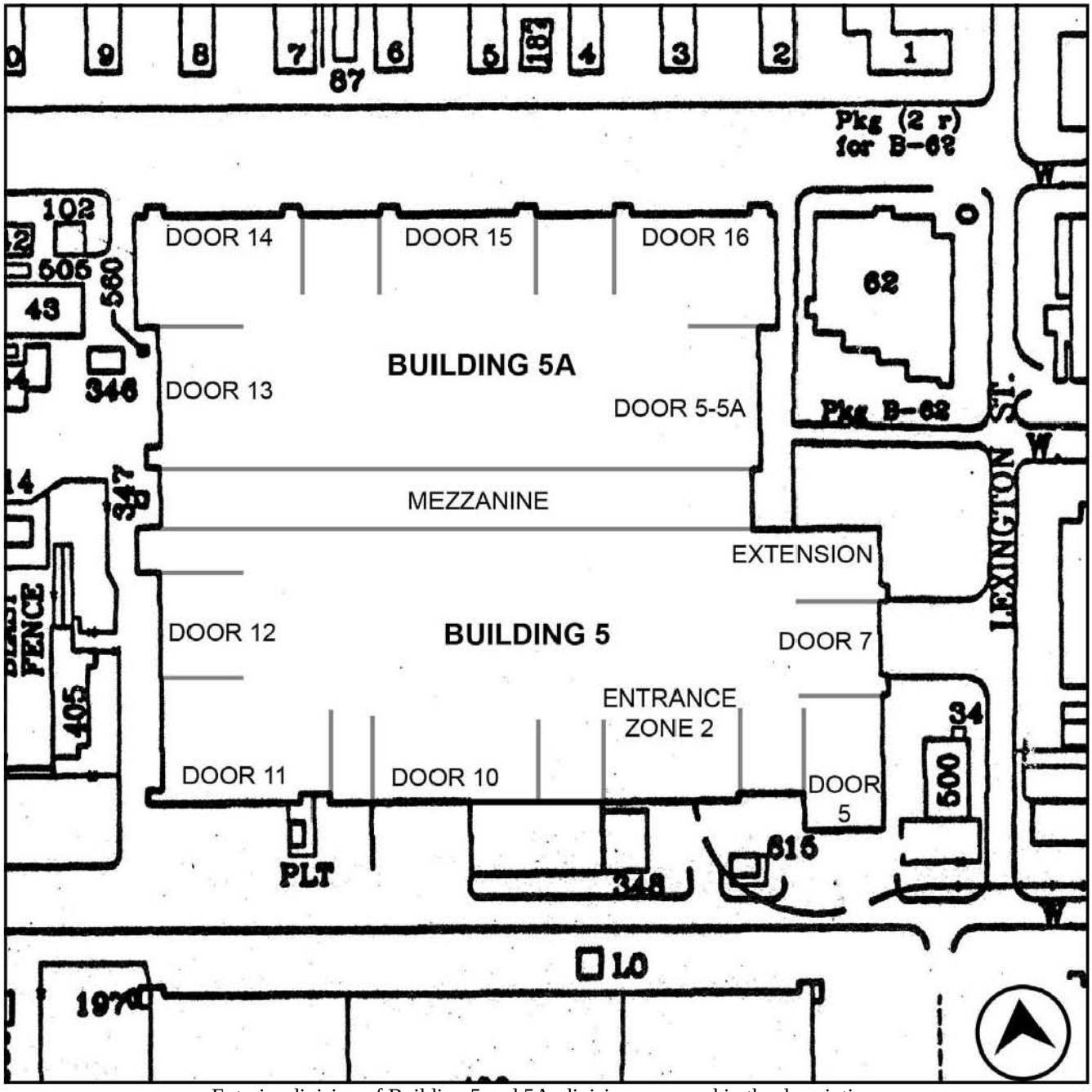
Sketch Map:



Exterior division of Building 5 and 5A, divisions are used in the description.

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P5a. Photographs (cont.):

Photograph 1: Southwest corner of Building 5, camera facing northeast, June 9, 2010. Left foreground includes Building 405.

Photograph 2: North side of Building 5 showing three hangar type doors (from left to right Door 16, Door 15 and Door 14), camera facing southeast, September 29, 2009.

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Photograph 3: North side of Building 5 showing three hangar type doors (from left to right Door 16, Door 15 and Door 14), camera facing southwest, September 29, 2009.

Photograph 4: Door 13 on the west side showing flat parapet of the side doors of the Interim Overhaul area, camera facing southeast, September 29, 2009.

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Photograph 5: East side of Building 5, left to right- Northeast Extension, Mezzanine, Door 5A camera facing west, June 9, 2010.

Photograph 6: Detail view east end of the Mezzanine, former main entrance was at the lower right, camera facing west, October 1, 2009.

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Photograph 7: Northwest extension center, Building 347 to the left, camera facing northeast, September 29, 2009.

Photograph 8: Door 11 and adjoining shop area at southwest corner of Building 5, camera facing northwest, October 1, 2009.

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Photograph 9: Door 12 and west side of Door 11, camera facing southeast, September 29, 2009.

Photograph 10: South side of Building 5 (Door 10), camera facing northeast, October 1, 2009.

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Photograph 11: Area between Door 10 and Entrance Zone 2, rebuilt after removal of 1943 addition, camera facing north, September 29, 2009.

Photograph 12: Door 7 on east side of Building 5, camera facing northwest, October 1, 2009.

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Photograph 13: Northeast Extension, camera facing southwest, October 1, 2009.

Photograph 14: Southeast corner Building 5, camera facing northwest, October 1, 2009.

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B10. Significance:

This update form was prepared to provide additional information about Building 5, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

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 during the mid to late 1930s. While construction was authorized in 1937, the station was incorporated into the Hepburn Board's 1938 recommendations to establish six major naval air stations across the country. NAS Alameda, along with NAS Jacksonville (Florida) and NAS Quonset Point (Rhode Island) were completely new stations recommended for construction under this program. The layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings, however, plans were altered and adapted for local conditions. As a result, NAS Alameda has a more formal plan and different architectural character, both of which have been retained, than any of the other stations recommended by the Hepburn Report. [2]

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 industrial facilities like Assembly & Repair (A&R), piers, seaplane functions, landplane services, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The placement of Building 5, housing a key function of the station, near both sea and landplane hangars, storage, and other shops expresses the functionality of the station plan. 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

[1] Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; 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; 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; 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] 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.

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.[3] The planning and architecture on NAS Alameda demonstrate trends which BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period. 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. Often buildings designed in the new style(s) of the period, including Art Deco, Moderne and International Style, 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 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 was 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.[4]

Important to the master planning was consideration of future expansion, which led some areas to be left undefined in initial plans for station, and buffer zones for expansion to be left around key buildings like Building 5.[5] Many of the original buildings were constructed in increments, with planned expansions shown on early station plans. The original A&R facility (Building 5) was planned for incremental construction, and then expanded beyond the original plans.[6]

The Navy constructed Building 5, the Assembly and Repair Shop, in phases between 1940 and 1945 (see **Diagram** and **Photographs 15-18**). Construction began on the southern half in 1940 as part of the original station plan. The following year an extension was made on the southwest side, followed by a southeast extension in 1942, and extensions to the northwest and northeast of the southern half in 1943. The northern half of Building 5, known as Building 5A or the Interim Overhaul Building, was constructed in 1945 (**Photograph 12**). Much of the original structure was steel framed, yet many of the wartime additions were wood framed.[7] The northern half, Building 5A,

[3] 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.

[4] 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.

[5] 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, "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.

[6] Bureau of yards and Docks, "US Naval Air Station Alameda Administration Building, 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.

[7] 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; Bureau of Yards and Docks, US Naval Air Station Alameda, "Extension to Assembly and Repair Shop Ground Floor Plan," Yards and Docks #148900, October 1940, Drawer 43, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop South Extension, Ground Fl, Roof and Plat Plan," Yards and Docks #255511, April 1943,

incorporated a light wall enclosure structure, referred to as "Thermax," which reduced the size of foundation needed for the large building.[8]

Diagram: Showing the development of Building 5 and 5A. Construction dates for each section is given.

Between 1940 and 1945, the period of significance for Building 5/5A, the building grew to its current size. See Table 1. In 1940 the original building consisted of a rectangle with central extended entry on the east side. This portion is visible as Entry Zone 1, Door 10 and Door 7 **(Photograph 15)**. These three doors were constructed with the same types of hangar doors found on the station's hangars. Entrance Zone 2 and Door 10 led to large hangar-like spaces,

Drawer 43, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop Northeast Extension Elevations & Sections," Yards and Docks #255525, April 1943, Drawer 46, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop Northwest Extension Ground Floor Plan," Yards and Docks #255496, March 1943, Drawer 46, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Assembly & Repair Buildings, NAS, Alameda, September 1, 1945, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Bureau of Yards and Docks, Naval Air Station Alameda, "Interim Overhaul Building Location and Ground Floor Plans Door Schedule" Yards and Docks #291657, December 1945, Drawer 47, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Department of the Navy, "Fire Protection System for O&R Buildings," 1 Sept 1954, California-Alameda-Pictures, maps, Justifications, RG 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC Port Hueneme.

[8] Oswaldo A. de la Rosa, AIA, Assistant Head Architect, Bureau of Yards & Docks, "Industrial Architecture," Civil Engineering Corps Bulletin, Vol. 5, No. 55, June 1951, 156.

including the high ceilings and open space spanned with truss systems. These areas mimicked the other hangars on base built following standardized hangar plans. [9]

From the beginning, planners anticipated additions to this building to the west and the Navy designed the first in 1940 (**Photograph 16**), using the same methods of the original 1940 building.[10] Located to the west of the original building it included another hangar like area (Door 11) and surrounding shops. The observable difference from the 1940 construction was a taller hangar bay.

The next four additions occurred in quick succession between 1942 and 1943 (**Photograph 17**). Located in the southeast corner, the first of these additions was an addition to the metal shop. Unlike the previous additions this one did not use hangar construction techniques. The area was divided into several smaller shop areas, and was renovated in 1977. In 1943 the Navy made three additions to Building 5. The south addition, now removed, had hangar-like construction and provided cleaning for aircraft arriving for service. At the height of the war building materials were limited and the northwest (north of Door 12) and northeast (Extension) extensions lacked the architectural and material sophistication of the earlier portions of the building. These areas were constructed of wood and had roof heights and skylights that do not follow the pattern established in the rest of the building. While former exterior walls separated these areas from other areas the additions themselves had few interior walls.[11]

Continued growth in naval aviation required a near doubling of the space in 1945 and construction of the Interim Engine Overhaul Building, Building 5A, on the north of the building (**Photograph 18**). This addition included Doors 13-16 and Door 5-5A a, the Mezzanine, and single story shop space on the east and west sides. This cohesively planned addition used hangar doors and large truss systems to create a characteristic open floor plan capable of a variety of uses. Between the new open area and the previous construction was the mezzanine containing offices and small shop spaces.[12]

[9] Assembly & Repair Department, NAS, Alameda January 1, 1941, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[10] Assembly & Repair Department, NAS Alameda June 1, 1942, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Bureau of Yards and Docks, US Naval Air Station Alameda, "Extension to Assembly and Repair Shop Ground Floor Plan," Yards and Docks #148900, October 1940, Drawer 43, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

[11] Assembly & Repair Department, NAS Alameda, January 1, 1944, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop South Extension, Ground Fl, Roof and Plat Plan," Yards and Docks #255511, April 1943, Drawer 43, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop Northeast Extension Elevations & Sections," Yards and Docks #255525, April 1943, Drawer 46, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop Northwest Extension Ground Floor Plan," Yards and Docks #255496, March 1943, Drawer 46, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

[12] Assembly & Repair Buildings, NAS, Alameda, September 1, 1945, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Bureau of Yards and Docks, Naval Air Station Alameda, "Interim Overhaul Building Location and Ground Floor Plans Door Schedule" Yards and Docks #291657, December 1945, Drawer 47, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

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Table 1. Period of Significance Construction

Year	Building Portion
1940	Original Construction – core of Building 5
1941	West side addition
1942	Metal Shop Extension – Southeast corner
1943	Northwest Extension
1943	Northeast Extension
1943	South Extension/ Cleaning Shop
1945	Interim Engine Overhaul – Building 5A

Photograph 15: Building 5 original construction before construction of the Southwest Extension began, January 1, 1941. (Black outline is on original photograph.)[13]

[13] Assembly & Repair Buildings, NAS, Alameda, January 1, 1941, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

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Photograph 16: Building 5 with Southwest Extension, June 1, 1942. (Black outline is on original photograph.)[14]

Photograph 17: Appearance of Building 5 in 1944 following four additions, January 1, 1944. (Black outline is on original photograph.)[15]

[14] Assembly & Repair Buildings, NAS, Alameda, June 1, 1942, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[15] Assembly & Repair Buildings, NAS, Alameda, January 1, 1944, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco)

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Photograph 18: Building 5 and 5A (labeled as #1 on original photo reference), September 1, 1945.[16]

Throughout the war, one of the station's essential missions was to repair and maintain aircraft. The Assembly & Repair (A&R) Department experienced the most growth of any station department during the war. Organized to assemble planes which arrived from manufacturers in parts, and repair damaged planes, the department became organizationally more complex, dividing into nine divisions (Aircraft Overhaul, Engine Overhaul, Accessories, Metal and Machines, Radio-Radar, Engineering, Planning, Maintenance, and Personnel) located in Building 5 and in several adjacent buildings.

Building 5 began as the Assembly and Repair Shop that had a variety of responsibilities, including assembly, emergency repair, machine shops, modification areas, small and large surface shops, and paint shops in addition to many smaller services.[17] Building 5 would receive aircraft in need of repair or regular maintenance in which the body of the aircraft would be pulled into the main hangar and disassembled for cleaning and repair in the smaller shops located within Building 5.[18] For example, the Metal-Machine Division originally comprised the east side of the building, in which they manufactured, repaired and fabricated various parts, fittings, and equipment required for aircraft assembly and more.[19] Repaired aircraft and, early in the war, aircraft arriving from manufacturers would be reassembled and sent into action. Over the four years of American involvement in the war, department personnel assembled, modified, overhauled, and shipped more than 24,000 aircraft, an average of approximately seventeen per day. A&R's work included not only aircraft assembly and repair, but also life raft and parachute repair, and custom manufacturing of parts. Naval personnel and station employees tested new materials and processes, including welding

[16] US Navy, *History of Assembly and Repair Dept*, RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[17] US Navy, "Assembly and Repair Department, Naval Air Station, Alameda, California", 1940-1945 photobook, National Archives and Records Administration, Pacific Region, (San Francisco).
[18] Gordon B. Ashmead, "Naval Air Station Alameda," reprinted from Western Machinery and Steel World (September 1946), Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[19] "Known Your Station- Metal and Machine Division A&R Dept. Chapter XIII," *The Carrier*, 2 June 1944.

Plexiglas, and pioneered new techniques, such as aircraft preservation.[20] The demands of World War II resulted in the numerous additions to the original building between 1940 and 1945 and which are seen today. The Interim Overhaul Building (Building 5A) doubled the workspace for the Assembly and Repair Department and established new divisions for ordnance in addition to expanding the assembly floor.[21] The lists of services, in addition to aircraft maintenance, included overhauling power plant components, repairing and manufacture rubber and plastic parts, calibrating measuring devices, and fabricating metal parts.[22]

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as the Overhaul & Repair (O&R) Department and assigned it additional types of engines and aircraft to maintain.[23] As the needs of the department developed further, O&R shifted from a total overhaul approach to reworking aircraft so they could return to the fleet in the shortest time possible.[24] O&R was later incorporated into a support department for the Naval Integrated Aeronautics Program, and in April 1967, the Naval Air Rework Facility (NARF) replaced the O&R Department as part of a larger administrative reorganization within the Navy.[25] This additional change did not affect the activities carried out in Building 5. NARF became the Naval Aviation Depot in 1987 and by 1992 the Naval Aviation Depot was the largest tenant on the station as well as the fifth largest employer in Alameda County and continued to carry out the same mission. This location became the sole site for repairs to T56 and TF34 aircraft in the nation.[26]

Changing methodologies for aircraft overhaul, and increasing sophistication in aeronautics required new types of shops and facilities within Building 5. Most of the building had open floor space; therefore many changes in usage were accomplished by relocation of equipment and not by building modifications. The number of interior walls is small compared to the overall footprint and the interior modifications to them had little impact on the building's overall integrity, particularly as expressed on the exterior of the building. Interior modifications included the remodeling of the lobby space into space for the Industrial Medical Division, which was expanded in May 1957, the addition of a "semi-clean" room for the overhaul of gyro rotors, and the Standards Laboratory for calibrating measuring devices.[27] Changes to the interior also included installation of a "curtain of air" that had limited success in preventing fumes from the building's paint facility wafting into the office area. During the late 1960s the NARF supervisors association and managers association sponsored improvements to the east side entry that included installation of a flagpole and trees in planters that lined a walkway. There was a plaque noting who donated the trees.

[20] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 4-5; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np.
[21] US Navy, *History of the Naval Air Station Alameda, 1 November 1940-31 December 1944*, Command History 1 of 25, 1 November 1940, Box 1 of 2, 5757-1b, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[22] "Overhaul-Repair Weathers Change," *Alameda Times-Star*, 25 October 1960.
[23] Allbrandt, *History*, 8.
[24] US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5)*, 1 November 1940 to 31 December 1958, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[25] "Prime Duties of O and R," Alameda Times-Star, 25 October 1960; Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269.
[26] US Navy, *Welcome to Alameda, 1992 Directory*, Box 2 of 2, 5757-1b, 3195G, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[27] History of Naval Air Station Alameda, 1 January 1951-30 June 1951, Part II- Documented Narrative, Command History 1 of 25, 1 November 1940, Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5), 1 November 1940 to 31 December 1958, Command History 6 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); "'Semi-Clean' Rom at NAS Defies Dust," 7/6/1968, Clipping File IV, Naval Air Station Jan.1968-July 28, 1970, Alameda Free Library, Alameda, California.

The flagpole, trees, and plaque have been removed (**Photograph 19**).[28] Other exterior modifications include partial reroofing of Building 5 in 1956 and the installation of corrugated plastic windows in 1963.[29] The southern extension, formerly used as a cleaning shop, was removed in late 1993 or early 1994 (**Photograph 20**). The cleaning shop had been used to strip aircraft parts of paint before those parts were placed in tanks filled with acids and other cleaners. This wing of Building 5 was demolished following completion of Building 25 on Taxiway-H, which was designated as the paint stripping shop, thus the cleaning shop at Building 5 was not longer needed. In addition, the cleaning shop required chemical clean up, which was conducted with the removal of the building.[30] Otherwise the Building 5 retains the footprint established with the addition of the Interim Overhaul Building in 1945.[31] When the building was last inventoried for naval real estate accounting in 2008, it was noted to retain distinct areas for various shops including corrosion control, metal and non-metal components shops, hydraulic components, pneumatic oxygen, weapons overhaul, ground equipment rework, and calibration, in addition to the large aircraft reworking area and the administration area located on the second floor.[32]

[28] Barbara Baack, former NAS Alameda civilian employee (1961-1989), oral interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 8, 2009; "NARF's New Flagpole Used," *Carrier*, August 8, 1969; Photographs of Building 5 east side main entrance, RG 181, 3195B-C, Boxes 20 and 21 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[29] US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5)*, 1 November 1940 to 31 December 1958, Command History 6 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region (San Francisco); US Navy, *Aviation Historical Summary, OPNAV Form 5750-2, U.S. Naval Air Station, Alameda, California*, 1 October 1962-31 March 1963, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[30] Doug Delong, email message to Christopher McMorris, June 23, 2010.

[31] Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985;" "1993- A-33_5009-2-1_9-30-1993;" "1994- 4926-50_12-23-1994."

[32] Building 5, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

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Photograph 19: Building 5 east side main entrance, late 1980s.[33]

Photograph 20: Demolition of former cleaning shop, ca. 1994, on south side Building 5.[34]

[33] 1980s photograph, RG 181, 3195B-C, Box 21 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[34] 1980s photograph, RG 181, 3195B-C, Box 21 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

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Evaluation

In terms of Building 5's place within the existing NAS Alameda Historic District, this evaluation concludes that it is a contributing resource because of its shared association with other contributors to that district's significance under Criterion A and under Criterion C, as discussed below.

The original district significance discussion stated:

> 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.
>
> …. 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.[35]

The buildings considered non-contributors were those within the district that were either built outside the period of significance (i.e., post 1945) or those built within the period of significance that had lost integrity through alteration. Building 5 was placed in the latter category because the phased design between 1941 and 1945 was misidentified as being the result of "multiple alterations and additions from the 1950s-1970s which infilled the spaces between the hangars and attached structures of different sizes to the existing buildings."[36] Woodbridge had limited access to files held by the Facilities Management Office. These files included limited alteration dates and little to no information regarding the nature of the alterations. Research undertaken for this project in building plans, contracts, and other sources show that the changes during the 1950s – 1970s were largely confined to interior alterations, with relatively few exterior changes to this massive, complex structure. Historic photographs and building plans show that the principal building segments, and large facades featuring large hangar doors and industrial design, were built during the historic district's period of significance and retain historic integrity to that period.

Building 5 is a contributor to the NAS Alameda Historic District, which is significant at the state level under NRHP Criterion A and NRHP Criterion C. The district 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 during the period of significance 1938-1945. Building 5 is significant for its association with the historic district's importance in naval air station development and the role NAS Alameda served during World War II. In addition to its historical significance, Building 5 also retains sufficient historic integrity to convey its significance to the historic district's period of significance.

Under Criterion A, Building 5 is a contributor to the NAS Alameda Historic District because of its important role within the station as the primary facility to assemble and repair aircraft and its 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 its important associations with the station's role in Pacific theater naval operations during World War II. NAS Alameda was one of the major naval air stations constructed in the years prior to World War II and the

[35] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 1-2, 11-12.
[36] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 12.

only one of the three built on the West Coast that was completely new construction. The Navy's detailed attention to construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet and the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period. 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. Building 5 crucial function and its successive expansions during the war illustrate and provide a direct link to NAS Alameda support of its central and vital role in the Pacific theater.

Under Criterion C, Building 5 is significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. NAS Alameda was 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. NAS Alameda's careful arrangement of spatial organization and buildings / structures, along with the integration of architecture and landscape, use of Moderne style architecture, and details of the station's architecture demonstrate the Navy's distinct efforts to provide a modern facility to increase efficiency and functionality in support of the growing importance of Navy aviation. Design and construction of Building 5, as a large assembly and repair facility, demonstrates the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period, and it shows the magnitude the Navy placed on the design to illustrate the modernity and importance of the naval aviation strategy for the Pacific Fleet. Refined details of the hangar-like design, architectural details in keeping with the station theme, and functional location further support the importance placed on the design. Building 5 shares character-defining features (discussed further below) with the hangars and shops on NAS Alameda. 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 functional design of Building 5 enabled the station to rapidly expand to serve and support this important wartime activity.

The historic district, and its contributors including Building 5, does not, however, have significance as the important work of a master as neither the designers at BuDocks 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.

Building 5 is significant as a contributor to the historic district 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.

Building 5 shares character-defining elements with hangar and shop facilities throughout NAS Alameda, as defined in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[37] These elements include smooth surfaces above a tall concrete base, prominent pylon-like door pockets, integrated into the structure, and rooftop clerestory monitors. The hangar doors are original to the building and a key feature. Divided into segments these are largely glazed across the upper portions, on the southern half of the building, and present a solid appearance on the northern half of the building (Building 5A). Other character-defining windows are the bands of steel industrial sash windows found throughout the building. The building incorporates few decorative items, but the copper horizontal banding and shed roofing above hangar doors, especially on the southern half of the building, are

[37] Stephen Mikesell, *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).

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** Sept. 30 and Oct. 1, 2009 ☐ **Continuation** ☒ **Update**

subtle character-defining features. Together these features visually connect this building to others within the historic district with similar character-defining features. No interior character-defining features were identified for Building 5.

The history of the station during the Cold War illustrates that neither the district, nor its contributing elements, nor any other components of former NAS Alameda, had direct or important associations with historically significant Cold War-era themes. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. Building 5 did not play an important role in the technological advancements that were historically significant during the Cold War, nor did it play a historically significant role in naval operations overseas; rather, Building 5, like NAS Alameda in general, performed functions in support of operations similar to those undertaken at other air stations and Naval facilities around the nation.[38] Building 5, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), or a historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). It played a valuable role in the operations of the station, but while it served this function on NAS Alameda during the Cold War era and serviced technologically sophisticated aircraft and weapons systems – it did not play a significant role in their research, design, testing and evaluation, functions that might have imbued it with significance.

***B14. Evaluator:** C. Brookshear; C. McMorris; R. Herbert

***Date of Evaluation:** January / June 2010

[38] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

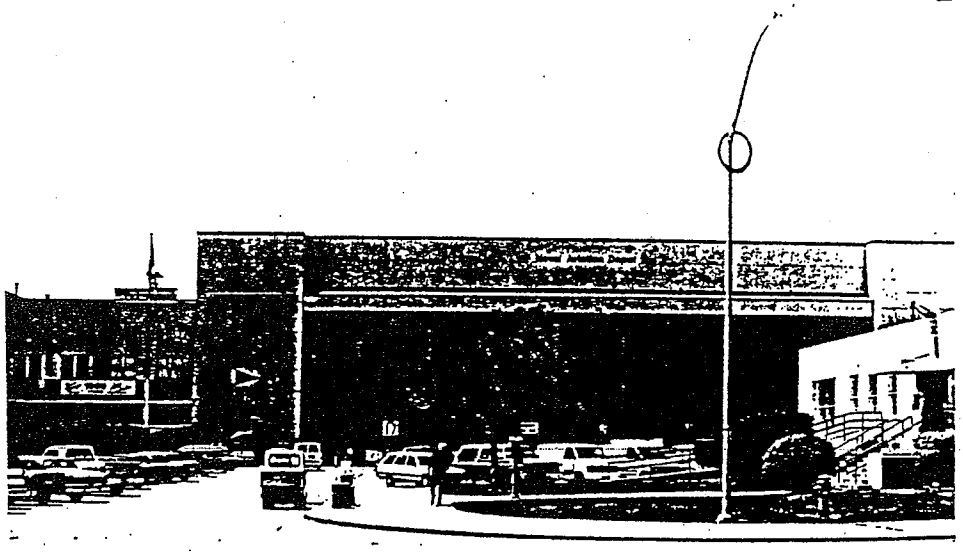
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

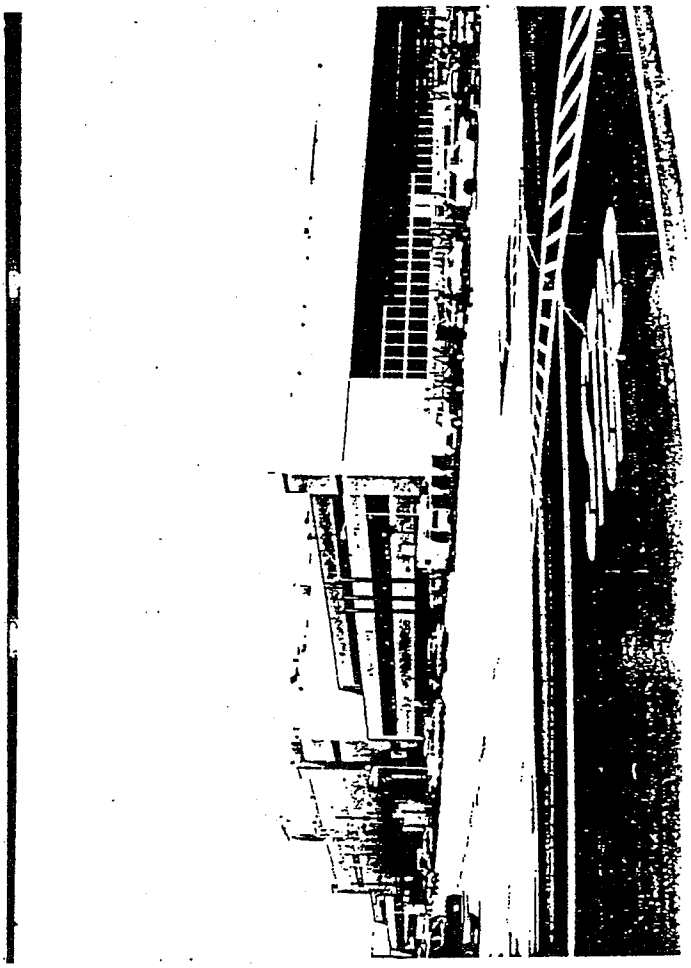
1. &2. Historic/Current name: Building 5, Metal Treatment facility.
3. Street: Avenue F, NAS Alameda. Map N-21 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

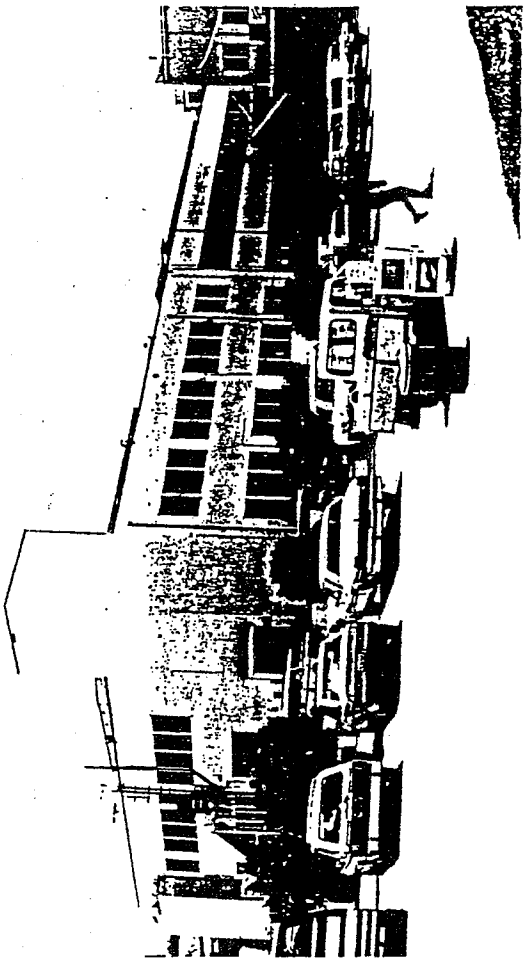
DESCRIPTION

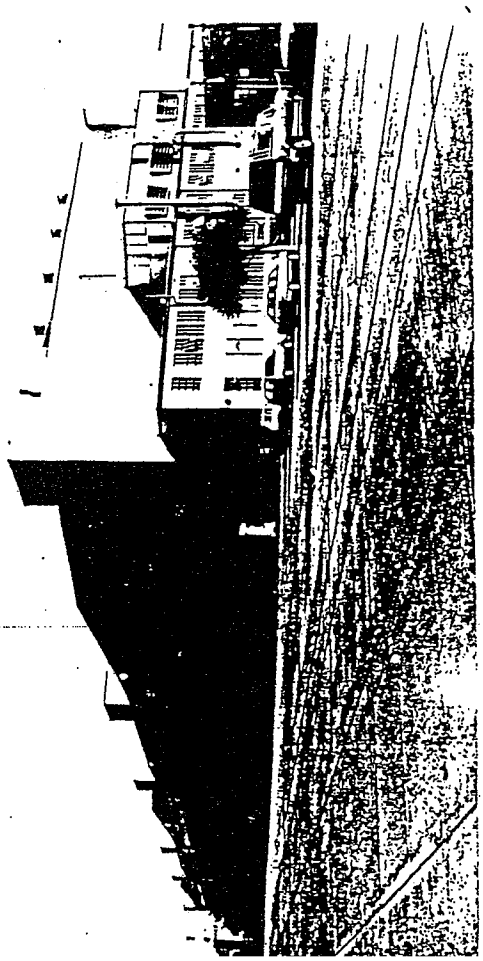
6. Property category: District Number of resources documented: 85
7. Existing condition: an assemblage of concrete buildings of varying heights and dimensions approximately 9302 ft. on the long side by 780 ft. wide by 63 ft. at the highest elevation. The complex includes several hangars; two on the S side retain their original features of sliding metal-framed doors with multiple glazed sections that rise to just below the roof parapet. Massive rectangular corner piers enframe the front elevation. Parapets conceal curved roofs supported by steel trusses. The N elevation is composed of the fronts of hangars which have sliding metal doors of a later design; the spaces between the hangars have been infilled with blank walls. The W elevation is a chaotic collection of utilitarian buildings of various sizes with different kinds of metal-sash windows. The E elevation is similarly composed and includes hangars of recent construction.

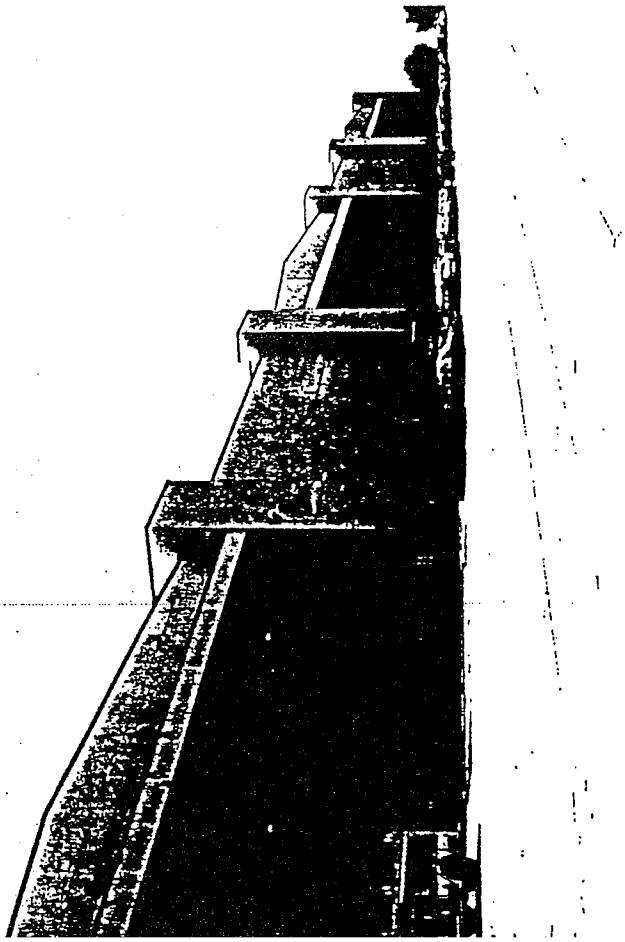
8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



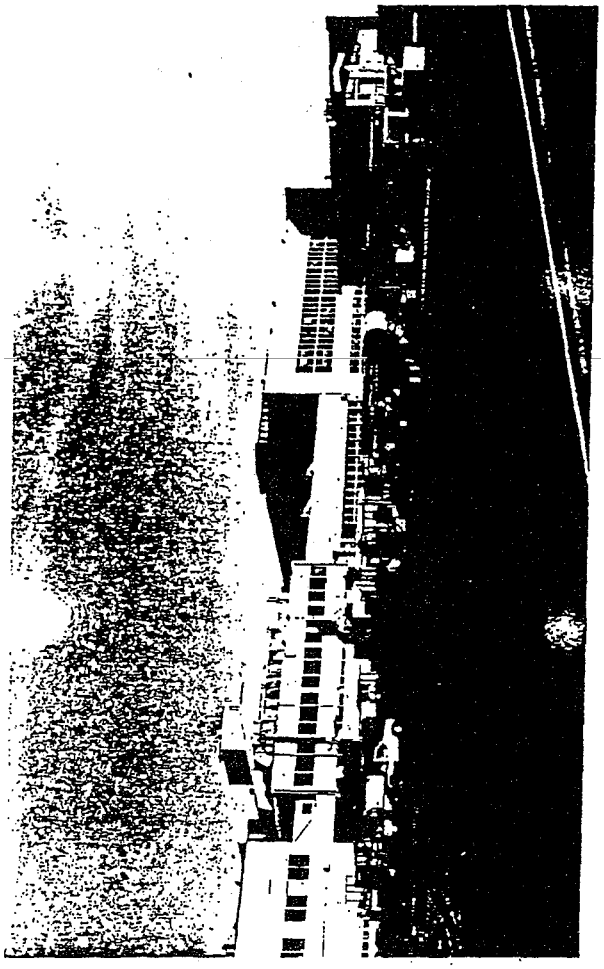


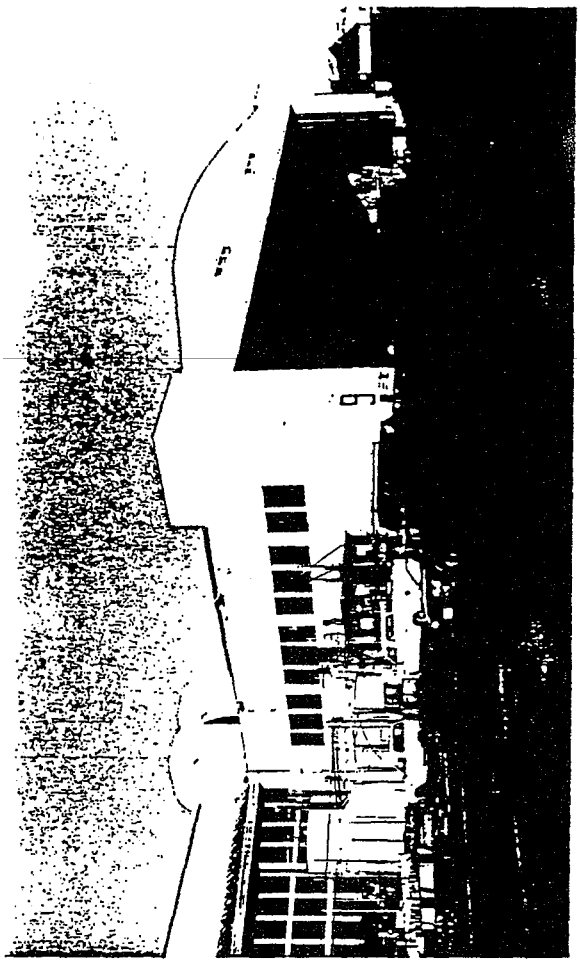


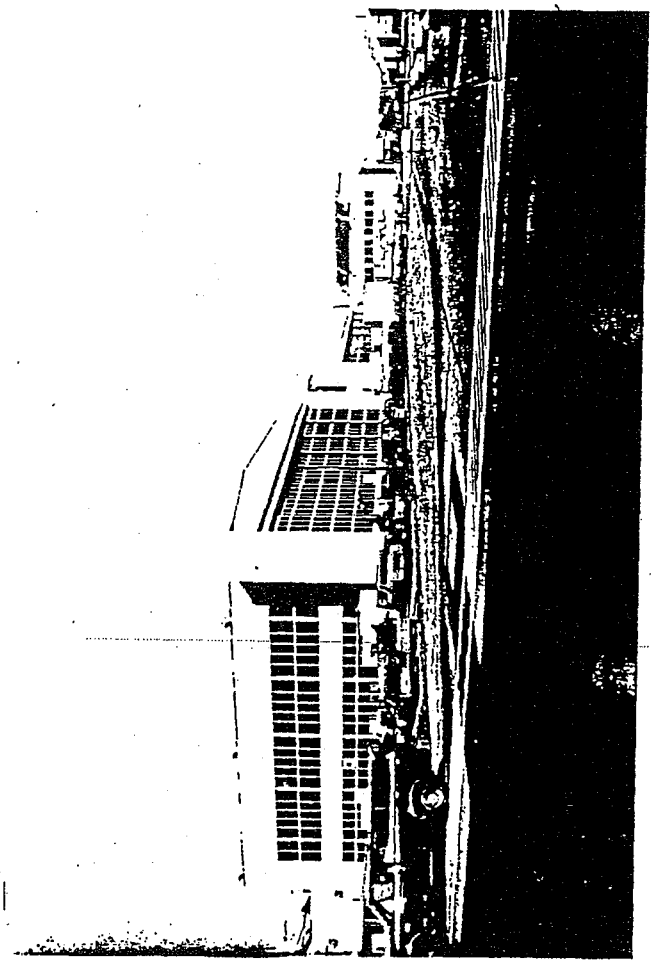


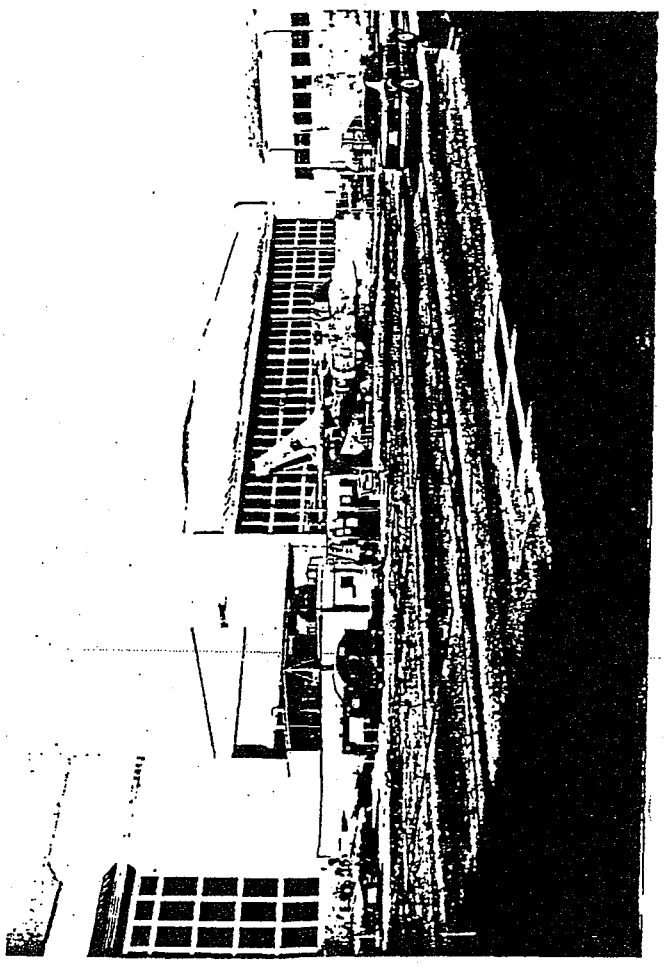


NAS ALAMEDA Building 5









NAS ALAMEDA Building 5

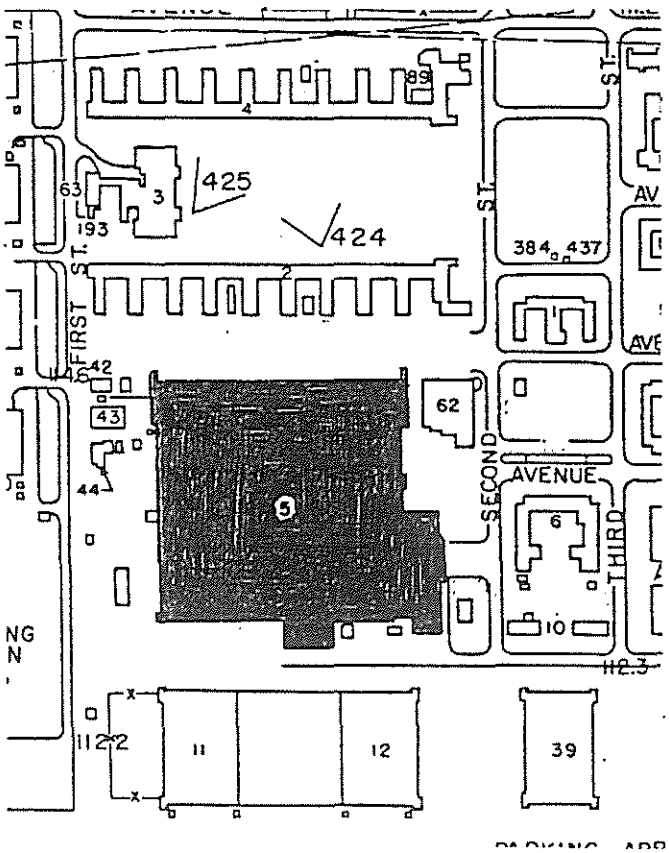
HISTORICAL INFORMATION

14. Construction date: 1940. Original location: yes
15. Alterations: multiple alterations and additions from the 1950s-1970s which infilled the spaces between the hangars and attached structures of different sizes to the existing buildings.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945. Property type: District Context formally developed: yes
19. Context: Building 5 is a compound of buildings used for maintenance and metal treatment of aircraft, etc. Because of the numerous additions and alterations that have been made over the decades, the structure has lost integrity and does not contribute to the NAS Naval Station Historic District.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St. Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

4. HANGARS AREA

4.1. Architectural Vocabulary of Buildings in the Hangars Area

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

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

4.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

Character-defining elements of Building 77 include:

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

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

4.3. Windows and Doors

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

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

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

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

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

The character-defining windows and doors in the Hangar Area include:
- Immense glazed segmental hangar doors.
- Steel industrial sash with awning-type openings.
- Steel personnel doors with transoms.

Design review considerations for these windows and doors include:

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

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

4.4. Features and Elements

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

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

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

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

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

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

Design review considerations are relatively few as well:

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

JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Public Works Transportation Shop Garage / Firehouse

P2 e. Other Locational Data: 950 West Ranger Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 6 is a one and two-story concrete building with an irregular U-shaped plan with parapet flat roofs enclosing 39,580 square feet. The north wing forms the base of the U and east and west wings extend southwards. The exterior of the building has a protruding water table. Five scored horizontal bands above that correspond to the tiers of the window sash; however, the two-story central section of the north wing lacks this detail **(Photograph 1)**.

The north wing has a two story central section. Fenestration on the north wing first floor includes seven groups of three-part fixed metal windows composed of a five-over-five window flanked by a pair of five-over-three windows (two of which have inset six light personnel doors), and four vehicular doors composed of a four-part five-over-three fixed window over a solid metal apron **(Photograph 1 and 2)**. The clipped corner at the east end has a pair of five-over-four fixed metal windows and a six light metal personnel door with concrete canopy in the southwest corner. The clipped corner at the west end has a five-over-three window with ducting in the top row. The centrally located two-story section on the north wing fenestration includes three sets of horizontal two-over-three fixed pane metal windows on the second floor, with a decorative concrete relief panels between them (Photograph 3). To the west of the second story section is a one-story flat roof clerestory addition with six pairs of two-over-three fixed metal windows and an exterior metal ladder leading to the second-story roof.

Fenestration on the west wing includes nine bays comprised of three solid corrugated metal overhead doors, two matching the window and metal apron style doors on the north wing, and four two-part overhead vehicular doors composed of six three-over-three windows over six two-over-three windows with a solid metal apron. Two of these doors have inset personnel doors **(Photograph 4)**.

The south side of the building opens up to an I-shaped courtyard. The south end of the west wing has a shed roof with two sets of three-over-five fixed pane windows flanking a four-over-five window **(Photograph 5, far left side)**. The west and east wings both have one-story and two-story projecting building into the courtyard area at the south ends of the wings, creating an L-shape. The west side L has four corrugated metal overhead doors and the east L has two corrugated metal overhead doors, a chain link fenced bay, and a two-part fixed pane and metal apron overhead vehicular door with inset personnel door **(Photograph 6)**.

A pair of three-part windows composed of five-over-four fixed pane metal windows are located on the west and east walls of the projecting structures facing each other **(Photograph 7)**.

Fenestration on the south side of the north wing includes four window groups of three-over-five fixed pane windows (three with metal personnel door or metal panel additions), a two-part overhead vehicular door, a fixed pane and metal apron style vehicular door, an open bay lacking a door, and a two pairs of five-over-two fixed windows **(Photograph 6)**. The central second story fenestration includes two, three-part, six-light, horizontal windows on the west side. The clerestory addition has six pairs of two-over-three fixed metal windows.

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Fenestration of the east wing includes eight bays comprised of three corrugated metal overhead doors, three two-part overhead doors with inset personnel doors matching those on the west wing, and two bays that are filled with concrete, and two pair of five-over-four fixed pane metal windows on the south end **(Photograph 8)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: North wing, camera facing southwest, October 8, 2009.

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Photograph 2: North wing, camera facing southeast, October 8, 2009.

Photograph 3: Relief detail second story of north wing, camera facing south, October 8, 2009.

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Photograph 4: West wing, camera facing southeast, October 8, 2009.

Photograph 5: Southwest side, camera facing northwest, October 8, 2009.

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Photograph 6: Southeast side, camera facing northeast, October 8, 2009.

Photograph 7: South side courtyard, camera facing north, October 8, 2009.

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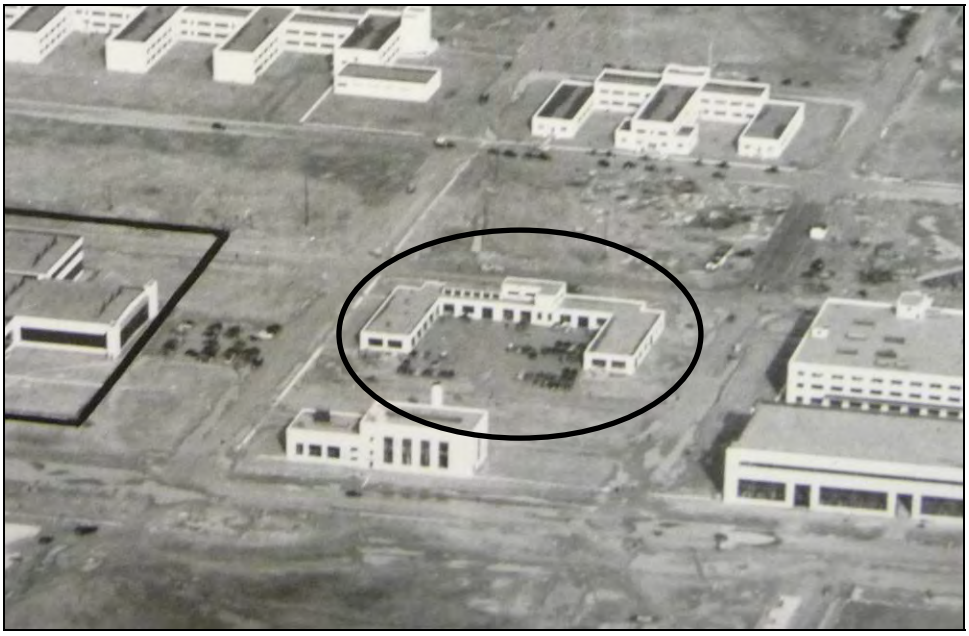
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

Photograph 8: East wing, camera facing northwest, October 8, 2009.



Photograph 9: Oblique aerial view of Building 6-Building 7, January 1, 1941.

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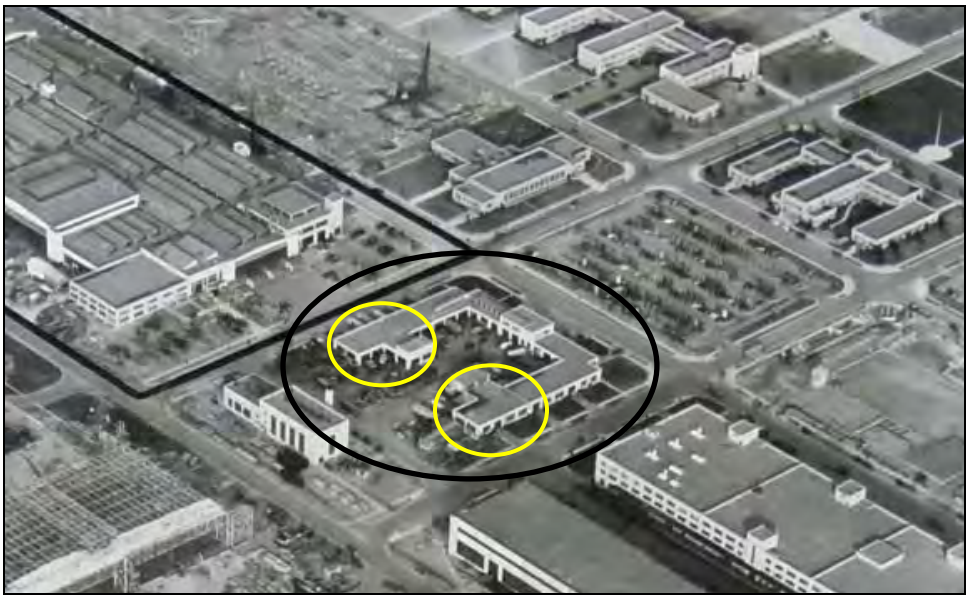

Photograph 10: Oblique aerial view of Building 6-Building 7, January 1, 1944. Additions built in 1941-1942 are circled in yellow.[1]

B10. Significance:

This update form was prepared to provide additional information about Building 6, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Peter Sartoria of San Francisco built Building 6 in 1940 during the initial development of NAS Alameda. The U-shaped building was originally constructed as one structure with two building numbers (Building 6 on the east and 7 on the west) and became solely Building 6 in 1960. Public Works shops and the transportation office occupied the area known as Building 6, while Building 7 was the garage and station firehouse. The garage was originally designed to accommodate 60 vehicles, but was already too small for the base's needs by 1944. The garage also had two parts storage rooms. The Public Works transportation department was in charge of maintenance and repair of all the

[1] Both Photographs 8 and 9 are details of aerial views included in: "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

"rolling stock" from trucks and cars, to cranes and other heavy equipment. Transportation detail, which was the movement men, materials, and supplies, was also a function that the department carried out within the building.[2]

Additions to the south ends of the east and west wings were added between 1941 and 1942 (**see Photographs 9 and 10**). In 1942 there was an extension to the sleeping quarters of the firehouse that was constructed by Johnson, Drake and Piper in the centrally located second story. Between 1944 and 1945 a shed roof was added off the south wall of the west wing and a flat roof addition at the northeast corner.[3] The east side of building originally had only three bays, with the original driveways visible on in the 1944 aerial view (**Photograph 10**), however, the middle bay is now filled in. Three bays on north side have been replaced with windows (**see Photographs 1 and 2**).

Evaluation

Building 6 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[4] The contributing elements of the district, including Building 6, each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[5] These are detailed on the attached sheets, and include smooth concrete surfaces, flat roof, horizontal orientation, remaining steel vehicular doors, steel sash windows, and incised concrete band between windows. While not listed in the 1997 "Guide," relief decoration like that between the second floor windows is recognized in other areas of the station and should be considered a character-defining feature. Although some original interior elements may remain, the building has undergone many interior renovations and none of the interior elements are considered character-defining.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[6] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the

[2] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 13: The Central Light Industrial Zone; Alameda Point, Alameda, California," January 2001; Shawn Moosekian, "Air Station Transportation Department is Doing a Stellar Job," *The Carrier*, 30 June 1944.

[3] "Contract Noy-4165, for Additional aviation facilities, Naval Air Station, Alameda, California," 12 February 1942, NOy 4165 folder 5 of 23, Box 26 NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme; United States Navy, Assembly and Repair Department photos, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

[4] Sally B. Woodbridge, Historic Architectural Resources Inventory for the Naval Air Station, Alameda, prepared for NAS Alameda (1992), 1; Stephen Mikesell, 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); Jones & Stokes, Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[5] Stephen Mikesell, *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).

[6] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Cold War period. Building 6, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although Building 6 does not have significance within the context of the Cold War era, this property remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

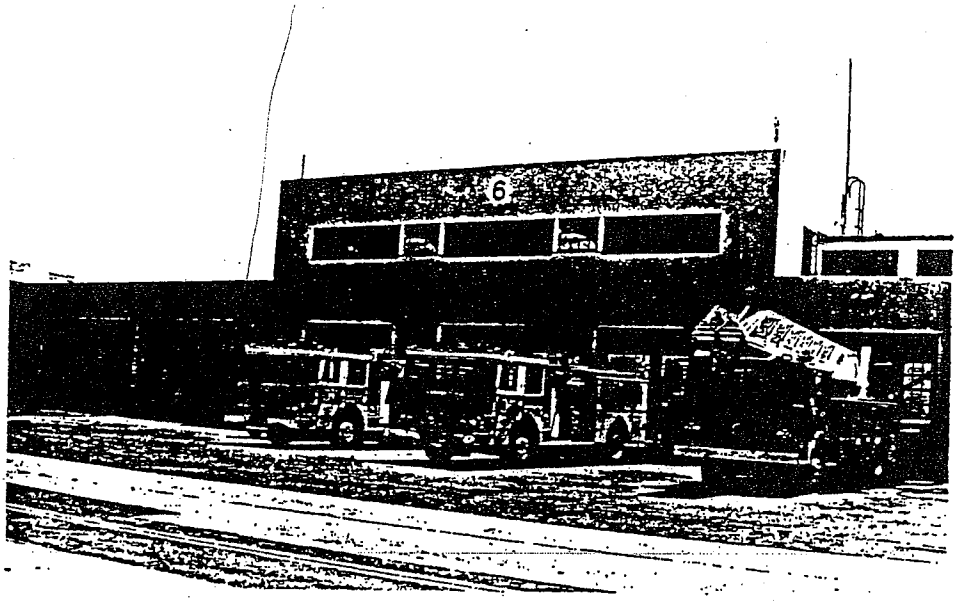
***B14. Evaluator:** M. Bunse; C. Brookshear

***Date of Evaluation:** December 2009

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1. & 2. Historic/Current name: Fire Station, Building 6
3. Street: Ave. D btwn. Second & Third Sts. **NAS Alameda Map** N-24
City: Alameda, 94501 County: Alameda Code: 001
4. UTM zone: Oakland West, CA
5. Quad map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION
6. Property category: District Number of documented resources: 85
7. Existing condition: a one- and two-story concrete building with parapeted, flat roofs and an irregular U plan. The central, two-story section of the building on Avenue D has 3 large metal doors for the fire trucks. The doors have 12 lights above a metal apron; the wings have doors and windows with metal mullions and metal 20-light sash. Between the windows and around the corners of the building wings the walls are scored with lines that correspond to the tiers of the window sash. The building has no other decorative detail. The buildings was altered in 1986, but the alterations have not destroyed its architectural integrity.

8. **Planning agency:** WESTNAVFACENGCOM
9. **Owner:** U.S. Government
10. **Type of ownership:** public
11. **Present use:** military base
12. **Zoning:** none
13. **Threats:** none



NAS ALAMEDA Building 6

HISTORIC INFORMATION

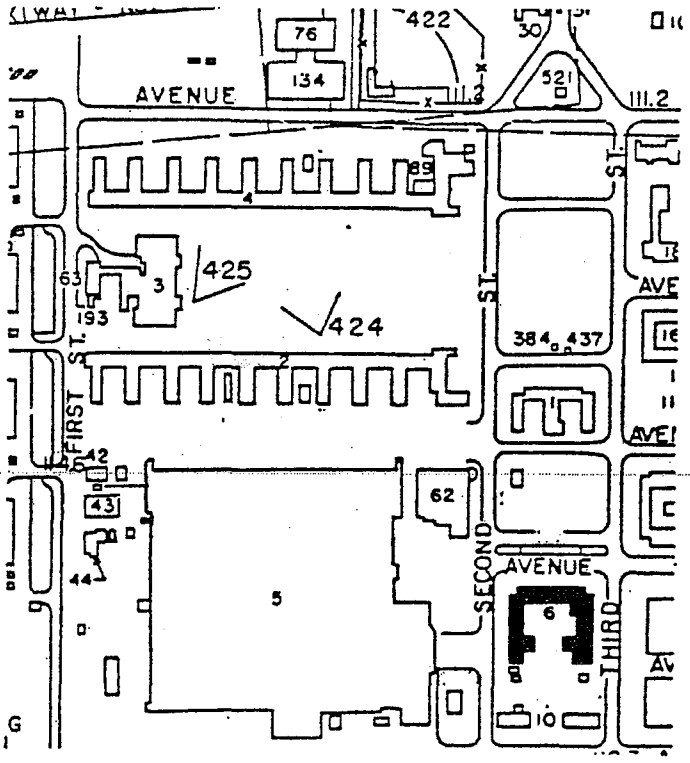
14. Construction date: 1940 Original location: yes
15. Alterations: Exterior alterations to openings and additions to rear in 1986.
Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases for World War II in the S.F. Bay Area Area: Naval Air Station, Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: The Fire Station, Building 6, contributes to the NAS Alameda Historic District under Criterion A because it was built in 1940 in the early period of mobilization for World War II. Under Criterion C, the building is significant because it is a permanent class structure in concrete and retains a high degree of integrity despite minor alterations carried out in 1986. Stylistically, the building exemplifies the simplified, early Modern style in its cubistic form and absence of decorative detail with the exception of lines scored on the walls that tie the openings together.

20. Sources: NAS Alameda records
21. Applicable National Register crieteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

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PRIMARY RECORD

Primary # P-01-011140
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 7

P1. Other Identifier: Material Engineering Lab

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 2500 Saratoga Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 7 is a two-story 15,547 square foot material engineering laboratory. The building has a flat roof with high parapet. The parapet has openings on the northern side at roof level. The concrete sides are divided into decorative panels. The concrete building has three bays on the east and west sides and five bays on the north and south sides. The main entrance is located on the south side. It is recessed in the eastern most bay and includes a pair of glass doors. The center three bays on the south side have fixed windows. The east and west bays have solid panels in place of windows. The panels have a decorative impression of vertical boards. A secondary entrance is located on the west side, in the center bay. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, September 25, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1985, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and M. Bunse
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/25/2009

***P10. Survey Type:** (describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder): Building 7

B1. Historic Name: Material Engineering Lab
B2. Common Name: Material Engineering Lab
B3. Original Use: Material Engineering Lab B4. Present Use: Unknown
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1985

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Ralph Larsen and Son Inc., Burlingame
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 7 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

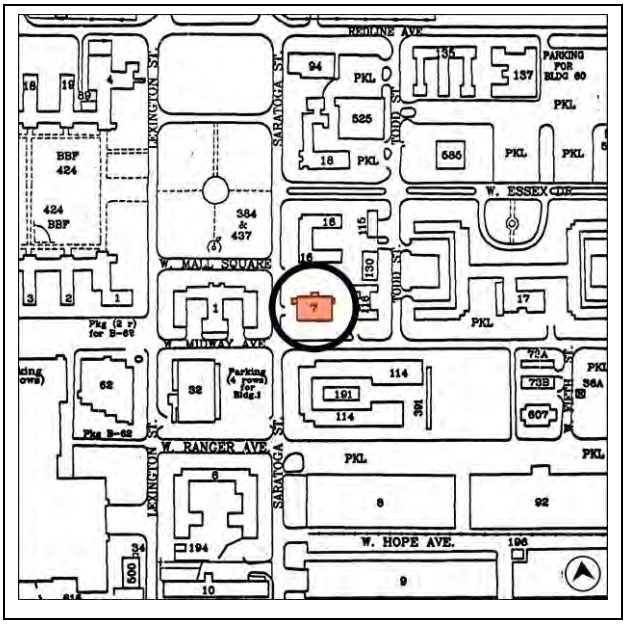
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); 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. Brookshear and M. Bunse

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

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***P3a. Description (cont.):**

Fixed windows are located in the southern two bays on the first and second floors; the northern bay contains a solid decorative panel. The north side has fixed windows in the center three panels of the second floor. The first floor has two pairs of delivery doors in the western panel, one panel of windows and solid panels for the final two bays. The east side has high horizontal windows in the center bay of the second floor. The lower level has solid decorative panels. A solid metal emergency door is located in the southern panel of the east side. Single story metal equipment surrounds are located on the north, west and east sides.

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Building 7 is a late Cold War addition to the NAS Alameda facility. Ralph Larsen and Son Incorporated of Burlingame constructed Building 7, which opened in February of 1986 as the Naval Materials Engineering Laboratory, the first part of a $46 million dollar modernization program on base. The laboratory had been housed in a Quonset hut since 1967 and its new home in the $2.9 million dollar building was the first new addition to the base in fourteen years. Operations within the building included a fuel testing laboratory, an inorganic laboratory, an oil analysis laboratory, an X-ray laboratory, a physical testing laboratory, and a non-destructive testing (NDT) laboratory.[1] Research conducted included plane crash investigations, development of guidelines for metal use and preservation, and re-engineering of paint application that to produce paint that would possibly deflect radar detection. The laboratory also provided technical support for Navy forces around the world, including reservists and crews in training, working largely with parts and products that were produced by the Naval Air Rework Facility (NARF) on station.[2]

Evaluation

The history of the station during the Cold War illustrates that neither the district, nor any other components of the former NAS Alameda facility, had direct or important associations with historically significant Cold War-era themes. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these themes. None of these facilities played a key role in the technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Naval operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and Naval facilities

[1] IT Corporation, "Zone Data Summary, Phase 2A Sampling, Zone 13: The Central Light Industrial Zone, Alameda Point, Alameda, California," January 2001.
[2] "Progress is 'Building'," *Flight Check*, March 1945, 8; "New $2.9 million engineering lab for NARF," *Alameda Times Star*, 2 February 1986; "NARF unveils $3.3 million lab," *Alameda Times Star*, 20 February 1986, Alameda Clippings File Naval Air Stn. 10, 1980s, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California

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***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

around the nation.[3] Building 7, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (Criterion A / CRHR Criterion 1), nor an historically significant individual of that era (Criterion B / CRHR Criterion 2), nor does it exemplify an important type, period, or method of construction of the Cold War Era (NRHP Criterion C / CRHR Criterion 3). The building is not likely to reveal important historical information (NRHP Criterion D / CRHR Criterion 4).

Furthermore, while Building 7 served a valuable function within the NAS Alameda facility during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). While it retains integrity to when it was originally built, the building is not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 7 does not possess historic significance and is not a contributing element of the NAS Alameda Historic District.[4]

P5a. Photographs (cont.):

Photograph 2: Camera facing northeast, September 25, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

[4] Sally B. Woodbridge, Historic Architectural Resources Inventory for the Naval Air Station, Alameda, prepared for NAS Alameda (1992), 1; Stephen Mikesell, 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); Jones & Stokes, Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

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Photograph 3: Camera facing west, September 25, 2009.

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Page 1 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 8
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 8 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: General Storehouse

P2 e. Other Locational Data: East of Saratoga Street, between West Ranger and Avenue E; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building remains generally as Woodbridge described in 1992, with three corrections and general clarifications. The 288,881 square feet rectangular building has four towers, not six. Three are evenly spaced along the northern façade and the fourth is centrally located on the southern façade **(Photograph 1)**. The window bands have been repainted an ochre color and the windows are a repeating series of twelve and twenty light hopper windows. The canopy along the northern and southern sides is cast concrete constructed as a part of the building **(Photograph 2)**. The canopy is flat across the top, but curves from the wall to the underside of the canopy **(Photograph 3)**. Below the canopy is a raised loading dock with stairs on the east and west ends. Each tower has a two part overhead door in a recess with curving sides. The fenestration and doorway pattern along the north side consists of four sets of windows flanked by overhead doors and a pair of windows, this pattern is located between the towers. The overheads on either side of the west tower on the north side have been replaced, one with a set of windows containing a personnel door and the other filled with two windows. The south side is similar, although lacking two of the towers. The south side has five overhead doors along the side along with window sets. A shed roof walkway leading to a skywalk to Building 9 has been added above the shed roof above the loading dock. The main personnel door is located centrally on the west end. The entry consists of a pair of wood doors with four lights and transom recessed into rounded frames. A rectangular flat concrete roof is cantilevered over the concrete entry stoop. The concrete stairs have metal tubular rails.

The interior of Building 8 contains large open spaces with "mushroom" shaped, concrete pier supports **(Photograph 4)**. Portions of the interior have been modified for office use and much of the large spaces contain contemporary conveyor machinery **(Photograph 5)**. Some of the interior doors and shelving, as well as the skylights, are likely original elements, but they do not reflect stylistic characteristics of this otherwise slightly Moderne-styled building. There are no interior character-defining features within Building 8.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southeast, October 7, 2009.

Photograph 2: South side of Building 8 with single tower, camera facing northwest, December 16, 2009.

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Photograph 3: Curved cantilevered concrete roof along north side, camera facing east, October 7, 2009.

Photograph 4: Interior of Building 8, showing open space with support piers, camera facing east, December 16, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: Interior of Building 8, showing contemporary machinery, camera facing south, December 16, 2009.

Photograph 4: 1941 photo of Building 8 first phase of construction, camera facing north.[1]

[1] US Navy, Assembly and Repair Department, NAS Alameda January 1, 1941 photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**
B10. Significance:

This update form was prepared to provide additional information about Building 8, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

K. E. Parker of San Francisco constructed Building 8 in 1940 as a general storehouse to support A&R operations, with later additions in 1942 and 1943.[2] Contractor Johnson, Drake and Piper made the 1942 addition with an extension of the east end.[3] Use of the building included Supply Department general storage, as well as additional parachute storage overflow from Building 5.[4] The 72-member staff of the Accounting Department moved to the southwest corner of second floor of the building in 1944 and was divided into four sections: Time, Cost, Stores, and Report and Bookkeeping. Adjoining the main office was the "Machine Room," of the Time Department that housed the "International Business Machines" (IBM), addressographs, and other mechanical devises for making checks, statistics for personnel reports, cost distribution, individual records of earnings, daily time cards, and accumulation of earning statements.[5]

In 1949 the Machine Records Office was moved with the Accounting Office into an area that was converted from storage space, where all tabulating machines and personnel could be centralized. The space also housed a mechanized stock control system for the Supply and Fiscal Department.[6] The Accounting Department was later renamed the

[2] Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings*, July 1945, Box 232, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme.
[3] Building 8, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; "Change H2 Contract Noy-4165 for Additional Aviation Facilities, Naval Air Station, Alameda, California," October 14, 1942, NOy 4165 folder 5 of 23, Box 26 NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme.
[4] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 October 1947 to 30 June 1949, Part III Appendices*, Command History 2 of 25, 1 Nov 1947-1 July 1949, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 45, 49.
[5] "Accounting Dept. in New Quarters," *The Carrier*, 28 July 1944.
[6] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 July 1949 to 31 December 1949, Part II Documented Narrative*, 29, Command History 3 of 25, 1 Jul 1949-31 Dec 1949, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 29; US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 October 1947 to 30 June 1949, Part III Appendices*, Command History 1 of 25, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes,

Comptroller Department, the mission of which was to provide management data to the commanding officer, provide budget guidance, provide financial plan analysis, maintain an internal review program, time keeping, and payroll for NAS Alameda and its tenants.[7]

The Data Processing Center, which occupied the area previously used as covered storage, was located on the first floor of Building 8 in the 1960s, and broken into three departments: Administration and Planning, Operations, and System Design and Programming. The center housed computer equipment for processing information for NARF, the Supply and Financial Programs, and other base operations.[8] In the late 1960s the Communications Department operated the Automatic Digital Network (AUTODIN) Mode I Division branch out of in rooms 147, 159, and 160 in Building 8. The mission of the Communications Department was to provide rapid communication services to meet the requirements of the station. The Communication Department expanded in the early 1970s an installed a Naval Telecommunications Center, to consolidate the Message Center in Building 1, with the Data Communications Terminal already in Building 8. The center provided all message processing, external routing, reproduction, delivery, and pick up of all narrative and data card traffic to and from the station for all tenant commands and Fleet units at the Station. The center was also provided a communication guard responsible for communication center functions for ships berthed at the station.[9]

By the early 1990s, the Navy Regional Data Automation Center (NARDAC), San Francisco, was located on the second floor of Building 8. NARDAC San Francisco was a full-scale information processing center with regional and Navy-wide responsibilities for non-tactical data processing services and technical support for computer systems.[10]

Evaluation

Building 8 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[11] The contributing elements of the district, including Building 8, each retain

1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 45

[7] US Navy, *NAS Alameda Command History 1982*, Unlabeled folder contains 1982 Command History, Box 2 0f 2, 5757-1b, RG 181, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, National Archives and Records Administration, Pacific Region, (San Francisco).

[8] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Sec. 2, Naval Districts 11, 12 and 13 (Served by WESTNAVFACENGCOM), NAVFAC P-164, 30 June 1972*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; US Navy, *1972 Command History*, Command History 1972 folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 13.

[9] US Navy, *1967 Command History*, Command History 10 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 13-1.

[10] US Navy, *1992 NAS Alameda, California Base Directory*, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 37.

[11] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda, prepared for NAS Alameda" (1992), 1; Stephen Mikesell, "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); Jones & Stokes, "Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California," prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

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CONTINUATION SHEET **Trinomial**

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the

Naval Air Station Alameda Historic District."[12] These are detailed on the attached sheets, and include smooth concrete surfaces, flat roof, horizontal orientation, vertical accents (the towers), steel industrial sash windows, original steel personnel doors, curved walls flanking entries, canopy over main door, and canopy with curving support along loading dock. Although some original interior elements remain, such as the "mushroom" shaped concrete piers, interior doors, and skylights, none of them are character-defining.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[13] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 8, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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 1). Building 8 was utilized in the Cold War era for storage, supplies, and data processing as a support function of the station and not associated with Cold War-era themes. The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although Building 8 does not have significance within the context of the Cold War era, this property remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and M. Bunse

***Date of Evaluation:** December 2009

[12] Stephen Mikesell, *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).
[13] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

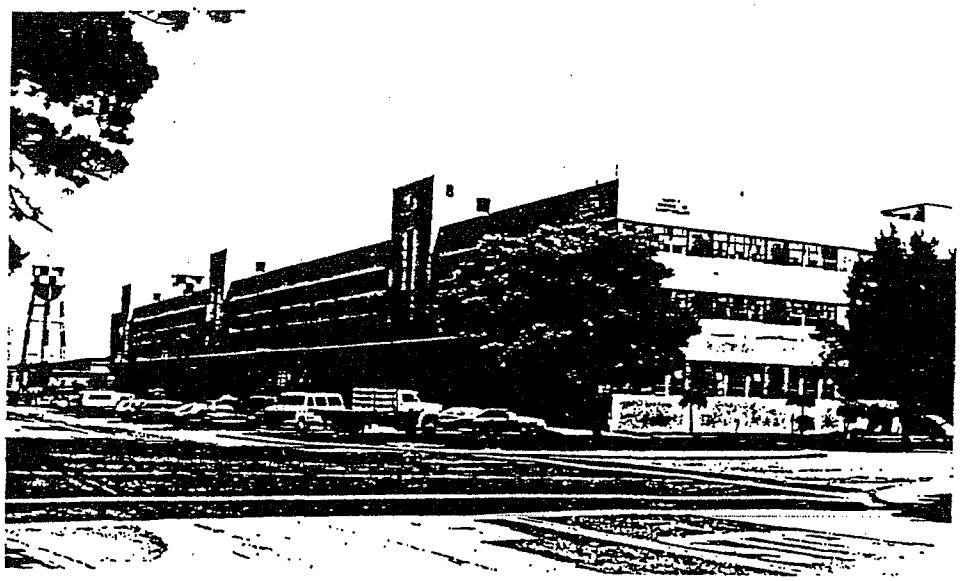
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 8, Multi-purpose Administration
3. Street: Third St. and Ave. D **NAS Alameda Map** N-25 CITY: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

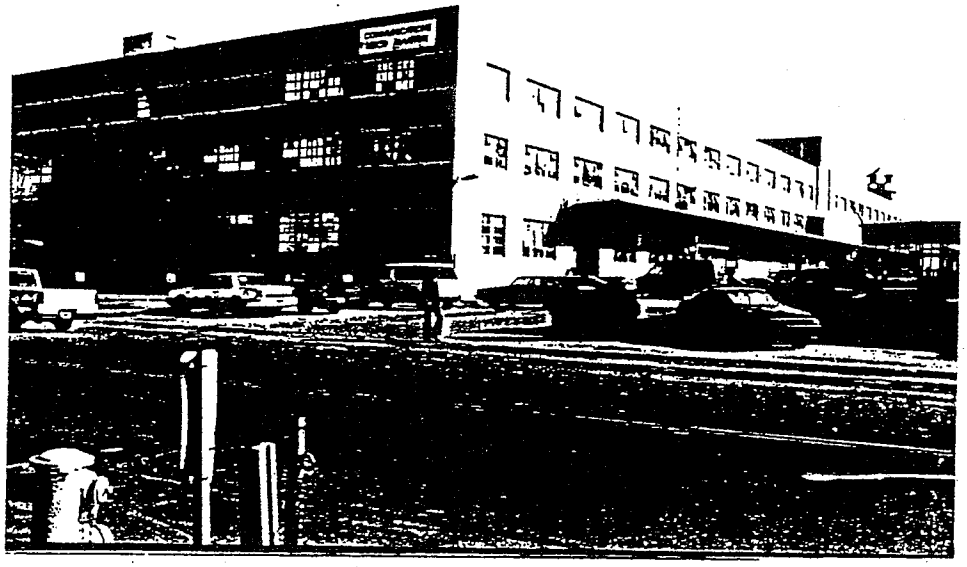
DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a 4-story, concrete building, 500 ft. long, 180 ft. wide, and 39 ft. high, with a flat, parapeted roof above which project 6 stair towers, and a rectangular plan. Typical fenestration consists of metal-framed, paired and tripled windows with 9 lights and hopper sash. The fenestration is visually tied together with a band of scored concrete painted blue in contrast with the white walls. Metal doors are set in the ground floor of the stair towers in large metal-framed openings. The stair towers are fenestrated with long vertical strips of metal-framed openings. Metal canopies above the ground floor extend for most of the length of the building's long sides.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 8



HISTORICAL INFORMATION

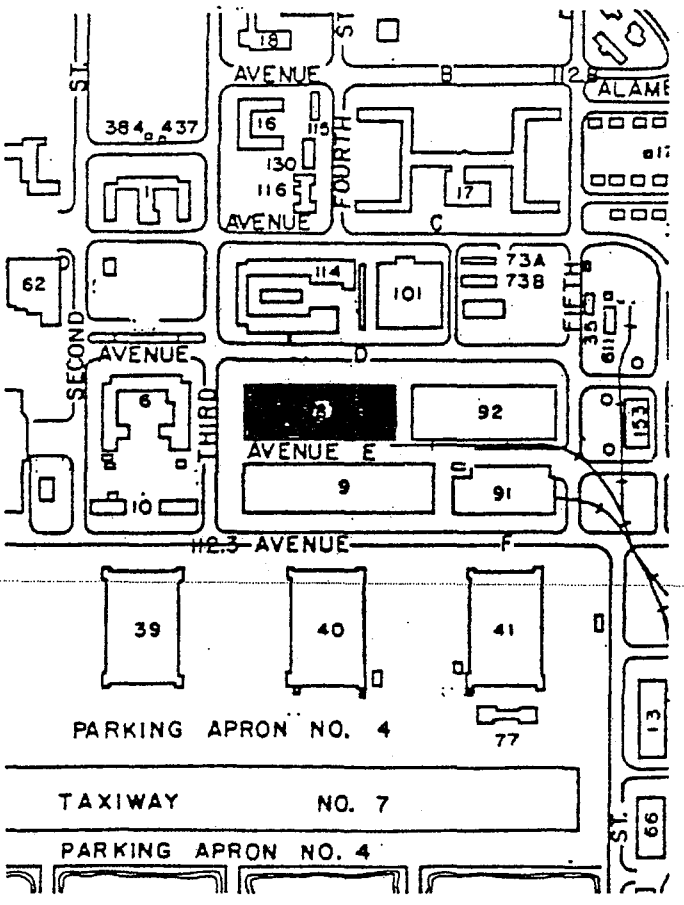
14. Construction date: 1940. Original use: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: Development of U.S. Navy bases in the S.F. Bay Area for World War II Area: NAS Alameda Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Building 8 contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1940 as part of the original core of permanent buildings on the base. Under Criterion C, it is representative of the simplified early Modern style in which the buildings on the base were designed. It is also very like one of the building types constructed at the Naval Supply Center in Oakland in the same year.

20. Sources: NAS Alamedo records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

State of California — The Resources Agency **Primary #** P-01-010006
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 9
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 9 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Aircraft Storehouse

P2 e. Other Locational Data: 707 West Tower Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The south side of this 118,714 square foot building remains essentially as Woodbridge described in 1992. Six pairs of large sliding metal framed doors with six, nine-light windows are distributed evenly along the side. Inset in the western half of each pair is a smaller personnel door. One pair of large doors has a suspended metal roof halfway up protecting the approach to the doorway. The east end is arranged like the south with a single pair of large doors. The windows to the north are disrupted by a regular sized overhead door with concrete surround. The west end of the building is arranged like a hangar. Four hangar door panels slide into pilasters on either side. The top of the doors are protected by a shallow awning roof. A horizontal decorative band runs across the elevation above the door. The door panels are solid across the bottom and have 12, 12-light windows each. The parapet forms a slight pediment between the pilasters. The end is grounded with a raised watertable. The north side has a wood framed shed roof addition open on the north side. The sides are clad with horizontal wood and the roof is plywood with composite roll. Square wood support posts divide the shed into 28 bays along the side. These are interrupted by a metal skywalk from Building 8. Under the shed roof addition the northern side of the building appears to be similar to that of the southern.

The interior of Building 9 does not appear to contain any of the original mechanical supply system associated with the building originally. The interior of Building 9 was not accessible, available views of the interior showed only contemporary shelving in the former aircraft storehouse. Therefore, there are no apparent interior character-defining features remaining in Building 9.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010006
HRI#
Trinomial

Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 9
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: North and west sides, showing hangar type doors and shed roof addition, camera facing southeast, October 8, 2009.

Photograph 2: West and south sides, camera facing northeast, October 8, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010006
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Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 9
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Suspended roof on south side, camera facing northeast, October 8, 2009.

Photograph 4: Northeast corner, camera facing southwest, October 8, 2009.

State of California — The Resources Agency **Primary #** P-01-010006
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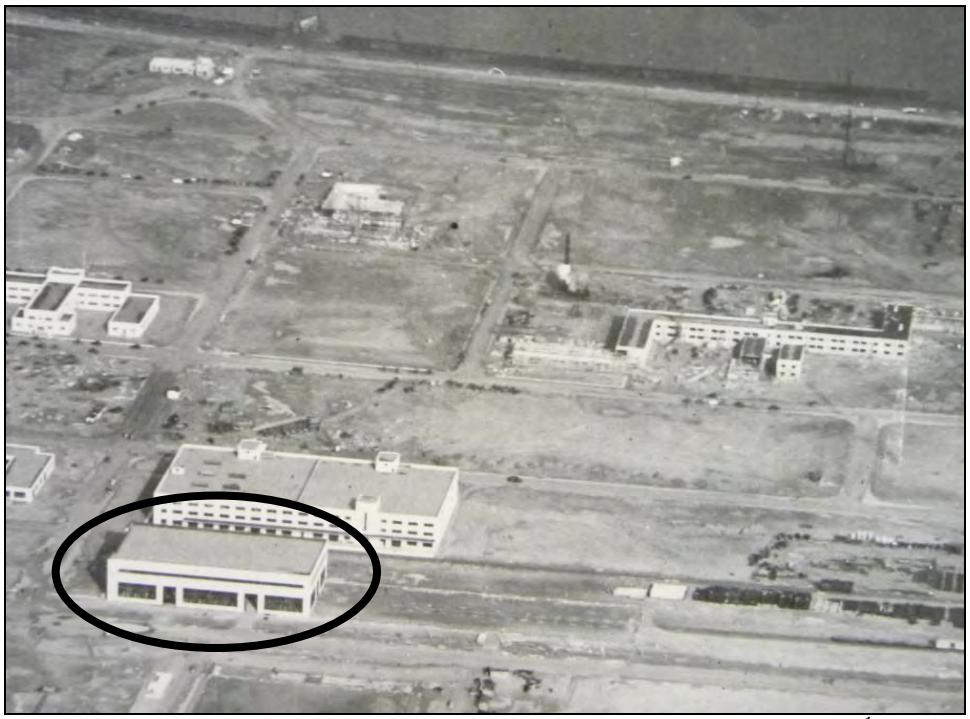
CONTINUATION SHEET **Trinomial**

Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 9
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: North side of Building 9 connected to south side of Building 8 with metal skywalk, camera facing west, December 16, 2009.



Photograph 6: First phase of Building 9 construction, January 1, 1941.[1]

[1] "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

State of California — The Resources Agency **Primary #** P-01-010006
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 9
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 9, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

K.E. Parker of San Francisco constructed Building 9 in 1940 under a 1938 lump sum contract awarded to twenty-five companies for the first phase of base construction.[2] This aircraft storehouse was constructed as a permanent building and was completed in two phases. The first phase of construction was the west half of the building and the later addition was built by Johnson, Drake and Piper **(Photograph 6)**.[3] An open-sided series of equipment shelters with a lean-to roof running the length of the north side of the building was added between 1943 and 1946.[4] In the 1970s the building was also used as a general warehouse.[5]

Evaluation

Building 9 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[6] Under Criteria A and C, Building 9 was eligible as a aircraft storehouse and

[2] Building 9, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme, California.
[3] Earnest J. Kump Co., "Technical Report and Project History Contract NOy 4165, Alameda Naval Air Station," c. 1945, Folder 4 of 23, Box 25, NOy Contracts, RG 12, Bureau of Yards and Docks, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme, California.
[4] US Navy, "No. 1 Aerial View Alameda, CA," 1943, Box 27 NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme, California; US Geological Survey, NAS Alameda aerial photograph, 1946, 7NBL01032_33, www.usgs.gov.
[5] Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Sec. 2, Naval Districts 11, 12 and 13 (Served by WESTNAVFACENGCOM), NAVFAC P-164, 30 June 1972*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California.
[6] Sally B. Woodbridge, Historic Architectural Resources Inventory for the Naval Air Station, Alameda, prepared for NAS Alameda (1992), 1; Stephen Mikesell, 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); Jones & Stokes, Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

State of California — The Resources Agency **Primary #** P-01-010006
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 9
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

its connections to the A&R mission of NAS Alameda during World War II and was also part of the 1939 base design of NAS Alameda within the shops area. The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[7] These are detailed on the attached sheets, and include smooth stucco siding above a tall concrete base, hangar like form, hangar-like doors, and steel industrial sash windows. There are no interior character-defining features.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[8] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 9, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). Building 9 continued to function in the Cold War period as an aircraft and general storehouse as a part of the A&R support operations on the station. The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not possess Cold War-era significance, Building 9 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and C. McMorris

***Date of Evaluation:** December 2009

[7] Stephen Mikesell, *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).
[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

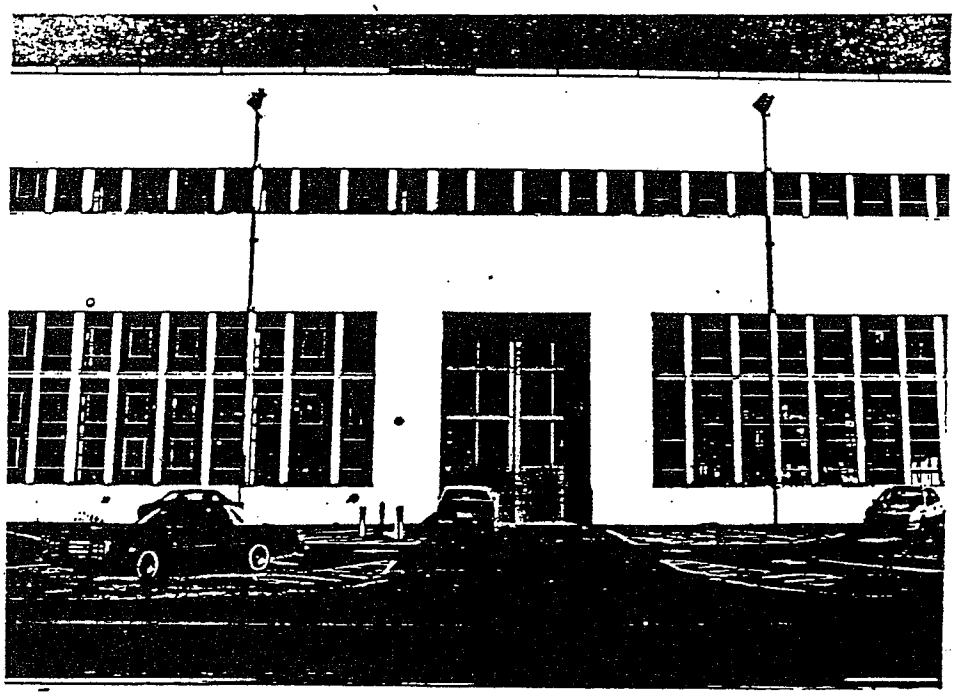
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 9, Storage shed.
3. Street: Ave. F and Third St. **NAS Alameda Map** O-25 **City:** Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

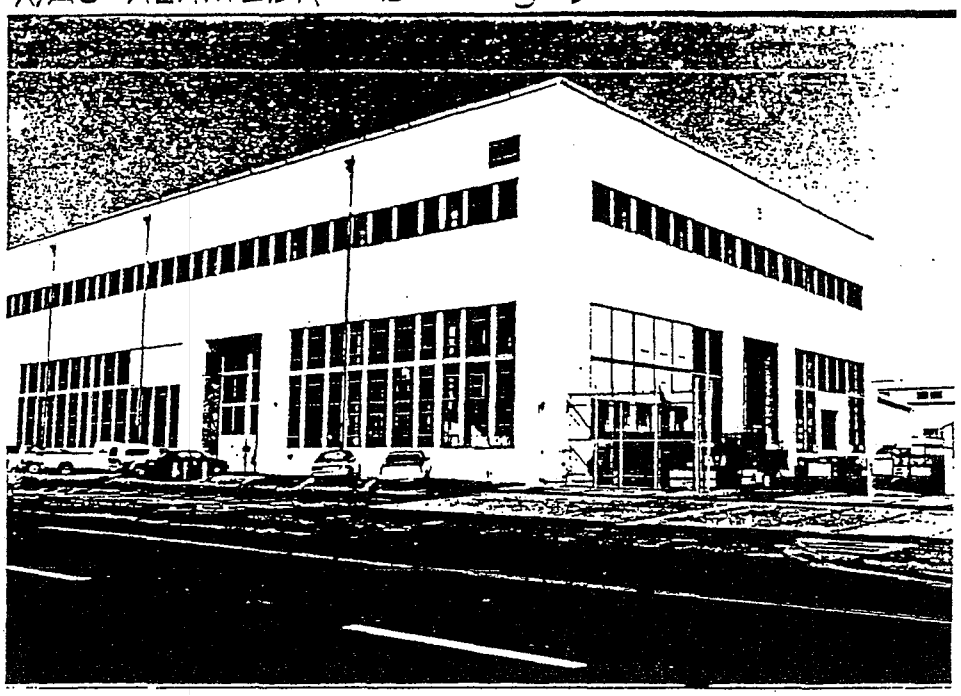
DESCRIPTION

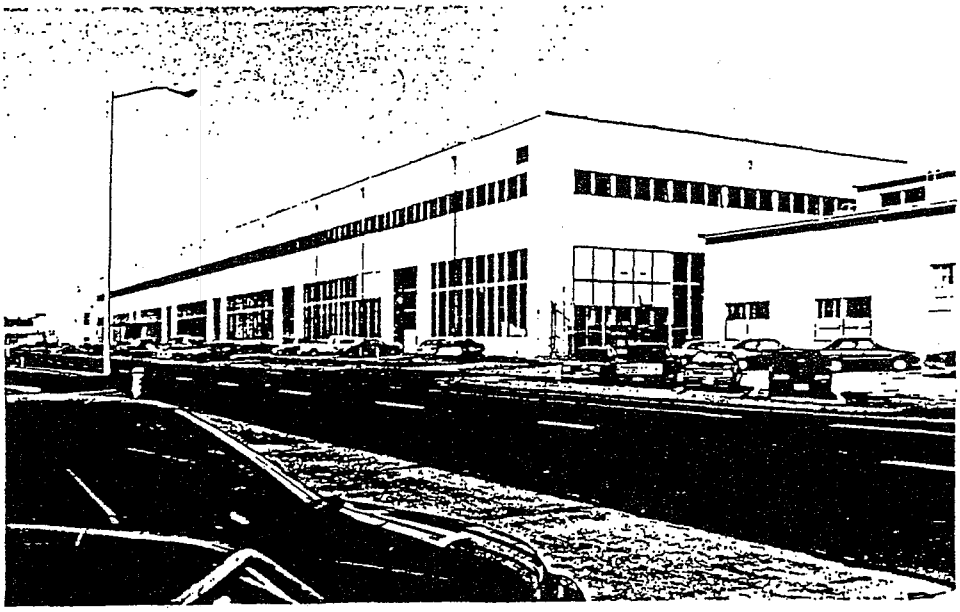
6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story, concrete building, 674 ft. long, 123 ft. wide, and 50 ft. high, with a flat, parapeted roof and a rectangular plan. A band of metal-framed windows with hopper sash runs along the upper part of the walls; large rectangular areas of metal framed sash fill most of the lower wall area, which also has metal-framed doors set in deep reveals.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 9





HISTORICAL INFORMATION

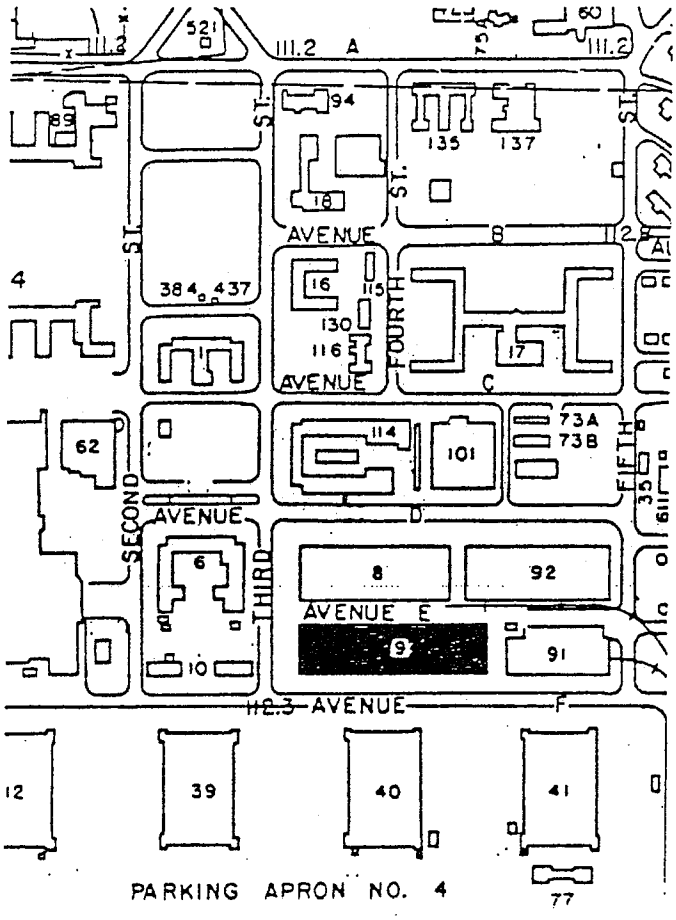
14. Construction date: 1940. Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Building 9 contributes to the NAS Alameda Historic District under Criterion A because it was constructed as part of the core of early buildings on the base. Under Criterion C, the building is a good example of the appropriateness of the cubistic form and clean lines of the Modern style for large, utilitarian buildings.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building in "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992 by Sally B. Woodbridge (see attached). The re-evaluation contained herein concludes that Building 10 is eligible for listing in the NRHP as a contributing element of the NAS Alameda Historic District. Its NRHP status code is 3D.

P1. Other Identifier: Power Plant

P2 e. Other Locational Data: 2221 Lexington Street on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 10 remains largely as described in the previous evaluation, however, some clarification is needed regarding its construction history. The eastern most and western most ends were completed in 1945, five years after the original main building was constructed (**Photograph 1**) resulting in a 21,341 square foot building. Both phases are board formed concrete and the eastern end has exterior vertical buttressing on its north and south sides. About midway along the north side is a raised, exterior loading dock with a steel beam hoist and pairs of sliding utility doors (**Photograph 2**). On one side of the dock is a recessed metal personnel door and on the other is a small square addition with pairs of sliding windows and two metal personnel doors. Another change noted from the previous evaluation is the removal of tanks from the southern side of the building leaving only the concrete tank cradles. There is also a pair of steam whistles on a metal scaffold structure on the roof at the east end of the building. Adjacent to the north (rear) elevation of the west end is a 90 x 32 foot open-air electrical transformer known as Building 34 (**Photograph 2**).

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
Cheryl Brookshear and Heather Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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P5a. Photographs:

Photograph 1: Building 10, camera facing northwest, October 8, 2009.

Photograph 2: Building 34 at northwest corner camera facing southeast, October 8, 2009.

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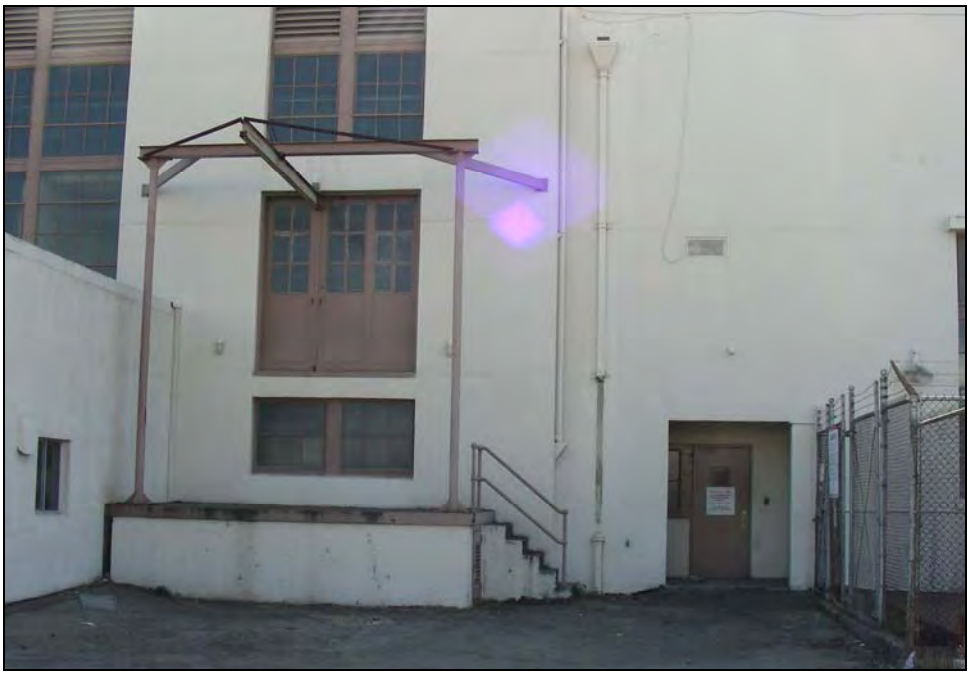

Photograph 3: Hoist, addition and doorway on north side, camera facing south, October 8, 2009.

B10. Significance:

This update form was prepared to provide additional information about the Power Plant, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. 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 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.

As military tension around the world increased during the 1930s, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur J. Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. The assertive conclusion of the Hepburn Report in 1938 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. NAS Alameda was one

of six major naval air stations that the Hepburn Board recommended for construction, and one of three that were entirely new. [1]

The layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[2] Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs developed during the previous two decades 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings. However, local conditions necessitated alterations for improved functionality at given locations.[3]

The NAS Alameda station plan had a comprehensive aesthetic design based on the Beaux Art planning used in City Beautiful planning popular in the first half of the twentieth century. The movement borrowed planning concepts from the French Ecole des Beaux Arts and organized elements through the use of primary and secondary axes, which were employed on NAS Alameda. Various *partis* or shapes, such as buildings and 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 until the end of World War II. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical spatial relationships.[4] 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 mall and the Administration Building (Building 1). The Powerhouse (Building 10) was bisected by this axis by October 1939. Additional construction during World War II led to an evolution of the east west axis, but the north south axis remained as originally planned. The location of the Powerhouse on the north south axis illustrates its functional importance as it is centrally located amid the shops and hangars which drew most of its power. The initial

[1] 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, 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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, 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.

[2] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[3] 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

[4] 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.

footprint at this location was for a building that was situated symmetrically along the north south axis. Base planning for naval air stations emphasized orderly organization of functions, which would support placing the power plant in a very central location on the facility.[5]

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.[6] The planning and architecture on NAS Alameda demonstrate trends which BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.

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. Often buildings designed in the new style(s) of the period, including Art Deco, Moderne and International, 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 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 was 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.[7] Secondary buildings on the station utilized a simplified version of the style which focused on the unornamented form, proportion, and order. These buildings, like Building 10, relied upon their form and material to mesh with the prescribed station architecture.

It was within this plan of strategic station construction utilizing a functional and aesthetic design that the Powerhouse (Building 10) was constructed. The first phase of the Powerhouse was completed in 1940 by contractor K. E. Parker of San Francisco. It is likely that the Navy anticipated eventual expansion of Building 10 upon future increases in power demands. The stress on naval aviation during World War II transformed NAS Alameda dramatically, requiring the new station to adapt to increased demands and expand its capabilities, which required increasing electrical power supply. Shop facilities and housing saw the greatest growth. These facilities served the 23 ships, 22 air squadrons and 1,500 aircraft homeported at the station and serving in the Pacific Theater. The rapid expansion of station facilities and activities strained the electrical system. Between 1941 and 1944, two 1901 model steam engines were placed cab to cab on a siding adjacent to the power plant and were used as generators. To accommodate station

[5] "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, former NAS Alameda, Alameda, California; H.C. Sullivan, "Base Planning," *U.S. Navy Civil Engineer Corp Bulletin 1*, no.5 (April 1947):118-122.

[6] 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.

[7] 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.

growth during World War II Building 10 was doubled to its present size with additions off the east and west sides in 1944-1945 and the steam engines retained as a standby source of power (**Photographs 4-6**).

Following World War II, station development stabilized and alterations to Building 10 were largely focused on changes to internal equipment. Modest exterior changes include the infill of some windows and addition of exterior lighting as well as piping that runs along and into the facility. In the early 1970s the plant boiler was converted so that it could run on natural gas, as well as diesel and heavy fuel oils, and historic photographs indicate that the smoke stack at the north side of the building was removed at about the same time. Large tanks that once sat at the southeast end of the building have been removed (**Photograph 1**).[8]

Building 34 was constructed as transformer station Number 1 at the northwest corner of Building 10 in 1941.[9] It appears to have been regularly altered and upgraded over the years since its construction.

Photograph 4: Building 10 (circled), January 1, 1944, camera facing northwest.

[8] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1944*, Command History 1 of 25, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Building 10, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, NARA (San Francisco); United States Navy, *History of the U.S. Naval Air Station, fist 1945 quarterly installment,* Command History 1 of 25, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, NARA (San Francisco), 8; US Navy, *Naval Air Station, Alameda, Command History 1973,* Unlabeled Folder contains 1973 Command History, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco), 17; "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, NARA (San Francisco).

[9] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963,* Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California, 2984.

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Photograph 5: East and west additions to Building 10 under construction, January 1, 1945, camera facing northwest.

Photograph 6: Completed additions on west and east ends, September 1, 1945, camera facing north. [10]

[10] Photographs 4 through 6 from: "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

Evaluation

Like the other contributors to the historic district, Building 10 has an association with the district's significance under Criterion A, for its contribution to the nation's defense during World War II, and under Criterion C, for its style and architectural importance. The original district significance discussion stated,

> 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.
>
> … 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.[11]

The buildings considered to be non-contributors were those within the district that were either built outside the period of significance (i.e., post 1945), or those within the period of significance that had lost integrity through alteration. Building 10 was placed in the latter category because, according to Woodbridge "…the original building has lost integrity through alterations which occurred outside of the historic period."[12] No specific alterations were mentioned. Woodbridge had limited access to files held by the Facilities Management Office. These files included limited alteration dates and little to no information regarding the nature of the alterations. Research undertaken for this project in building plans and aerial photographs indicates, however, that the expansion of the building occurred within the period of significance between 1944 and 1945, with relatively few exterior changes to the building since that time. A review of all additional available records did not show major alterations were made after the period of significance as indicated by Woodbridge. Historic photographs and building records show the additions under construction in January 1945 (**Photograph 5**), were completed by September the same year (**Photograph 6**). The building retains sufficient historic integrity to the historic district's period of significance and alterations made after the period of significance do not affect the character-defining features of Building 10 as a whole. Building 10 is a contributor to the NAS Alameda Historic District, which is significant at the state level under NRHP Criterion A and NRHP Criterion C. The district 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 during the period of significance 1938-1945. Building 10 is significant for its association with the historic district's importance in naval air station development and the role NAS Alameda served during World War II. In addition to its historical significance, Building 10 also retains sufficient historic integrity to convey its significance to the historic district's period of significance.

Under Criterion A, Building 10 is a contributor to the NAS Alameda Historic District because of its important role within the station as the primary power plant and its 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 its important associations with the station's role in Pacific theater naval operations during World War II. NAS Alameda was one of the major naval air stations constructed in the years prior to World War II and the only one of the three built on the

[11] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[12] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 10.

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West Coast that was completely new construction. The Navy's detailed attention to construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet and the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period. 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. Building 10's crucial function and its successive expansions during the war illustrate and provide a direct link to NAS Alameda support of its central and vital role in the Pacific theater.

Under Criterion C, Building 10 is significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. NAS Alameda was 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. NAS Alameda's careful arrangement of spatial organization and buildings / structures, along with the integration of architecture and landscape, use of Moderne style architecture, and details of the station's architecture demonstrate the Navy's distinct efforts to provide a modern facility to increase efficiency and functionality in support of the growing importance of Navy aviation.

Design and construction of Building 10, as a centrally located unadorned power plant, demonstrates the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period, and it shows the magnitude the Navy placed on the design to illustrate the modernity and importance of the naval aviation strategy for the Pacific Fleet. While the building lacks the adornment of some prominent buildings on the station, this building's plan, fenestration, and materials complement the buildings constructed as part of the station's initial development and expansion. Also, its central location and symmetrical footprint along the station's north south axis demonstrates its importance within NAS Alameda's orthogonal layout and design. Building 10's prominent location on the north south axis helps define the overall composition of the station. Its mass and general architectural character is also complimentary of the adjacent industrial buildings. Completion of the station plan was sped up and then 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 functional design of Building 10 enabled the station to rapidly expand to serve and support this important wartime activity.

The historic district, and its contributors including Building 10, does not, however, have significance as the important work of a master as neither the designers at BuDocks 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.

Building 10 is significant as a contributor to the historic district 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.

Like other public works and shops buildings discussed in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," the buildings' main character-defining feature is the concrete building material

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Page 10 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 10 and 34

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

with exterior vertical buttresses.[13] The other character-defining features are the stacked industrial windows forming vertical window openings. No interior character-defining features were identified for Building 10.

Building 34 is a utilitarian infrastructural element that does not have similar direct or important associations with the World War II context of the district, nor does it appear to retain integrity. Building 34 does not meet the criteria for listing in the NRHP or CRHR, and is a non-contributing element of the historic district.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[14] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure at NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Neither Building 10 or Building 34, therefore, meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

Although Building 10 does not individually possess Cold War-era significance, this building meets the criteria for listing on the NRHP as a contributing element of the NAS Alameda Historic District (NRHP Status Code 3D).

***B14. Evaluator:** M. Bunse; C. Brookshear; C. McMorris; R. Herbert

***Date of Evaluation:** December 2009 / July 2010

[13] Stephen Mikesell, *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).
[14] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

19

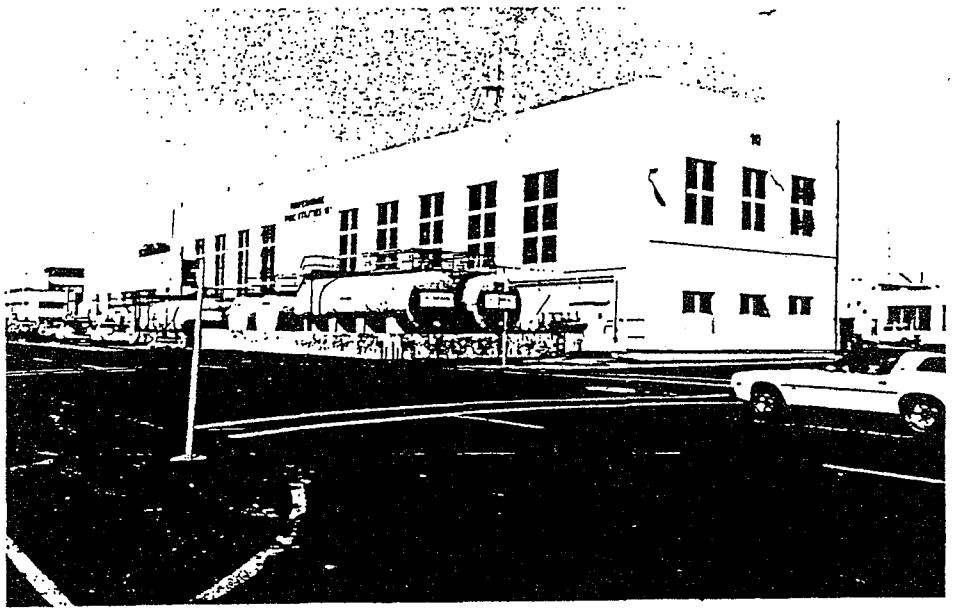
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 10, Engine lab and Powerhouse.
3. Street: Ave. F **NAS Alameda Map** O-24 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a two-story, concrete building with a flat roof and a rectangular plan. The building is fenestrated with metal-framed, multiple-sash windows grouped vertically in four and six sections; the ground floor has small, paired, metal-framed windows. The entrance door is set in a metal frame. A series of large, metal storage drums are mounted in concrete bases on the S side of the building.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

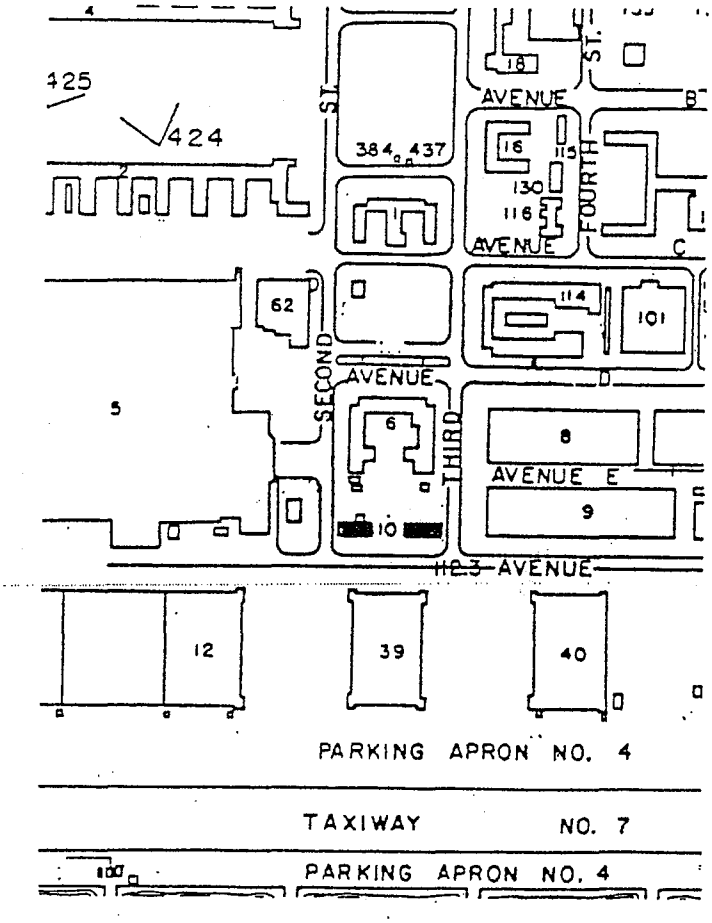
14. Construction dates: 1942, 1943, and 1947 Original location: Yes
15. Alterations: Original 1942 structure was doubled in size in 1943; a third addition occurred in 1947. The present structure thus lacks integrity during the historic period.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945. Property type: District Context formally developed: yes

19. Context: Building 10 does not contribute to the NAS Alameda Historic District because the original building has lost integrity through alterations which occurred outside of the historic period.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

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CONTINUATION SHEET **Trinomial**

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 13
***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 13 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Paint-Oil Storage

P2 e. Other Locational Data: 2100 Ferry Point on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 13 is a single-story 34,540 square foot building with a rectangular footprint. The majority of the building is comprised of two components of roughly equal size built at different times. The northern portion, built in 1941 and 1953, is poured concrete with a flat roof. The middle portion, built in 1942, is a wooden frame rectangle with horizontal wood siding and double bow truss roof **(Photograph 1)**. Attached on the south end is a poured concrete extension with no openings **(Photograph 2)**.

The northern part of the building has poured concrete exterior loading docks on both the east and west sides. Opening onto the docks are evenly spaced, metal roll-up overhead doors, three on each side. The west side also has a fourth loading dock flush to the wall with hinged doors. Personnel entrances are comprised of two metal doors opening onto the loading docks on the west side, and a third accessed by a concrete stairway with metal pipe railing. On the east side are four metal personnel doors: two inset in the roll-up doors; one opening onto the loading dock, but raised above its surface; and another, a double door at the end a the loading dock accessed by a concrete staircase and ramp. Fenestration includes metal three-by-four industrial sash windows. The 1941 and 1953 constructions are indistinguishable.

The middle part of the building's pair of bow-truss roofs have two wooden vent cupolas on top them and there is a low parapet on the south end. Fenestration on this part of the building consists of eight-over-eight, wooden, single-hung window sets. Near the roofline on the south end are two sets of five metal frame windows. On the east and west sides are at-grade metal roll-up overhead doors, one with an inset personnel door. Also on the west side raised loading dock flush with the wall accessed by a metal roll-up door. Next to it is a single personnel door accessed by a wooden stairway with a plain wood balustrade and sheltered by a corrugated metal awning roof supported by wood posts. The concrete addition on the south end has no windows or doors.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

P5a. Photographs: See Continuation Sheet

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2580 Spafford Street Davis, CA 95618

***P11. Report Citation: (Cite survey report and other sources, or enter "none.")** JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 13
***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southeast, showing south end of building, October 15, 2009.

Photograph 2: Camera facing northwest, showing south end of building, October 15, 2009.

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Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 13
***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 13, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the station's original design axial and formal layout. In 1941 the Navy had constructed the initial portion of Building 13. The following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98) along with the shipping warehouse (Building 105, since demolished). The original construction of Building 13 took place in three phases between 1941 and 1945 under contract with Johnson, Drake and Piper.[4] The concrete structure at the north end of the building was built in 1941. The reinforced concrete structure at the south end of the building was originally open along the north side and was constructed in 1941. The wood frame construction between both concrete buildings was constructed in 1942 as a lumber stockade (Building 59) and was later incorporated as part of Building 13.[5] A one-story building at the northern end of the block was removed at to accommodate a 1953 concrete addition at the northern most end of the building for the Air Navigation Office, and is nearly indistinguishable from the 1941 construction.[6]

The Navy constructed Building 13 for paint and oil storage in an area of the base relatively isolated from other activities.[7] In the early 1960s Aircraft Maintenance Support Equipment Branch moved from Hangar 40 into Building 13. In the late 1960s all aviation ground support equipment shops moved from Building 13 to Building 41.[8] A portion of the building remained hazardous and flammable materials storage throughout the Navy's tenure.

[3] 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.

[4] NOy 4165 folder 4 of 23, Box 26 NOy Contracts, RG 12, Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme.

[5] Building 13 and Building 59, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[6] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 November 1940-31 December 1958*, Command History 6 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 46.

[7] 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, Alameda City Hall West (Building 1 former NAS Alameda, Alameda California; H.C. Sullivan, "Base Planning," *CEC Bulletin*, April 1947, 122.

[8] US Navy, *Addendum to Part 9, History of the U.S. Naval Air Station, Alameda, California, 1 Oct 1961- 31 Mar 1962*, Command History 7 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 4; US Navy, *1968 Command History*, Command History 1968 folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes 1968 to 1997, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 9-2.

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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 13 was constructed between 1941 and 1942 with an addition in 1953. Although construction of the Building 13 was part of the original period of construction on the station and falls within the period of significance for the NAS Alameda Historic District, the building lacks architectural significance and integrity of design, setting, and feeling and does not convey an association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity and utilitarian building style prevents Building 13 from conveying any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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.
>
> … 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.[9]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Building 13 was considered outside the boundaries of the district in an area containing buildings that lacked integrity and that included considerable post-1945 construction. These factors prevented the area from conveying the appearance of the station during the period of significance (1938-1945).[10] Early plans for the 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, the salvage facility, the locomotive repair shop, paint / oil storage (Building 13), and engine test cells. Research undertaken for this project in building plans, station maps, and aerial photographs indicates that this area was not a part of the original formal station plan and that the area east of the Seaplane Lagoon on NAS Alameda was part of early plans for future expansion.[11] Expansion in this area did begin during World War II but was utilitarian in style and lacked the architectural characteristics of the formal station plan seen in the NAS Alameda Historic District. In addition, Building 13 itself lacks integrity of design, materials and workmanship because of the 1953 addition.

The history of the station during the Cold War illustrates that Building 13, nor any other components of the former NAS Alameda facility, had direct or important associations with historically significant Cold War era themes. None

[9] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[10] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 13.
[11] 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, "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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of these facilities played an important role in 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[12] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 13, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 13 performed standard storage functions and housed maintenance activities found throughout the Navy.

Building 13 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** C. McMorris, C. Brookshear, and M. Bunse

***Date of Evaluation:** January 2010 / July 2010

[12] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

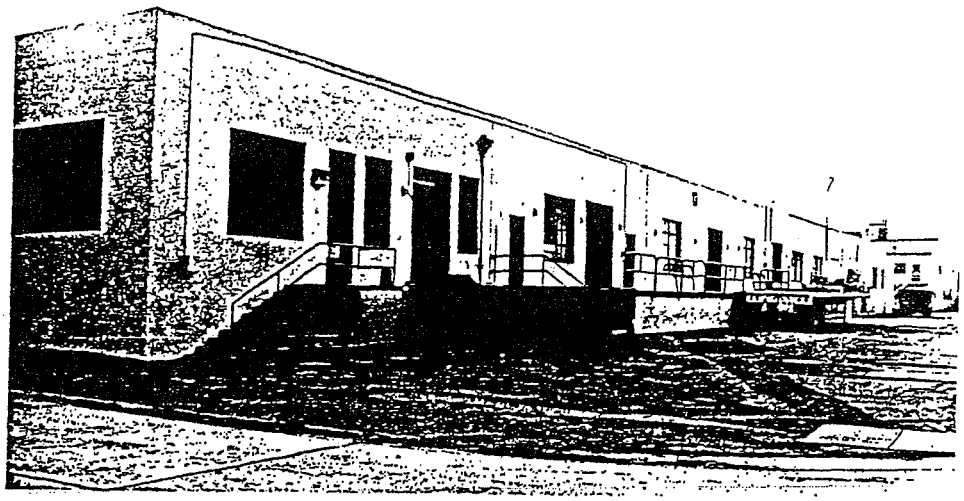
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.& 2. Historic/Current name: Building 13, Storage for paint and oil
3. Street: Fifth St. **NAS Alameda Map** P-28 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W11215/7.5

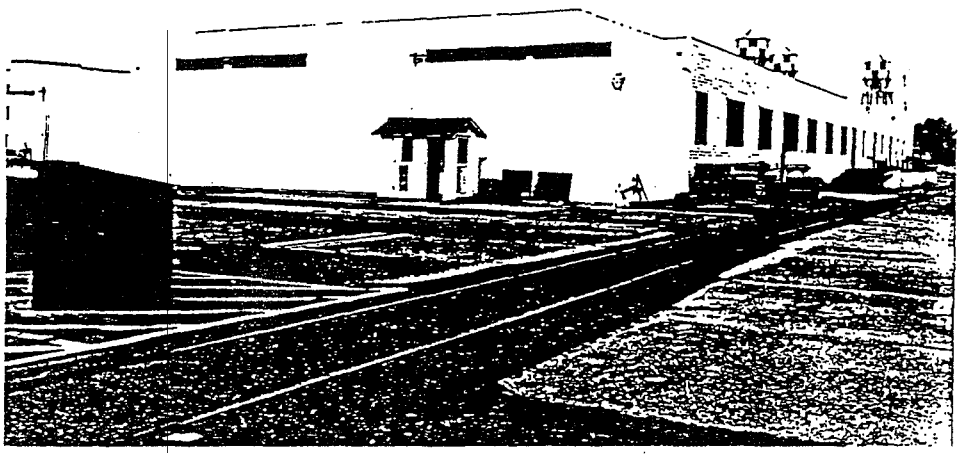
DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story, concrete building,100 ft. long, with a wooden addition at the S end. The roof is flat; a loading dock extends along the E side. Doors are both wood with glazed sections and solid metal and wood; typically they are reached by flight of concrete steps with metal railings. Typical windows are single and double with metal-frames and hopper sash with multiple lights.

8. **Planning agency:** WESNAVFACENGCOM
9. **Owner:** US Government
10. **Type of ownership:** public
11. **Present use:** military base
12. **Zoning:** none
13. **Threats:** none



NAS ALAMEDA Building 13



HISTORICAL INFORMATION

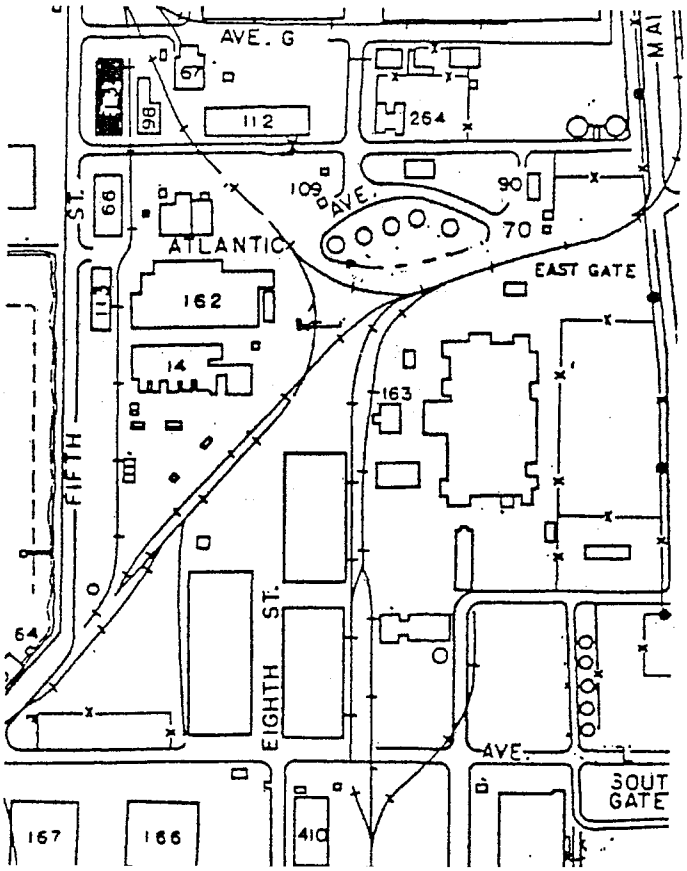
14. Construction date: 1942 Origional location: yes
15. Alterations: wood section added to the S end ca. 1950.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District. Context formally
developed: yes

19. Context: Building 13 does not contribute to the NAS Alameda Historic District because of an addition ca. 1950, which has resulted in a loss of integrity.The building also stands in a part of the base that has changed and no longer conveys the impression of the period of significance.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



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Page 1 **of** 8 ***Resource Name or #** (Assigned by recorder) Building 14
***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Engine Test Cell

P2 e. Other Locational Data: 1800 Ferry Point on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The engine test cell building was completed in stages between 1941 and 1943, and then modified substantially in late 1945 and 1948, with additional changes occurring over the subsequent years. The building now encompasses 61,753 square feet. The test cells consist of twelve reinforced concrete test cells facing the southern side of the building, with a rectangular wood frame shop across most of the north side. The engine test cells are connected by a one story reinforced concrete corridor crane way that runs through the center of the building, along the blast doors on the north side of each cell, and just south of the preservation shop. Each cell has a flat roof. Test Cells 1 through 10 make up the main portion of the building and are numbered west to east. Test Cells 11 and 12 are taller and wider, and separated by a one story small shop area and are slightly larger than the other test cells. Each of the test cells has a square intake tower on the north and an exhaust tower on the south. The intakes for Test Cells 3 and 4 are taller than the others in the first group of ten, and have vents which look like multi-light industrial sash windows. Cells 1 through 5 have exhaust towers which angle out and have concrete post corner supports **(Photograph 1)**. Test Cells 6 through 10 are constructed similarly to the others, but lack the angled wall section, rather, the wall is perpendicular and accessed through single and paired metal personnel doors. Between each cell at the mezzanine level are control rooms that do not extend the full length of the test cells. Small concrete shops are located at each end of Cells 1 through 10. The west and south side of the eastern shop has a row of windows with built up header and sill. The west side has four pairs of three-by-five metal sash windows with partial awning operation, and the south side has four, three-by-four metal sash windows with partial awning operation. A personnel door with four lights and ramp is located at the southwest corner. The western shop has an overhead door which has been enclosed with corrugated fiberglass and plywood.

The wooden shop area has a gabled parapet roof supported by wood trusses with three side gable clerestory roof vents. The shop is clad in horizontal wood boards **(Photograph 2)**. Fenestration is composed of groupings of two-by-four light and three-by-four light wooden windows with partial awning operation. The east end has two rows containing two groups of four windows: three-by-four on the upper level and two-by-four on the lower level. The north side has a variety of groupings including four groups of nine, four-by-three windows; stacked vertical pairs of four-by-three windows and paired columns of four-by-three windows. The eastern grouping of windows is interrupted by a sliding wood door. Near the center of the north side is a filled-in, tall utility door and operating sliding utility door. Above these doors is a structure made of protruding wooden beams which appears to have been used to hoist equipment. The west side has pairs of three window columns flanking a large two part metal sliding door.

Test Cells 11 and 12 are at the western end **(Photograph 3)**. They do not have prominent intake and exhaust towers but are taller than the other cells. On the north and south ends are oversized, roll-up corrugated metal overhead doors. On the north a smaller, roll-up corrugated metal overhead door and metal personnel door provide access to this area. Protruding above the roofline on the north end is a small section of the building with large louvered vent openings and what appear to be metal double doors. The south side has a row of three wood-framed windows: one four-by-four flanked by two three-by-four. Test Cells 11 and 12 are separated by a control area.

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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and R. Flores, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Western shop and test cells 1-4, camera facing northeast, October 15, 2009. Cells 11 and 12 visible at far right.

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Photograph 2: Preservation shop section along north side, camera facing southwest, October 15, 2009.

Photograph 3: Test Cells 11 and 12, camera facing northwest, October 15, 2009.

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B10. Significance:

This update form was prepared to provide additional information about Building 14, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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.

since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars.[3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the original design axial and formal layout. In addition to the Engine Test Cell Building (Building 14), which was started in 1940, the Navy had constructed the initial portion of Building 13 in 1941 and the following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Building 14 was constructed under a lump sum contract by one of twenty-five companies working on the first phase of base construction. The western half of the building was completed in 1940, as part of the Engine Overhaul Division.[4] The building went through four phases of construction between 1940 and 1945. Johnson, Drake and Piper constructed the original building which was one of the few buildings not designed by the Bureau of Yards and Docks. The firm of Jaros, Baum, and Bolles of New York designed the first four test cells, and the building was expanded eastward to a total of ten cells in 1943.[5] The wood frame preservation shop along the north side of the building was also built in 1943 and was subsequently expanded with an addition at its western end after 1945.[6] Two 25 foot cells were added at the east end of the building in 1945. These were built larger than the previous cells for testing larger aircraft engines that were being manufactured at the
end of World War II. Conversion of test cells 3 and 4 from their original combustion engine function, to use as test cells for jet engines, was completed in 1948 (**Photograph 4** and **Photograph 5**).[7]

[3] 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.

[4] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1944*, Command History 1 of 25, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[5] NOy 4165 folder 4 and 5 of 23, Box 26 NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme; Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Extension to Engine Test Cells Building," Building Plan, PWC Drawing No. 50,115, March 9, 1943, Plans Room, Treasure Island.

[6] Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Frame Ext. To Engine Test Building," PWC Drawing No. 6884, May 4, 1943, 1800 Ferry Pt. B. 14 Drawer, Building 1 Plans Room, Alameda, California; Building 14, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[7] US Navy, Assembly and Repair Department, Naval Air Station Alameda, California 1940-1945 photo album, National Archives, San Bruno, California; Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Engine Test Building 25' 0" Cells," Building Plan, PWC Drawing No.7272, Plans Room, Treasure Island; Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Conversion of Cells No.3 and 4 to Jet Engine Test Cells," Building Plan, Y & D Drawing No. 442364, Plans Room, Treasure Island.

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Photograph 4: Building 14 aerial view, first phase of construction, June 1942.

Photograph 5: Building 14 with eastern most test cells under construction at far right, ca. 1947.[8]

[8] Photographs 4 and 5 from: "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).[9] Sherie Hansen, "Bothered With Jet Noise? Millions Spent in Navy Research To Whip Problem," *The Carrier*, 16 April 1969; J. L. Jensen and F.W. Schuler, brochure, n.d., Naval Air Station General, NAS Alameda Clippings Files, Alameda Free Library, Alameda, California.

After an engine was reworked or repaired by A&R, later Overhaul & Repair and then Naval Air Rework Facility (NARF), it was tested in Building 14, moving from the appropriate test cell, to the mock-up area and final check area in the preservation shop. Testing required the engine to be mounted on a test stand in one of the cells and operated from one to fifteen minutes. Noise and exhaust fumes were baffled and controlled by large mufflers, vents, and blast shields at each cell.[9] In the 1960s, NAS Alameda was one of two major air stations on the west coast actively involved in research to muffle the noise of jet engines, and this equipment was installed and replaced throughout the building. Building 14 also included a minor repair shop at the southwest corner, and an office area at the east end of the preservation shop. The blast deflector structures on the south side of Test Cells 8, 9, and 10 have been infilled, and the roll up doors on Test Cells 11 and 12 have been replaced.

Evaluation

Construction of an engine testing facility was included in the initial planning documents for NAS Alameda and Building 14 was ultimately built in stages between 1940 and 1943, with large additions at the east end in late 1945, and conversion of cells for jet engines in 1948. Although Building 14 is associated with the district's significance under NRHP Criterion A (CRHR Criterion 1), the alterations to the building during the Cold War prevent it from conveying its association with the World War II context. Building 14 does not have architectural importance under NRHP Criterion C (CRHR Criterion 3). Furthermore, the original district boundaries were drawn to include areas which were a part of a formal station plan and shared architectural similarities. The original historic district significance discussion stated:

> 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.
>
> … 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.[10]

The buildings not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Building 14 was considered outside the boundaries of the district in an area containing buildings that lacked integrity and that included considerable post-1945 construction.[11] Early plans for the 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, the locomotive repair shop, paint / oil storage, and engine test cells (Building 14). Research undertaken for this project in building plans, station maps, and aerial photographs indicates that the area east of the Seaplane

[9] Sherie Hansen, "Bothered With Jet Noise? Millions Spent in Navy Research To Whip Problem," *The Carrier*, 16 April 1969; J. L. Jensen and F.W. Schuler, brochure, n.d., Naval Air Station General, NAS Alameda Clippings Files, Alameda Free Library, Alameda, California.
[10] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[11] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 14.

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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Lagoon on NAS Alameda was part of early plans for hazardous function and future expansion.[12] Expansion in this area began during World War II, but was utilitarian in style and lacked the architectural characteristics of the formal station plan seen in the NAS Alameda Historic District. In addition, Building 14 itself lacks integrity of design, materials and workmanship, due to the many exterior changes have been done to the building since 1945, including conversion of test cells, infilling of blast wall frames, addition of access ramps at the southwest corner, and several replacement personnel and freight doors. Due to alterations of the building to service jet engines during the Cold War, Building 14, therefore, does not convey its association with the context of World War II naval facilities in the San Francisco Bay Area, and is not a contributing element of the historic district.

The history of the station during the Cold War illustrates that Building 14, 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[13] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 14, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Building 14 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** M. Bunse and C. McMorris

***Date of Evaluation:** December 2009 / July 2010

[12] 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, "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.

[13] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

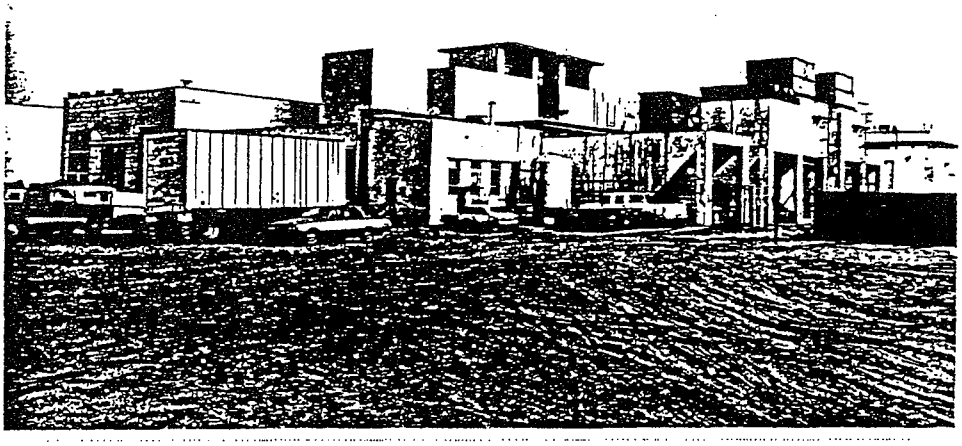
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 14, Engine Test Cell
3. Street: Fifth St., **NAS Alameda Map** S-28 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

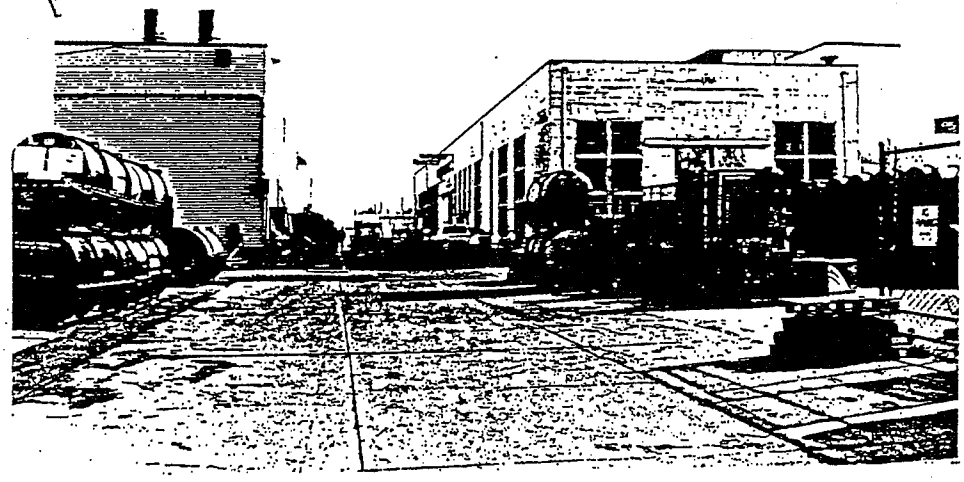
DESCRIPTION:

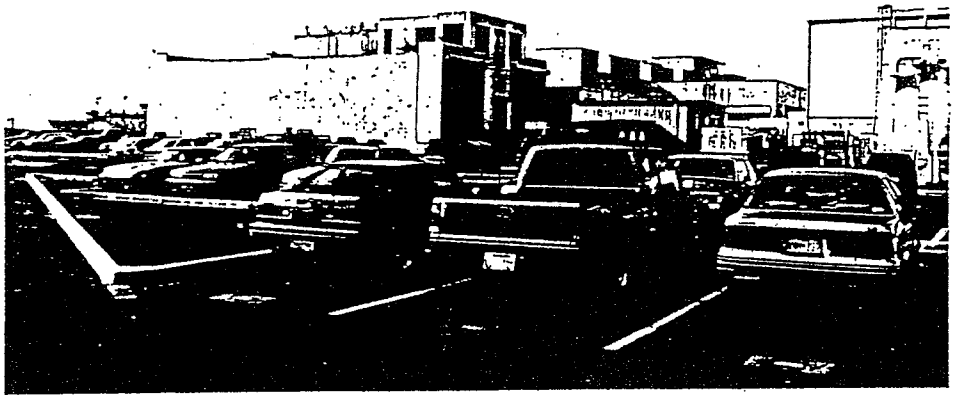
6. Property category: District Number of resources documented: 85
7. Existing condition: a very irregular, utilitarian building complex with both wooden and concrete sections of different forms and sizes. A rectangular, wood building with sliding metal doors and multiple-pane, metal-sash windows on the north side may be the original component of the complex; it is joined to a series of cell-like concrete structures ranged along the S side.

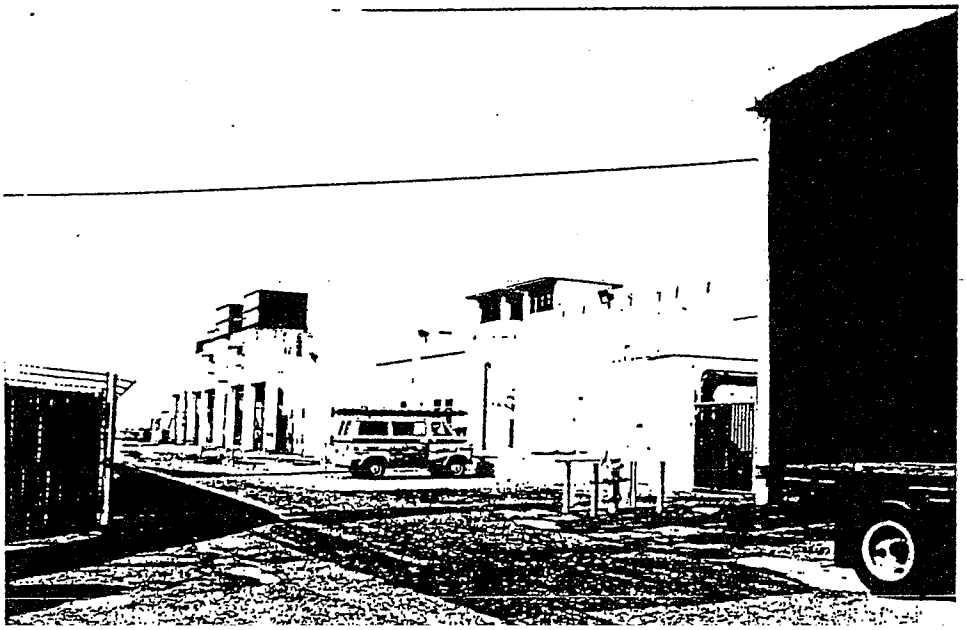
8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 14







HISTORICAL INFORMATION

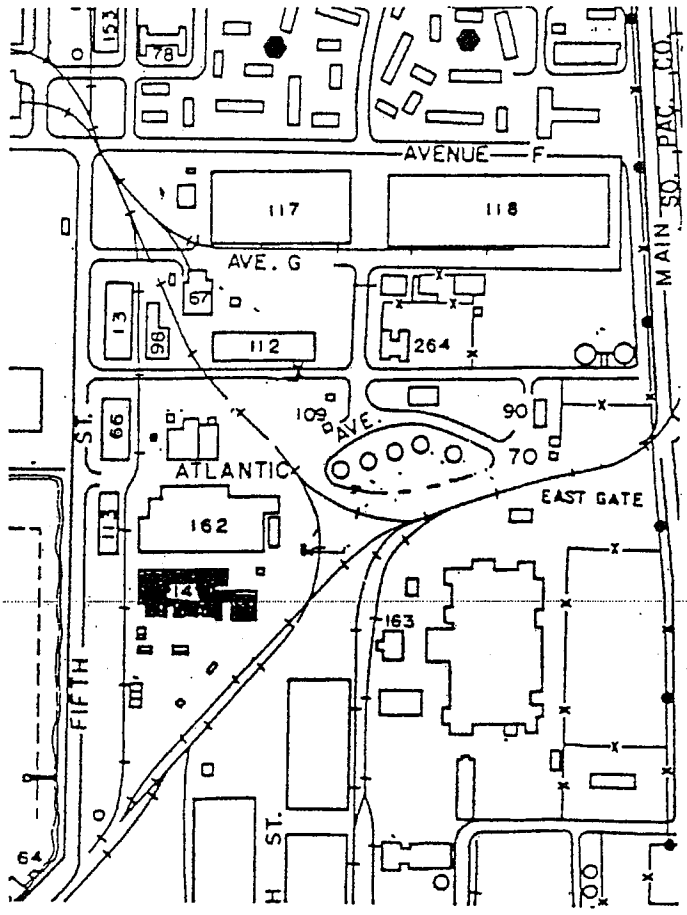
14. Construction date: 1940. Original location: yes
15. Alterations: additions to all sides of the structures and alterations to materials and form over time, the last in 1986.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: Development of U.S. Navy Bases in the S.F. Bay Area for World War II Area: NAS Alameda. Period: 1938-1945. Property type: District. Context formally developed: yes

19. Context: Building 14 is a complex of utilitarian structures amended and much altered over time, which, because of loss of architectural integrity, does not contribute to the historic district.

20. Sources: NAS Alameda records
21. Applicable National Register categories: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: 1990
24. Survey type: visual inspection
25: Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011144
HRI#
Trinomial

Page 1 **of** 11 ***Resource Name or #** (Assigned by recorder) Building 15

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 15 was not previously identified as a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP). The re-evaluation contained herein concludes that it is eligible for listing in the NRHP as a contributing element of the district. Its NRHP status code is 3D.

P1. Other Identifier: Boathouse

P2 e. Other Locational Data: 1605 Ferry Point on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 15 is a rectangular building comprised of two distinct sections which are set on concrete and wood piers and topped by a flat roof encompassing 16,603 square feet. The northeast end is two-stories while the southwest end is a one-story covered, four-bay dock. The board formed concrete two-story portion is lighted by three-over-three, one-over-one, and four-over-three windows and accessed by metal personnel doors. One door is on the main entrance on the first floor of the façade, and two are on the second floor on the northeast side reached by a metal stairway with pipe railing. The first floor entrance is covered by a small, cantilevered concrete roof. A PVC pipe and canvas canopy covers the concrete and metal walkway from the wharf to the main entrance. On the northwest side of this element is a covered boat dock bay with projecting piers **(Photographs 1, 2 and 3)**.

The one-story boat dock section of Building 15 is a combination of board formed concrete and corrugated metal sheets. The façade wall of this element is a virtual wall of windows comprised of sets of five, six-over-five windows with inset two-over-four pivot windows. A double metal personnel door with solid metal transom is centrally located in the middle bay of these windows with a metal walkway and railing; another metal personnel door with similar walkway is on the southwest side **(Photograph 2)**. The northwest side of this one-story element is open for boat entrance and docking and has three projecting piers **(Photographs 3 and 4)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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Primary # P-01-011144
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Page 2 **of** 11 ***Resource Name or #** (Assigned by recorder) Building 15

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs (cont.):

Photograph 1: Camera facing west, October 13, 2009.

Photograph 2: Camera facing northwest, October 13, 2009.

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Page 3 **of** 11 ***Resource Name or #** (Assigned by recorder) Building 15

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Camera facing southwest (Building 64 on left), October 13, 2009.

Photograph 4: Camera facing northeast, December 16, 2009.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 11 ***Resource Name or #** (Assigned by recorder) Building 15

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to reconsider provide additional information about Building 15, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

This context provides information on the development of the NAS Alameda Historic District and the contributions of Building 15 to the significant historical associations and architectural character of the historic district focusing on the period of significance preceding and during World War II.

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 during the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to serve and support its 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 crucial functions for aircraft assembly and repair. 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. 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.

As military tension around the world increased in the late 1930s, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur J. Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. The assertive conclusion of the Hepburn Report in 1938 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. The Hepburn Board recommended establishing NAS Alameda as one of the major air stations on the west coast supporting both operations and aircraft assembly and repair (A&R). 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 in 1937.[1]

[1] 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, 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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 Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2; 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.

The layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[2] The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings. Following the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations. However, local conditions necessitated alterations for improved functionality at given locations.[3] 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 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The location of natural features relating to the docks and seaplane facilities determined the final placement of this interlocking system of activities. As a result of this functional organization, naval air stations designed and built in this period share similar organization with modifications for local conditions.[4]

The NAS Alameda station plan also had a comprehensive aesthetic design, in addition to its functional organization. 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, which were 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 until the end of World War II. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new

[2] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[3] ; JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

[4] 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, "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.

bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [5]

BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes. In these early plans, the north-south axis ran from the north entry gate, bisected the entry mall and Building 1, and terminated at the center line of the Seaplane Lagoon to the south. The original east-west axis bisected an open area separating the living quarters / administrative core from the shops and operational portion of the station, and was aligned with the middle of the airfield on the west end of the station. The operational areas like the Seaplane Lagoon were sited either directly on the axial line or paralleled an axis.

The importance of waterfront activities is illustrated in the Navy's construction of the Seaplane Lagoon before the landplane airfield and that the Seaplane Lagoon was a critical feature in the design of the station layout highlighted by its symmetrical location on the main north-south axis of the station plan. The heavily trafficked Oakland Inner Harbor along the north side of the station was not a suitable location for seaplane operations, so the lagoon was placed at the south end of the axis, with access to open landing water. Its layout was nearly bilaterally symmetrical to the land area of the station, except where the railroad spurs serving the piers clipped the southeast corner of the lagoon, the alignment of which existed prior to Navy acquisition of the site. The east and west sides of the lagoon adjoin or were placed in line with two of the main north-south streets that flank the Shops and Administrative Core areas that form the main area of the station. The north-south measurement of the lagoon is equal to and correlates with the distance from Red Line Avenue to Tower Avenue that flanks the other sides of the Shops and Administrative Core areas. The original Airfield was subject to similar axial and proportional considerations. As a result, the Seaplane Lagoon is nearly the same size as the core of the station and the original Airfield.

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.[6] The planning and architecture on NAS Alameda demonstrate trends which BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.

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 of the Art Deco, Moderne and later International styles. 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 rapid evolution of aviation

[5] 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.

[6] 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.

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 was 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. Modest buildings on NAS Alameda, like Building 15, lacked ornament and depended upon proportion and simple form to provide their architectural interest.

The Boathouse, Building 15, was constructed as a part of the organizational and functional plan for the station using the prescribed building style. The contract for the construction of the boathouse was among the first building contracts awarded, and Central California Construction Company completed it in 1940. The building is located within the Seaplane Lagoon at a location that early plans showed was to be used for operational facilities. Its location reflected its direct functional relationship with ships at the pier, wharf, and seaplanes in the lagoon as part of waterfront operations.[7]

The boathouse was a part of the Operations Department on NAS Alameda, which was charged with flight and sea operations. Docking, undocking, and other ship movements were conducted through the Boats and Docks Branch located in the boathouse. The branch boats, located at the boathouse, assisted with ships arriving or departing NAS Alameda. In addition, the Boat and Dock Branch boats maintained the seadrome located south of the piers and breakwater where seaplanes landed and took off. Boats cleared the seaplane take off and landing areas of debris, beached and docked the seaplanes in the Seaplane Lagoon, and lighted, extinguished, and maintained the lights outlining the seadrome area. Other duties included training new crewmen on boat runs to familiarize themselves with the rough San Francisco waters and currents. The boathouse also maintained a fireboat and Crash Crew Operations boats to handle emergency operations as part of the Boats and Docks Branch.[8]

The rapid increase in personnel and activity during World War II required additional facilities. 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 speed up and completed during the war years. Like many of the buildings on NAS Alameda prior to World War II Building 15 expanded through the war. Between 1940 and 1945 Enlisted Men sleeping quarters were extended in the boathouse in four phases, one of which was in 1943(**Photograph 5**).[9]

[7] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1944,* Command History 1 of 25, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Building 15, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; 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.

[8] Jeff Greer, "75 Sailin' Navy Men at Station: Boathouse Crew Has Many Jobs," *The Carrier,* 9 February 1951.

[9] NOy 4165 folder 5 of 23, Box 26 NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme; Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings,"* July 1945, Box 232, RG#8,CEC/Seabee Museum, NBVC, Port Hueneme.

State of California — The Resources Agency **Primary #** P-01-011144
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 8 **of** 11 ***Resource Name or #** (Assigned by recorder) Building 15

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: Boathouse (Building 15), September 1, 1945.[10]

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. It continued its function for waterfront operations after the war and during the 1950s.

In the 1960 and 1970s the mission and function of the Boats and Docks division, including Building 15, was to salvage water crash victims in the San Francisco Bay area, assign berthing space for all ships at NAS Alameda piers, to assist ships in docking and undocking and provide service requested by logistic requirements to all vessels berthed at the piers, and to control and clean up all oil spills at the piers. Boathouse personnel had developed their own equipment to handle oil spills to emulsify and sink heavy oils.[11] By 1972, small craft berth was listed as a secondary function of the building.[12]

[10] "History of Assembly and Repair Dept," Photograph album, 3195B-C, Box 1 of 22, RG 181, NARA (San Francisco).
[11] US Navy, *1967 Command History,* Command History 9 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes 1940 to 1992, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[12] Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities: Volume 5 Sec. 2 Naval Districts 11, 12 and 12 (Served by WESTNAVFACENGCOM), NAVFAC P-164,* 30 June 1972, Box 55, RG#8,CEC/Seabee Museum, NBVC, Port Hueneme, 58.

*Recorded by: C. Brookshear and C. Miller *Date: October 13, 2009 ☐ Continuation ☒ Update

Evaluation

In terms of Building 15's place within the existing NAS Alameda Historic District, this evaluation suggests that it is a contributing resource because of its shared association with other contributors to that district's significance under Criterion A, for its contribution to the nation's defense during World War II, and under Criterion C, for its style and architectural importance. The original district significance discussion stated,

> 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.
>
> …. 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.[13]

Woodbridge considered Building 15 a non-contributor to the district because of its isolation from other buildings and structures within the NAS Alameda Historic District. Previous evaluation had recognized its historical association with the district and research confirms this association. Reconsideration of the district boundaries and evaluation of the Seaplane Lagoon has expanded the district to include the lagoon. Projecting into the lagoon, Building 15 is within the historic district. The lagoon and waterfront features like Building 15 were an important part of station operations and the total base design of NAS Alameda. Due to the reconsideration of the NAS Alameda Historic District boundaries, Building 15, located on the Seaplane Lagoon, is now within the NAS Alameda Historic District. In addition, the building retains sufficient historic integrity to the historic district's period of significance.

Building 15 is a contributor to the NAS Alameda Historic District, which is significant at the state level under NRHP Criterion A and NRHP Criterion C. The district 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 during the period of significance 1938-1945. Building 15 is significant for its association with the historic district's importance in naval air station development and the role NAS Alameda served during World War II. In addition to its historical significance, Building 15 also retains sufficient historic integrity to convey its significance to the historic district's period of significance.

Under Criterion A, Building 15 is a contributor to the NAS Alameda Historic District because of its important role in station waterfront operations and its 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 its important associations with the station's role in Pacific theater naval operations during World War II. Alameda was one of the major naval air stations constructed in the years prior to World War II and the only one of the three built on the West Coast that was completely new construction. The Navy's detailed attention given to construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet and the Navy's distinct efforts to increase efficiency and

[13] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992. 1-2, 11-12.

functionality for naval aviation in support of the military's mission of that period. Completion of the station was sped up and then 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. Building 15 provides a direct link to NAS Alameda's initial development and its support of a central and vital role in the Pacific theater.

Under Criterion C, Building 15 is significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. NAS Alameda was 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. NAS Alameda's careful arrangement of spatial organization and buildings / structures, along with the integration of architecture and landscape, use of Moderne style architecture, and details of the station's architecture demonstrate the Navy's distinct efforts to provide a modern facility to increase efficiency and functionality in support of the growing importance of Navy aviation. Building 15's location in proximity to both the piers and seaplane lagoon demonstrates the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period, and it shows the magnitude the Navy placed on the design to illustrate the modernity and importance of the naval aviation strategy for the Pacific Fleet. The building's integration with the overall architecture of the station focusing on smooth wall surfaces, horizontal orientation and flat roofs further support the importance placed on the design. 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 functional design 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 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.

Building 15 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.

Building 15 shares character-defining features with many of the shop facilities on NAS Alameda as identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[14] The main character-defining element of these buildings, and Building 15, is the poured concrete building material, and smooth surface. With such a simple building material the smaller features such as windows become character-defining. In this case, the large windows providing light to the covered docks are especially defining. The covered docks at the southeastern portion of the building with their associated docks and pilings characterize the use of the building. No interior character-defining features were identified for Building 15.

The history of the station during the Cold War illustrates that neither the 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 weapons research and

[14] Stephen Mikesell, *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).

State of California — The Resources Agency **Primary #** P-01-011144
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CONTINUATION SHEET **Trinomial**

Page 11 **of** 11 ***Resource Name or #** (Assigned by recorder) Building 15

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☐ **Continuation** ☒ **Update**

development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[15] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 15, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although Building 15 does not individually possess Cold War-era significance, this building meets the criteria for listing on the NRHP as a contributing element of the NAS Alameda Historic District (NRHP Status Code 3D).

***B14. Evaluator:** C. Brookshear; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

[15] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

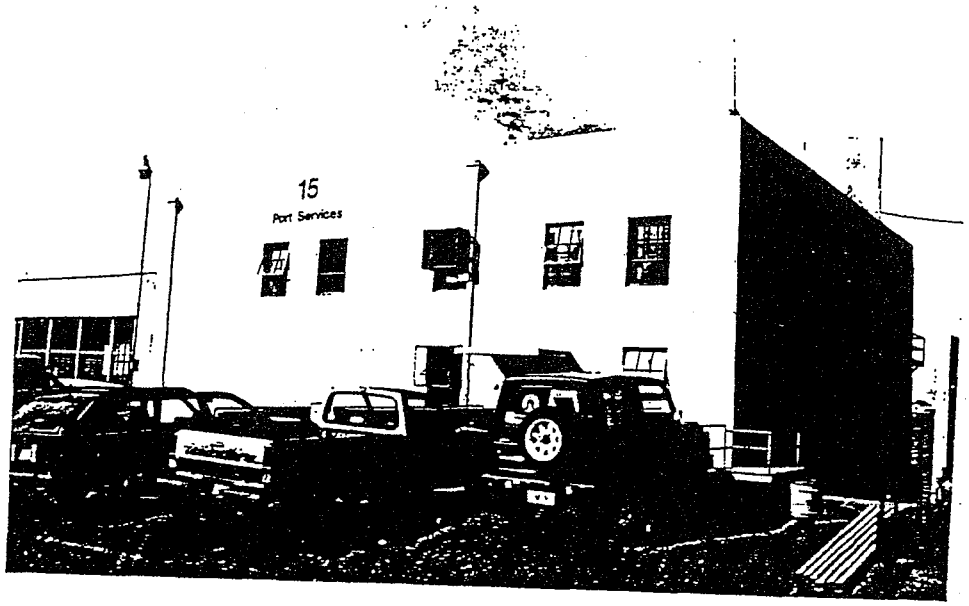
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current: Building 15, Boathouse
3. Street: Fifth St. **NAS Alameda Map:** V-27 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Map Quad No.: N3745-W12215/7.5 Parcel No.: none

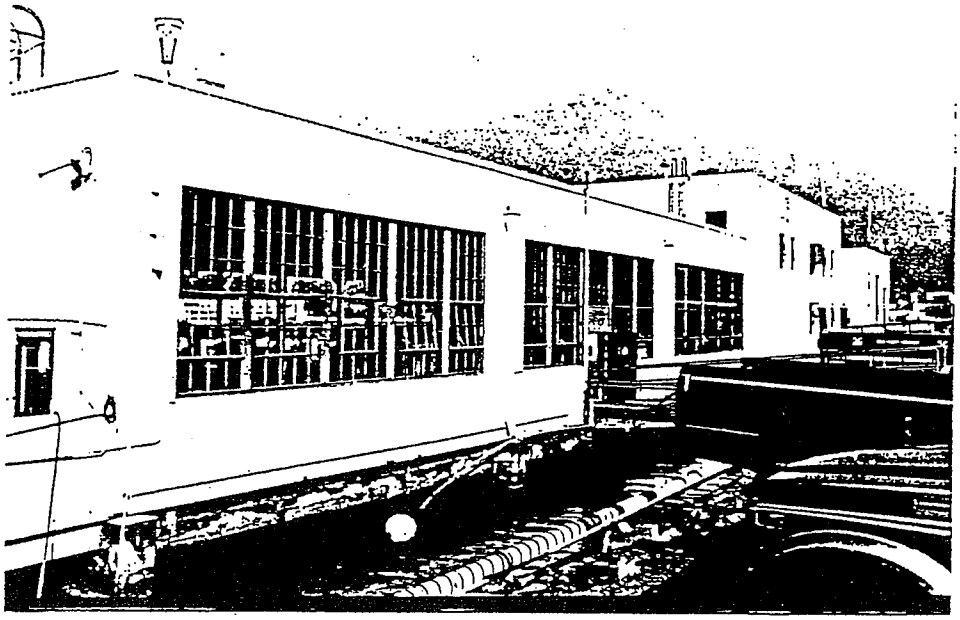
DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a two-story concrete building with a flat, parapeted roof and a rectangular plan, attached to a long one-story wing clad in corrugated metal. Typical windows on the concrete block are metal-framed and have 6-light, hopper sash. An entrance door on the SE side has a small, concrete slab roof pro-jecting from the wall above. A stairway leads to a door on the upper floor of the NE side. The wing has large glazed openings on the SE side with metal mullions and multiple-light, hopper sash and a metal door; the water side of the wing is open. The building stands on pilings in the water and has gangways bridging the water leading to the entrances.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 15

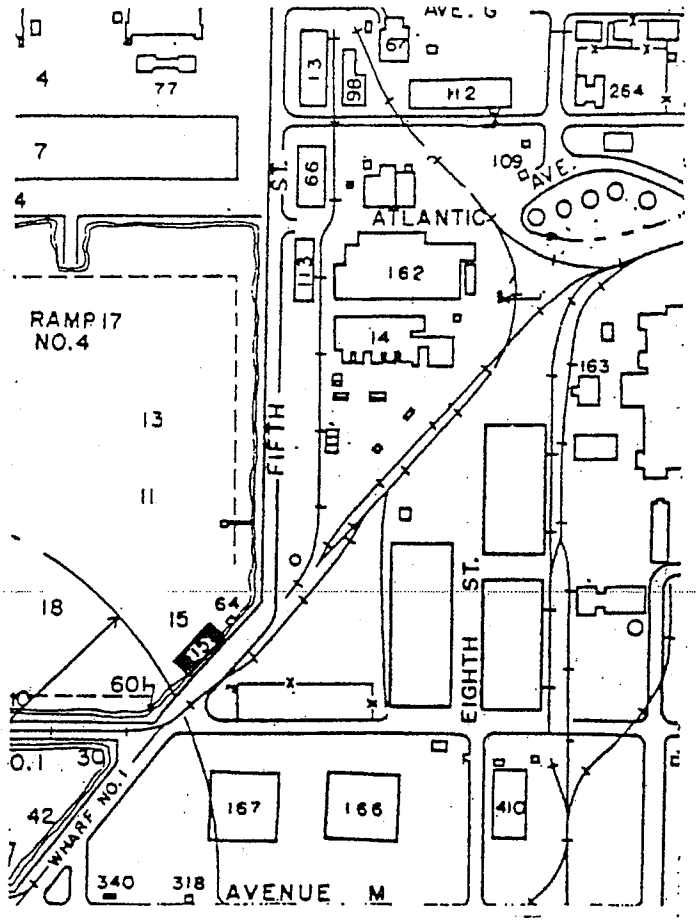


HISTORICAL INFORMATION

14. Construction date: 1940 Original location: yes
15. Alterations: metal siding put on building in 1989
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context fully developed: yes
19. Context: Although Building 15, the boathouse, is one of the early base buildings, it is located, like its neighbor, Building 64, in an area far removed from the central core of early buildings. On-going construction in this area has changed the early appearance of the base. The building was altered in 1989, but still retains a high degree of integrity. Architecturally, it has no distinguishing features, and, because of its isolation, does not contribute to the NAS Alameda Historic District.
20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

State of California — The Resources Agency **Primary #** P-01-010014
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder): Building 16
***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 16 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Medical Clinic

P2 e. Other Locational Data: 2600 Saratoga Street; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 16 is a 39,130 square foot U-shaped Streamline Moderne building with a flat roof. The north wing is three stories, while the west wing and south wing are two stories. Building 16 is almost entirely made of poured concrete with the exception of the rear section of the south wing, which is clad in horizontal wood siding. At the northwest corner of the building is a three story element protruding from the roof of the west wing, and a four story element protruding from the roof of the north wing. This last appears to be a stairwell providing access to the roof.

The buildings clean, angular lines are interrupted only at the main entrance on the northwest corner of the building. Here, the corner of the two-story west wing is rounded as it meets the north wing. The center horizontal band of concrete which runs between the first and second story windows of the west wing continues past the corner to provide a shelter for the entrance before it too curves to meet the north wing. The entrance is slightly recessed and has three sets of full glass double doors accessed by a staircase of seven concrete steps with metal pipe railings.

The windows on all sides of the building are set in horizontal bands mostly consisting of two-over-two, metal frame windows in groups of four. These sets are broken by concrete dividers which are scored into four sections to mimic the windows. While this pattern is predominate on the building, there are some exceptions. One the east end of the north wing there are sets of one, two, three windows occurring on the building, largely in the rear. In some places the concrete divider is also not present. Several window bays on inside of U section of the south wing are filled in with glass blocks, while some windows are boarded up with plywood.

Other doors include a metal personnel door on the west side accessed by concrete stairs with a metal pipe railing. On the south side near the rear of the building is the same type of door on the second floor accessed by a metal staircase. The east end of this wing also has a single-bay, metal roll-up garage door. On the inside of this U-shape are several other doors. These include two sets of double doors and two single personnel doors which open onto a concrete loading dock accessed by a ramp on one end and concrete stairs on the other. Also on this side of the building is another second story window accessed by a metal staircase from a second, small loading dock covered by a cantilevered roof. On the east end of the north wing are three additional personnel entrances. On the first floor is a recessed set of metal doors accessed by concrete stairs with metal pipe railing. On the second and third floors are doors accessed by the same metal stair case.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and C. Brookshear, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder): Building 16

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Main entrance at northwest corner, camera facing south, December 16, 2009.

Photograph 2: North wall, camera facing southeast, December 16, 2009.

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***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Camera facing southwest, September 25, 2009.

Photograph 4: Camera facing west, September 25, 2009.

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***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: Southwest corner, camera facing northeast, September 25, 2009.

Photograph 6: Circa 1945 photo of Building 16 entrance.[1]

[1] US Navy, Photo #122-6, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder): Building 16
***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 16, to assess if it retains integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Johnson, Drake and Piper constructed Building 16 in 1942 as a dispensary. The medical and dental departments of NAS Alameda moved from the second floor in Wing 2 of Building 2 into Building 16 upon completion in 1942. The mission and function of the Dental Department was to provide dental treatment for the station, station tenants, and ships home ported at NAS Alameda. The mission of the dispensary was to provide for the preservation of health of the personnel assigned to the Station, to care for the sick and injured and to supervise the hygiene and sanitation of the Station and recommend measures to prevent or diminish disease or injury.[2]

The dental department occupied the entire north wing of Building 16. In 1946, the dental department was established as a separate department and by 1958 had a prosthetic laboratory, x-ray and dark rooms, and 12 dental operating rooms. A dental technician program was established the same year. In the 1970s the medical galley was converted to a Plaque Control Center for training purposes and the medical and dental exam and treatment rooms were remodeled.[3]

[2] US Navy, *1967 Command History*, Command History 10 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 14-1; United States Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1958*, Command History 6 of 25 folder, 25 July 1959, Box 1 of 2, 5757-1b, Naval Command Histories, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[3] Building 16, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; "Dental Care Provided at Air Station," *The Carrier*, 25 October 1960; United State Navy, "NAS Alameda Command History 1972," RG 181, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, National Archives and Records Administration, Pacific Region, (San Francisco), 4.

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CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder): Building 16
***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 16 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[4] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[5] These are detailed on the attached sheets, and include smooth concrete surfaces of the building, horizontal orientation, flat roofs, emphasizing vertical elements (such as the stacked windows on the north side), curved contrasting elements (especially the curved entry elements in Photograph 1), original and sympathetic two over two windows, and quoin-like dividers between windows.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[6] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 16, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 16 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse and S. Melvin

***Date of Evaluation:** January 2010

[4] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[5] Stephen Mikesell, *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).

[6] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

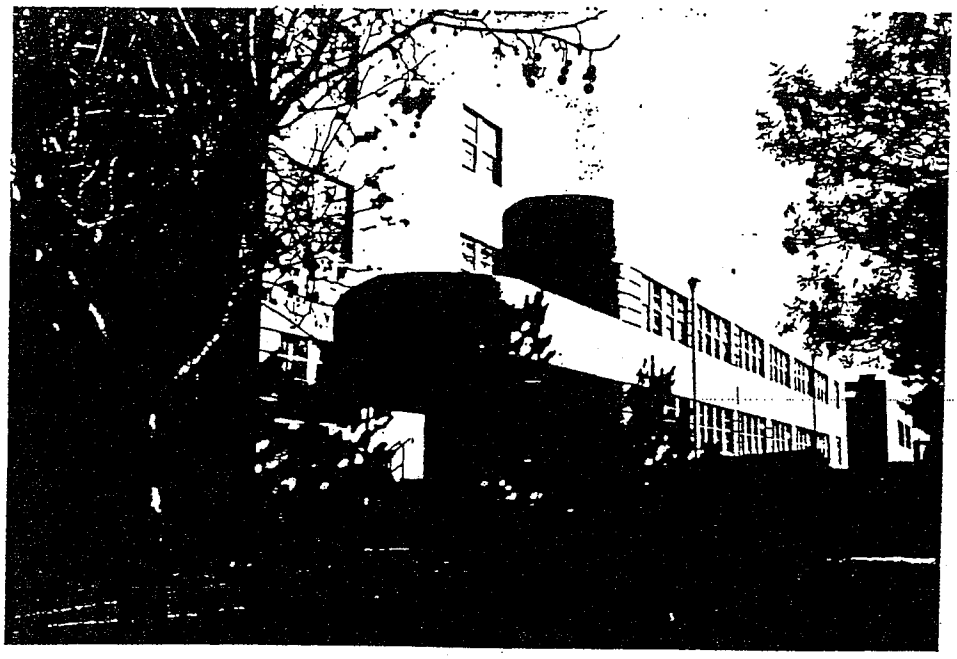
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

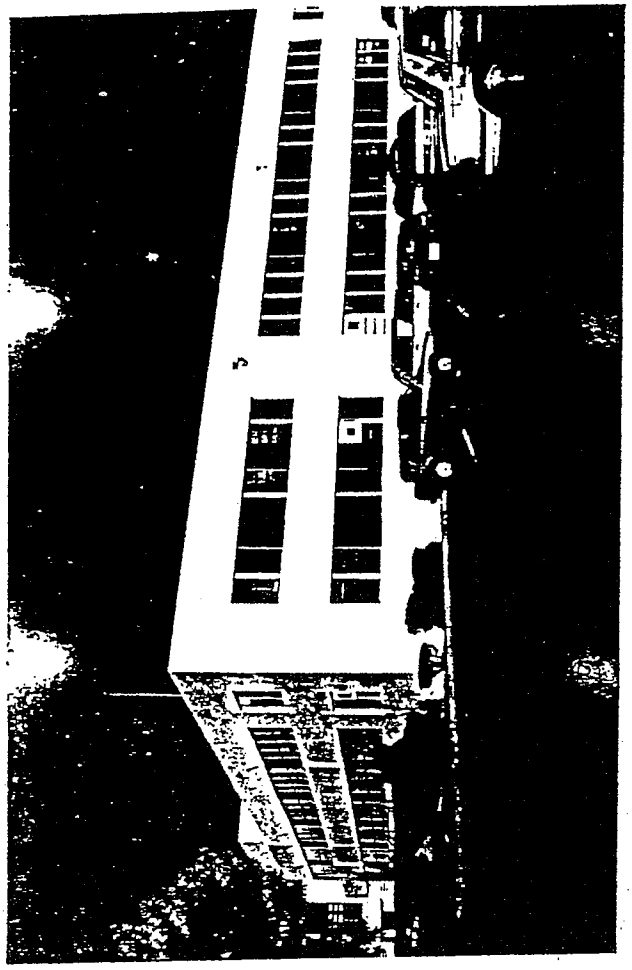
1.&2. Historic/Current name: Building 16, Medical Clinic
3. Street: Third St. at Ave. B **NAS Alameda Map** L-24 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W11215/7.5

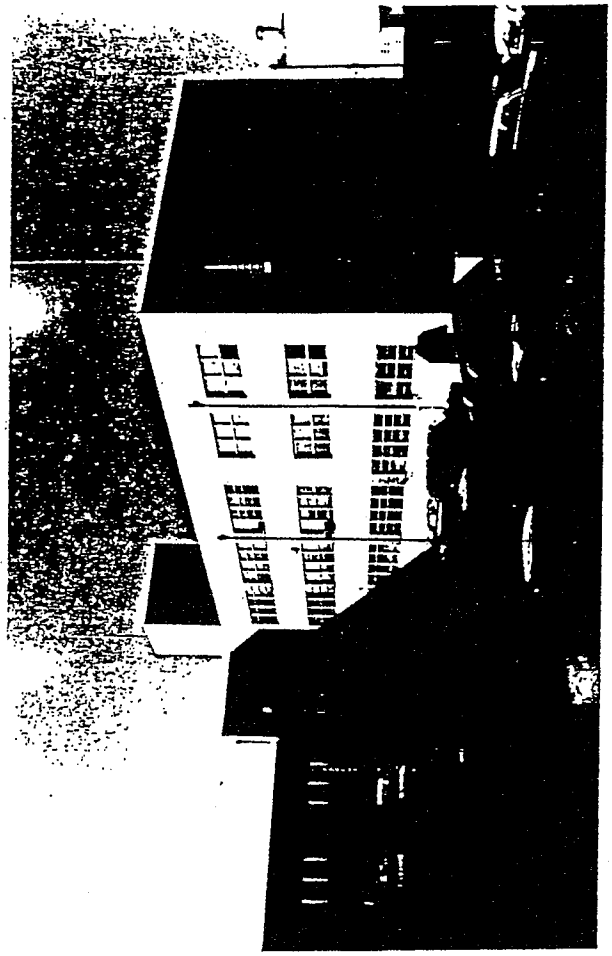
DESCRIPTION

6. PROPERTY CATEGORY: District Number of resources documented: 85
7. Existing condition: a three-story, concrete building, 147 ft. by 44 ft, with a flat, parapeted roof and a U plan. The entrance, which has two sets of double metal doors, on the W side is raised up a short flight of concrete steps with metal railings and sheltered under a roof with a curved parapet that abuts into the building facade on one side and merges with the upper floor wall on the other side of the entrance. The upper floor projects from the three-story part of the building and is curved to match the entrance parapet. The curved corners of the walls and the walls between the windows are scored with lines that match those of the metal-framed, hopper sash with two-over-two lights. The same fenestration is used on the rest of the building as is the pattern of scoring. Fire doors and other entrance doors are located on the ends and other parts of the building. The elevator tower rises from back of the third story. The building was altered in 1989, but retains a high degree of integrity and appears unchanged.

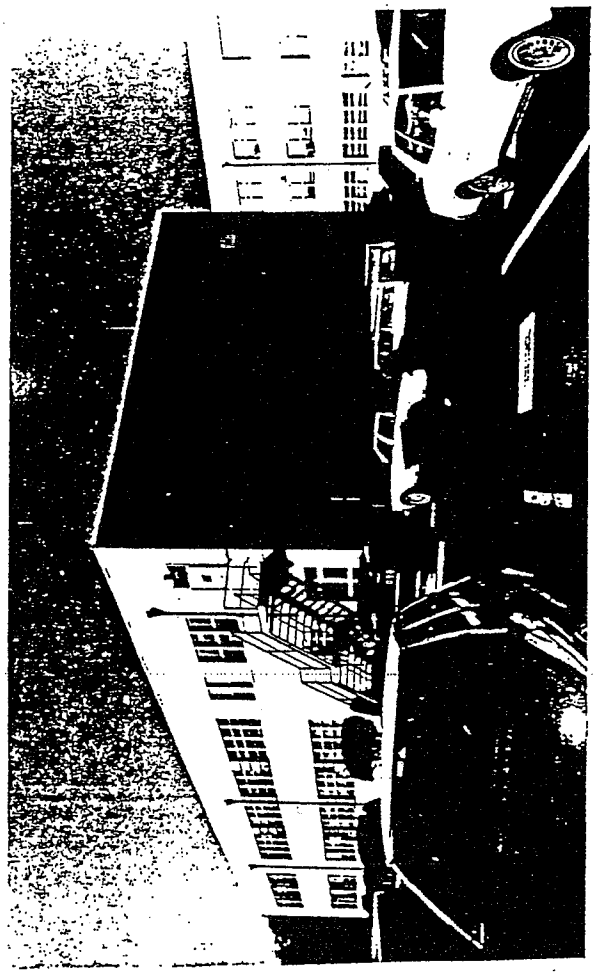
8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none







NAS ALAMEDA Building 16



HISTORICAL INFORMATION

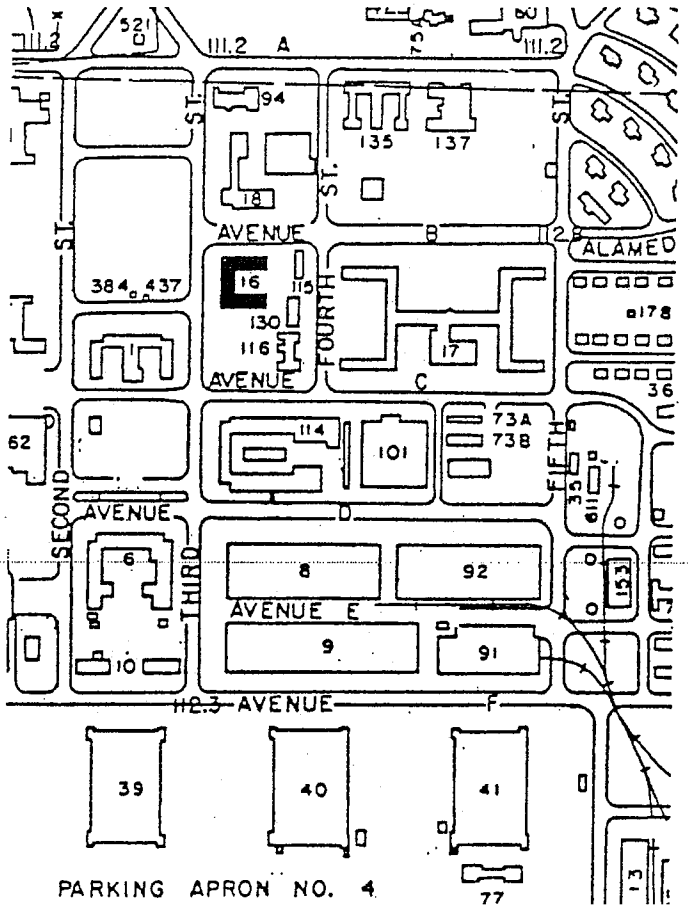
14. Construction date: 1942. Original location: yes
15. Alterations: Exterior alterations to the back of the building in 1989
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: n/a
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally documented: yes

19. Context: Building 16, the Medical Clinic, contributes to the NAS Alameda Historic
District under Criterion A because it was built in 1942 in the core area of the base, which still conveys a strong impression of the air station during the period of significance. Under Criterion C, the Medical Clinic was designed in the simplified early Modern style of the permanent buildings in the core area.

20. Sources: NASAlameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

- Horizontal orientation with strong vertical emphasis in the entry pavilion (see Photograph 2).
- Horizontal concrete bands, or quoins.
- Curved planter boxes and concrete barriers at doorways.
- Curved concrete canopies.
- Five-light original doors (See Photograph 11).
- Some original two-over-two double-hung wooden windows and appropriate aluminum double-hung replacement windows.
- Stacked windows and cast-stone ornamentation at entry pavilion (see Photograph 24).

3.3. Character-Defining Elements of Buildings 2, 3, and 4 (also Building 63 and 193)

Buildings 2, 3, and 4 are best considered as a single entity. The buildings are united structurally via a massive arcade, which runs nearly the length of Buildings 2 and 4 and across the front of Building 3. Buildings 65 and 193 are relatively minor appendages to Building 3. This group of buildings arguably includes the best that the NAS Alameda Historic District has to offer. Virtually all character-defining elements found within the Administrative Core generally may be seen on these buildings.

Among the key character-defining elements are:

- Strong horizontal orientation with vertical elements for emphasis. The key vertical elements include the stairwells at the eastern end of Buildings 2 and 4, and the tall columns at the facade of Building 3.
- Quoin-like features.
- Cast stone figures, including the Pegasus figures at Buildings 2 and 4 and the eagle figures at the entrance to Building 3.
- Many original two-over-two double-hung wooden sash on the second story of Building 2.
- Sympathetic aluminum two-over-two double-hung sash in Buildings 2 and 4.
- Steel sash in Building 3.
- Three-light wooden doors.
- Oval columns and long arcade.
- Concrete planters and seating area.

3.4 Character-Defining Elements of Building 16.

Building 16 is a large U-shaped, two-story, flat-roofed concrete building, located immediately east of the Administration Building. It is characteristic of the general horizontal orientation of the buildings in the Administrative Core. More than any other building in the district, however, it typifies the sweeping curved concrete surfaces of the Streamline Moderne style; as noted, it is the most pure example of Streamline Moderne within the historic district. Character-defining elements include:

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

3.5. Character-Defining Elements of Building 17.

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

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

3.6. Character-Defining Elements of Building 18.

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

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

State of California — The Resources Agency **Primary #** P-01-010015
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 1 **of** 9 ***Resource Name or #** (Assigned by recorder) Building 17
***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 17 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Bachelor Officers' Quarters

P2 e. Other Locational Data: 700 W. Essex; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 17, the Bachelor Officers' Quarters (BOQ), remains as previously described **(Photograph 1)**. The building consists of an east-west cross wing with U shaped wing attached to either end. Another wing projects from the center of the east-west cross wing to the south for a total of 144,133 square feet. The building has a main entrance on the north side of the east-west cross wing **(Photograph 3)**, and three entrances facing the courtyard of each U. The main entrance is centrally located **(Photographs 3 and 4)**. A three story stair tower is just to the east (left) with horizontal bands of glass block windows wrapping around the northeast corner of the tower. A concrete planter surrounds the tower. A long porch and second floor balcony extent to the west (right) of the entrance. First floor fenestration along the length of the porch has been modified to single windows instead of bands. The main entrance is a pair of metal-framed glass doors. The three story U shaped wings have entrances and stairs at each outside corner. Entrances facing the courtyard at the base of each U have stairs leading to a pair of doors set into a recess with curved sides **(Photograph 5)**. Above the entrance is a small balcony with a single door and small flat rectangular concrete roof. The doorway is flanked by two rectangular concrete planters. Similar doors without the balcony are located facing the courtyard on each side of the U. The central entrance on the east has been modified with a wheelchair ramp. South of the west entrance is an emergency stair with metal first floor door and a column of horizontal single light windows above it.

The south wing includes a single story rectangle projection to the south with a two-story square located to the east of that rectangle **(Photograph 6)**. A loading dock runs along the west side of the central wing and a personnel door with curved protective roof is located at the corner where the wing joins the central corridor.

Similar to many buildings on NAS Alameda, the interior of the BOQ has been modified consistently since its construction. However, characteristic elements of the building remain; they include: large open spaces, curved staircases and their metal handrails, and the use of glass block in windows and room dividers **(Photograph 7)**. The building has been vandalized and many of the glass block sections are now destroyed. The building retains features such as small telephone booths and terrazzo flooring that reflects the era in which the building was constructed **(Photograph 8)**. The terrazzo flooring and the tile in the lavatories may be original materials **(Photograph 9)**. The kitchen area is characterized by tiled walls and floor and has industrial metal sinks along the east wall **(Photograph 10)**. While the large open plan of this area is true to the original design, the materials within it may be part of a later refurbishment.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)

Cheryl Brookshear and Karen Clementi, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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P5a. Photographs:

Photograph 1: Building 17 in background, camera facing north, December 16, 2009.

Photograph 2: South side Building 17, camera facing northwest, October 6, 2009.

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Photograph 3: North side of Building 17 with main entrance, June 9, 2010.

Photograph 4: Detail of main entrance, camera facing southwest, October 6, 2009.

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Photograph 5: Entrance at base of U, camera facing east, October 6, 2009.

Photograph 6: One story portion of south facing block, camera facing northeast, October 6, 2009.

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Photograph 7: Interior of Building 17, showing terrazzo flooring on steps, curved staircase and handrails, and glass block window elements, camera facing north, December 11, 2009.

Photograph 8: Interior of Building 17, showing phone booths in the lobby, camera facing west, December 11, 2009.

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Photograph 9: Interior of Building 17, showing tiled lavatory, camera facing north, December 11, 2009.

Photograph 10: Kitchen area in Building 17, camera facing southeast, December 11, 2009.

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Photograph 11: Building 17, circled, in oblique aerial view, November 12, 1941.[1]

B10. Significance (cont.):

This update form was prepared to provide additional information about Building 17, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Construction of Building 17 began in early 1940. By September of that year designers developed a new plan for the station and the building began to develop the four wings it has today. Construction was phased through 1941, adding wings as additional staff arrived on station **(Photograph 10)**. In 1943, as the station and personnel housing grew, a 200-seat mess hall was added to the BOQ. In addition to food and lodging, other services could be found at the BOQ including a barber shop and a ward recreational room. By 1963 an instructional center was opened in the building.

[1] "November 23, 1941 aerial photograph," California- Alameda – pictures, maps, justifications, Record Group 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC, Port Hueneme, California.

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Throughout the life of the building suites and other facilities in the BOQ were constantly remodeled and upgraded. For example, a new barbecue area was built in 1968 the front doors were replaced in 1973 with automatic doors. In the early 1970s, many bachelor officers chose to live off station leaving many units in Building 17 empty. Most of the residential units were designed for two men per room with two rooms sharing a bathroom. As a result of fewer men living in the BOQ, the Navy provided the officers living there two room suites, each with his own bathroom. The Navy remodeled the interior during the 1980s when the building's connection to the base's steam heating system was replaced with a stand-alone heating / air-conditioning system. Changes included a lowered ceiling bump-out corners in the hallways, new carpeting, and coffered ceiling insets at hallway intersections. In March 1993 a handicapped ramp was added on the east side of the building. The Bachelor Enlisted Quarters (BEQ) and the BOQ combined into the new Combined Billeting Quarters (CBQ) in 1996. A retail outlet was also opened inside Building 17 in that year. The building is now vacant and has been vandalized.[2]

The BOQ had a large painting in the dining room that featured women in a grape harvest scene. The painting was done during World War II by Robert E. Weaver (Lt. JG) in the expressive realism style of that period. The painting is no longer in the building and was likely removed when the station closed. Weaver painted multiple large pieces on station during the war. He later went on to a career as a painter and illustrator.[3]

Evaluation

Building 17 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[4] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station

[2] Bureau of Yards and Docks (BuDocks), "US Naval Air Station Alameda, Bachelor Officers' Quarters First Floor Plan West Wing," Yards and Docks #139392, February 20, 1940; BuDocks, "US Naval Air Station Alameda, Additions to Bachelor Officers' Quarters Plot Plan and Details - Plumbing," Yards and Docks #147785, September 14, 1940; BuDocks, "US Naval Air Station Alameda, Extension to Bachelor Officers' Quarters Second Floor Plan Roof Plan and Heating Layout," Yards and Docks #163875, June 4, 1941. These original BuDocks plans are located in Drawer 11 600 Block Essex, Plan and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Department of the Navy, Bureau of Yards and Docks, *NOy Contracts*, NOy 4165, Folder 3 of 23, Box 25, RG 12,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1942 - 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Dick Rutter, oral interview with JRP, December 18, 2009. Mr. Rutter lived in the BOQ when he was assigned to NAS Alameda; US Navy, *1993 Command History*, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181 US Naval Shore Establishments, National Archives and Records Administration, San Francisco.

[3] Dick Rutter, former Navy officer A3 aircraft navigator who served on NAS Alameda (1971-1976), oral interview with Christopher McMorris and Rand Herbert, JRP Historical Consulting, LLC (JRP), December 18, 2009; *U.S. Naval Air Station, Alameda, California*, (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945). Robert E. Weaver is not the more well-known mid-twentieth century illustrator with a similar name. Robert A. Weaver was a nationally published illustrator, as discussed in, for example: Steven Heller and Marshall Arisman, *Inside the Business of Illustration*, (New York: Allworth Press, 2004), 43.

[4] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

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Alameda Historic District."[5] These are detailed on the attached sheets, and include smooth concrete surfaces of the building, horizontal orientation, flat roofs, emphasizing vertical elements, curved contrasting elements, original and sympathetic two over two windows, five light wooden doors, and quoin-like dividers between windows, Vertical elements include the raised concrete 'stacked' features at the east and west ends of the U shaped wings, 'stacked' windows and concrete balconies at the north entry, and the 'stacked' glass block windows at the sides of the north entry. Curved contrasting elements include the north entry and concrete canopy over the rear loading dock. Some of these features are reflected on the interior, notably the windows and glass block and a slight curve to the base of the stairs.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[6] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 17, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 17 is a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and C. McMorris

***Date of Evaluation:** January 2010

[5] Stephen Mikesell, *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).
[6] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

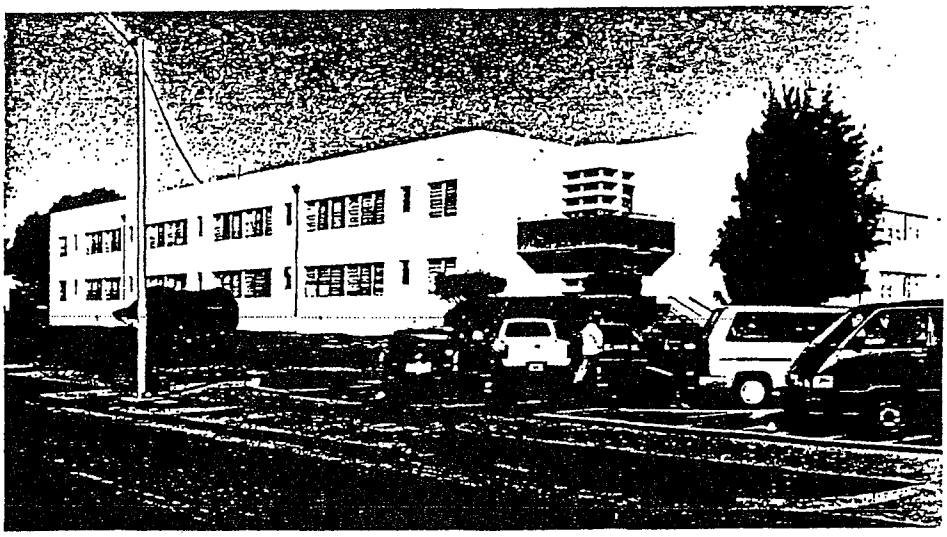
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

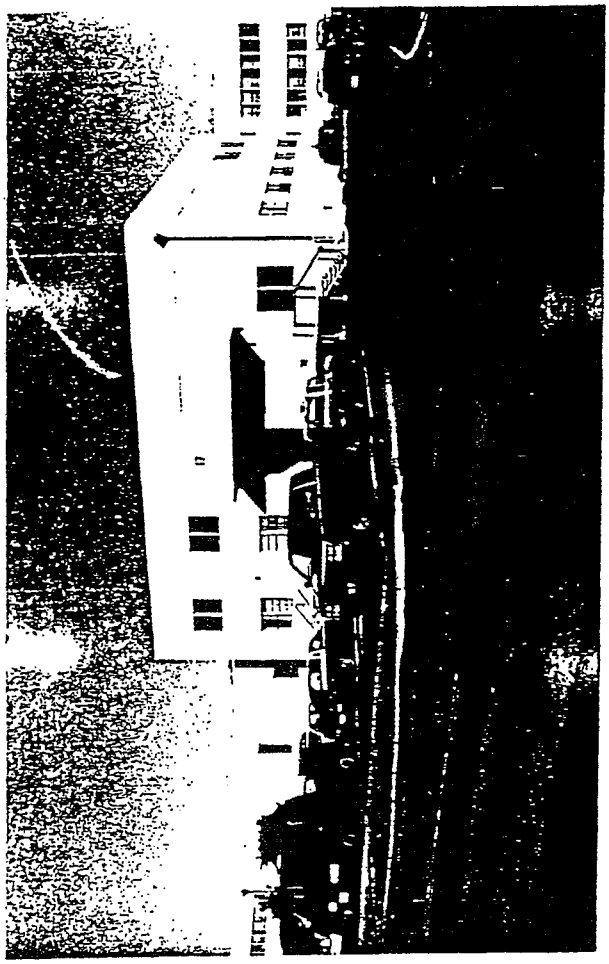
1. & 2. Historic/Current name: Building 17, Bachelor Officers Quarters.
3. Street: Aves. B and C & Fourth and Fifth Sts. **NAS Alameda Map** L-26
City: Alameda Zip: 94501 Country: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

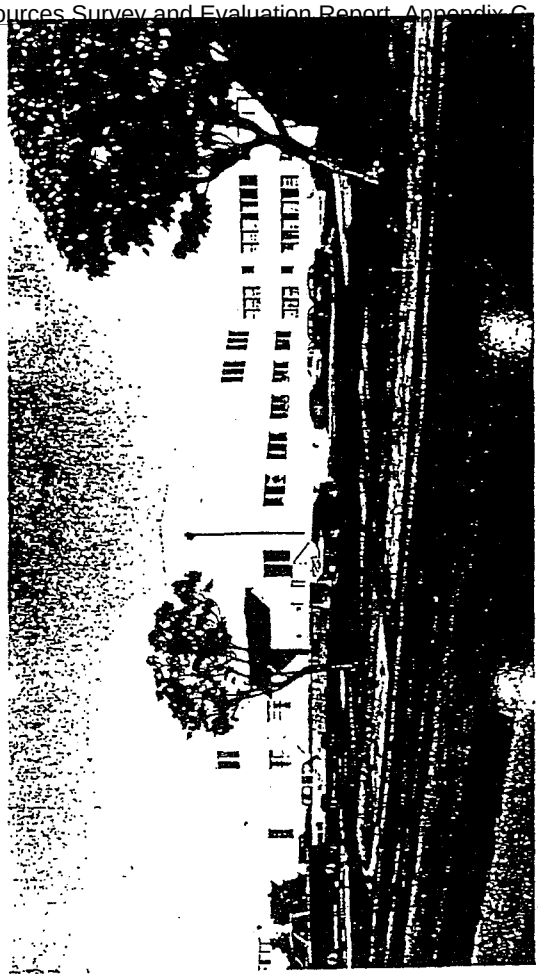
DESCRIPTION

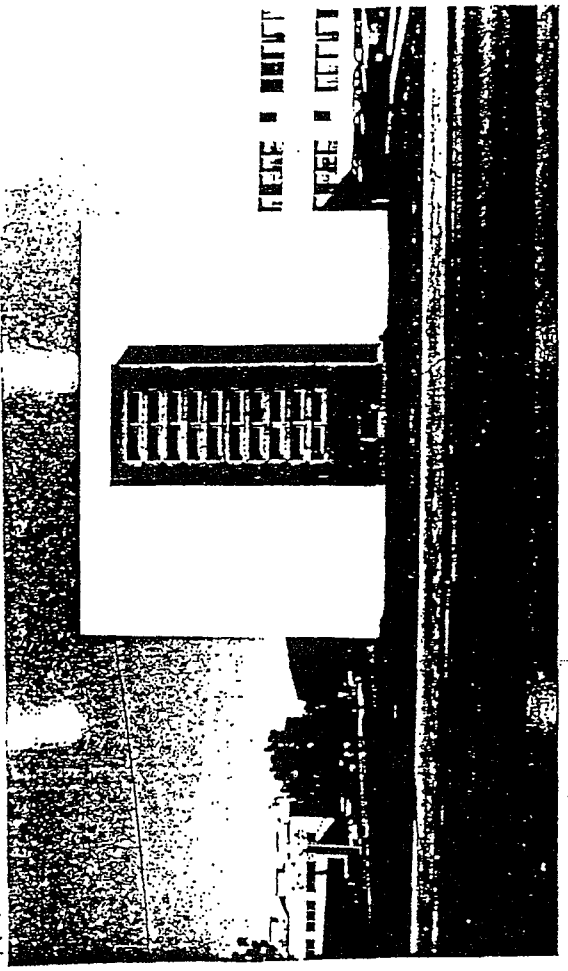
6. Property category: District Number of resources documented: 85
7. Existing condition: a two-story, concrete building composed of two U-shaped wings aligned N-S connected with an E-W cross-wing , which has a rectangular block on the S side; the function of the building as a dormitory explains the plan. Two-tier stair towers are set within the ells of the wings. Walled balconies on the upper level and walled terraces on the ground level reached by short flights of concrete steps with metal railings encase the stairwells, which are fenestrated with a grid of small, rectangular openings. Typical elevations are punctuated with metal-framed windows with 4-light hopper sash, which are paired near the end-bays of the walls and grouped in sixes in the other four bays; these windows are separated by smaller windows on each floor. Two metal downspouts enframe the two central bays. The ends of the wings have slightly projecting wall-sections perforated with a grid of two vertical ranks of small, rectangular openings. The S-facing block in the center of the building has a service entrance raised on a concrete platform and reached by two flights of steps which is sheltered by a concrete slab projecting from the wall above the double entrance doors. The block is fenestrated with the standard metal windows.

8. Planning agency: WESTNAVFACEBGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none









NAS ALAMEDA Building 17

HISTORICAL INFORMATION

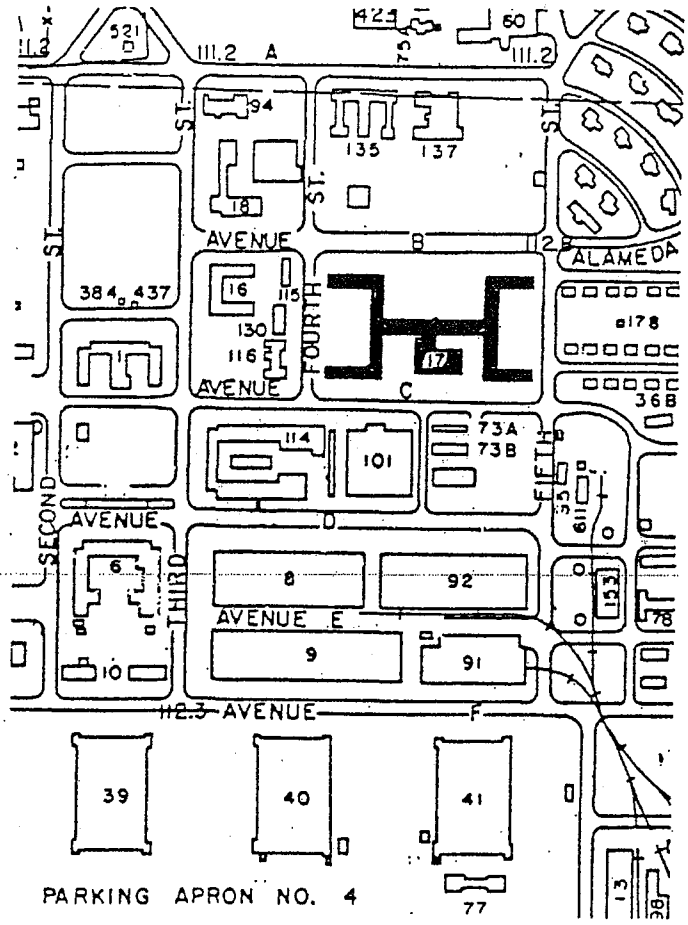
14. Construction date: 1941 Original location: yes
15. Alterations: none visible
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Are for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Building 17 contributes to the NAS Alameda Historic District under Criterion A because it was built in 1941 as part of the early central core of buildings on the base, and has continued to serve its original function of Bachelor Officers Quarters. Under Criterion C, the building is representative of the simplified Modern style in which the permanent buildings were de-signed and has a high degree of integrity.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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

3.5. Character-Defining Elements of Building 17.

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

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

3.6. Character-Defining Elements of Building 18.

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

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

State of California — The Resources Agency **Primary #** P-01-010016
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder): Building 18
***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 18 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Post Office and Recreation

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 39,130 square foot Post Office and Recreation building remains as described in 1992. From above, and looking at the east elevation, it is clear that the theater at the south end of the building is three stories while the post office and office wing extending to the north is one story **(Photograph 1)**. The post office is deeper than the adjoining offices creating an irregular east façade. A roughly square sorting room is attached north of the customer service portion, but is not flush with the full length porch. The porch columns are actually oval and mimic the colonnade of the Bachelor Enlisted Quarters (Buildings 2 and 4) across the mall. Surrounding the theater entrance is a concrete terrace with incorporated concrete planters. The terrace surrounds both the main (west) entrance and a second (south) entrance with a cantilevered protective roof. This secondary entrance has been enclosed. The theater also has entrances with concrete stairs and planters at the far end, on the north and south sides. These doorways are set in smaller tower like projections with a grid of six tall two over two windows. The rear (east) side has two loading areas. The first is where the offices meet the theater. It consists of a concrete platform leading to a pair of doors with a rectangular flat concrete overhang **(Photograph 2)**. A window and doors to equipment are located in a recess off the platform. The rear of the post office has another platform **(Photograph 3)**. This platform is sheltered by a full width and depth metal roof. The central portion of this roof is concrete and curves out from the post office wall. A pair of doors is centrally located and flanked on one side by mechanical equipment mounted to the dock. The rear of the post office addition has two overhead doors at truck bed height for additional loading and unloading.

The interior of Building 18 retains a Moderne look in the theater; however, this is a result of recent modifications made to the building in the 1990s **(Photograph 4)**. Only a few original elements were retained and incorporated into the redesign of the theater portion, such as the vent structures on the ceiling and the metal vents along the base of the stage. The interior of the post office portion of Building 18 has also been modified over the years; however it retains the original two-over-two wooden double-hung sash in the mail sorting area of the post office. These windows are the single, interior character-defining feature of Building 18.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and C. Brookshear, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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P5a. Photographs:

Photograph 1: Building No. 18, camera facing northeast, September 25, 2009.

Photograph 2: Loading platform corner of theater and offices, camera facing southwest, September 25, 2009.

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Photograph 3: Post office loading dock, camera facing northwest, September 25, 2009.

Photograph 4: Interior of theater, Building 18, camera facing east, December 11, 2009.

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Photograph 5: Building 18 in 1945.[1]

B10. Significance (cont.):

This update form was prepared to provide additional information about Building 18, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Building 18 is divided into three main sections: an 18,166 square-foot general purpose auditorium, a 5,293 square-foot post office, and a 2,288 square-foot educational service office. Construction of Building 18 began in February 1938 and was completed in 1941 under contractors Moore and Roberts out of San Francisco for a total cost of $274,134.51. In July 1942, the Post Office was moved from its temporary placement in the Administration Building

[1] US Navy, "Theater," #121-6, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

to its permanent location in Building 18. Between 1944 and 1945 an office extension was added to the north side of Building 18, into which the Post Office expanded **(Photograph 5)**. By the 1950s office space within Building 18 was reserved for the insurance office in addition to the already existing post office and theater. In 1965 the Family Services Center was established on base and located in Building 18. This service was later relocated to its own building (Building 613).[2]

Building 18 underwent internal modifications and use during the 1970s. On July 28, 1975 the south side Theatre portion of Building 18 was closed for refurbishment and reopened in January 1976. This over $100,000, six month renovation included repainting, re-carpeting, and numerous remodels of its interior. Exterior changes included new paint and the addition of glass doors leading into the remodeled lobby. Additionally, by 1978 the Chaplain's office was located in Building 18; however worship services and religious education was carried out elsewhere on base. Another late addition to Building 18 included the Navy Occupational Safety and Health (NAVOSH) office, which was established to create a safe and healthy working environment on base during the 1990s.[3]

Building records note improvements were made to the building in 1987, but do not specify the type of modifications. At the time of base closure, Building 18 included the theater, post office, and safety office and as of 2008 the building continued to be divided into those three sections. In the mid-1990s Allen Michaan renovated the theater once again into the "Auctions by the Bay Theater." The million dollar renovation incorporated removable Art Deco features. Michaan also remodeled the space behind the theater to use as his auction house bidding room. The most significant alteration to Building 18 is the addition of a new façade on the Theater. The panels of windows recessed into the second and third stories of the original façade have been replaced with an Art Deco style panel. Aside from the alteration to the façade including the replacement of doors, Building 18 remains predominantly unaltered and in its original location.[4]

[2] Building 18, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Building 18, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, *History of the U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5), 1 November 1940 to 31 December 1958,* Command History 6 of 25 folder , 25 July 1959, Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes, 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); "Map of U.S. Naval Air Station Alameda, Calif. Showing Conditions on June 30, 1944," Calif-Alameda-Pictures, Maps, Justifications, Record Group 5 Geographical File, CEC/Seabee Museum, Port Hueneme, California; "Map of U.S. Naval Station Alameda, Calif. Showing Conditions on 12 March 1945," Calif-Alameda-Pictures, Maps, Justifications, Record Group 5 Geographical File, CEC/Seabee Museum, Port Hueneme, California; "Alameda Naval Air Station, Introductory Brochure," 1958 Edition, Box 2 of 2, 5757-1b, RG 181, NARA (San Francisco); US Navy, *1965 Command History,* Command History 8 of 25, Box 1 of 2, Naval Air Station Command History, 27 Volumes 1940-1992, 5757-1b, RG 181, NARA (San Francisco)

[3] JO3 Will Larsen, "Theater reopens," *The Carrier*, 19 January 1976; US navy, *Naval Air Station Alameda Command History 1978*, unlabeled folder containing 1978, 1979 Command Histories, Box 2 of 2, 5757-1b, Naval Air Station Command History 30 Volumes 1968-1997, 14 Volumes NAS Base Directory, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *NAS Alameda, California 1992 Directory*, Box 2 of 2, 3155-G, 5757-1b, RG 181,US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[4] Building 18, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Alameda Architectural Preservation Society, "Twelfth Annual Preservation Awards," *Alameda Preservation Press*. Retrieved from www.alameda-preservation.org/index.php?id=7.

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Evaluation

Building 18 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[5] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[6] These are detailed on the attached sheets, and include smooth concrete surfaces of the building, a tall theater contrasting with low post office, flat roofs, emphasizing vertical elements, curved contrasting elements, original and sympathetic two over two windows, oval columns along the arcade, and incorporated planters.[7] The dominant vertical element is the 'stacked' windows above the theater entrances. Curved elements include the entries to the post office and theater and the concrete canopy on the rear loading dock.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[8] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 18, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C/ CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 18 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse and C. McMorris

***Date of Evaluation:** January 2010

[5] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[6] Stephen Mikesell, *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).

[7] The 'Guide' discusses planters as a character defining feature of the administrative area of the historic district, however, they were not listed individually for Building 18. The Cultural Landscape Report prepared along with this current study identifies the planters as a contributing feature.

[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. **Historic/Current name:** Building 18, Post Office and Recreation
3. **Street:** Third St. **NAS Alameda Map** K-25 City: Alameda Zip: 94501
   County: Alameda Code: 001
4. **UTM Zone:** Oakland West, CA
5. **Quad Map No.:** N3745-W12215/7.5 Parcel No.: none

DESCRIPTION:

6. **Property category:** District Number of resources documented: 85
7. **Existing condition:** an irregular, L-plan, concrete building, of one to three stories with flat, parapeted roofs. The main elevation, 100 feet long, is composed of the one-story post office at the N end and the three-story theater and office building at the S end. The post office entrance is raised four steps and set in a deep reveal with rounded walls. Concrete planters flank the steps, and a grid of six small square windows is set on each side of the doorway. To the south of the entrance is a recessed porch with square concrete columns also reached by a short flight of concrete steps with metal railings. Typical windows are paired and have metal frames with hopper sash. The 40-foot high theater facade is blank except for four sets of slit windows on either side of the entrance which has a series of metal and glass doors set in a deep reveal with rounded walls. A perforated metal grid occupies the central part of the facade above the program sign over the entrance. The side elevations of the lobby block have recessed central panels with a grid of small rectangular windows.

8. **Planning agency:** WESTNAVFACENGCOM
9. **Owner:** US Government
10. **Type of ownership:** public
11. **Present use:** military base
12. **Zoning:** none
13. **Threats:** none

NAS ALAMEDA Building 18

HISTORICAL INFORMATION

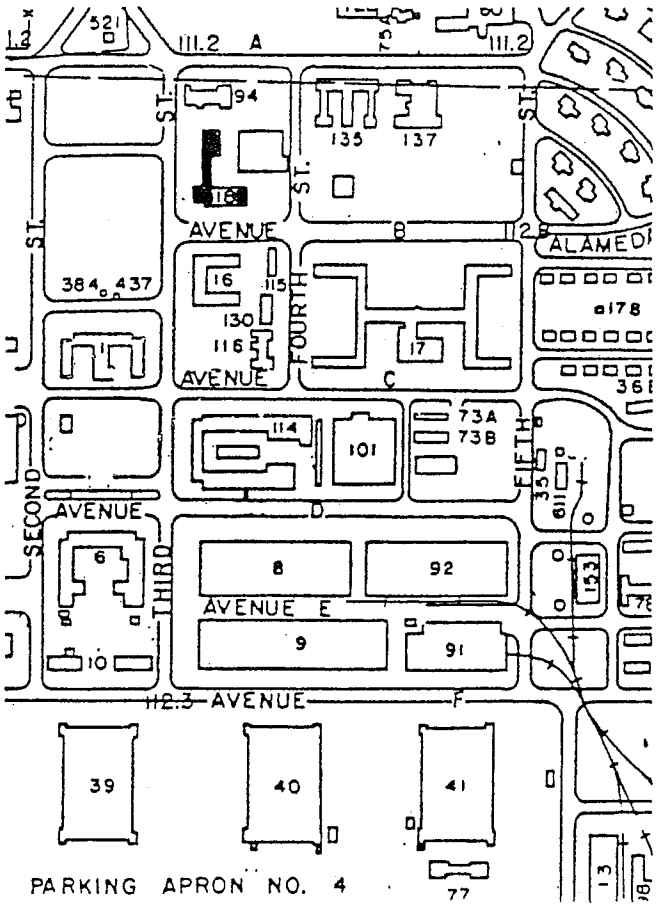
14. Construction: 1941 and 1945 Original location: yes
15. Alterations: Minor alterations for 1980s theater remodeling: metal grill on facade
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION:

18. Theme: The development of U.S. Navy bases in the San Francisco Bay Area for World War II. Area: NAS Alameda Period: 1938-1945. Property type: District Context formally developed: yes

19. Context: Building 18 contributes to the NAS Alameda Historic District under Crite-rion A because it was constructed as an addition to the early core of buildings on the base. Under Criterion C, the building was designed in the cubistic, early Modern style of the rest of the early base buildings and, though it has been somewhat altered over time, it still retains a high degree of integrity and reinforces the streetscape on the E side of the landscaped quadrangle that stretches from the Main Building, 1, to the Main Gate.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year Form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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

3.5. Character-Defining Elements of Building 17.

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

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

3.6. Character-Defining Elements of Building 18.

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

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011145
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 24A

P1. Other Identifier: Industrial Waste Treatment Facility

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 24A is a 7,633 square foot, square plan building with a low-gabled roof and clad in grooved metal sheathing. A roll-up metal door is centrally located on the north side and a metal personnel door at the northeast corner. Fenestration on the south includes louvered vents. A wood fence encloses the south side of the building that contains a sump pump and above ground tanks **(Photographs 1, 2** and **3)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, September 30, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1977, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/30/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011145
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 24A

B1. Historic Name: Industrial Waste Treatment Facility
B2. Common Name: Industrial Waste Treatment Facility
B3. Original Use: Industrial Waste Treatment Facility B4. Present Use: Industrial Waste Treatment Facility
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1977, altered 1993

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

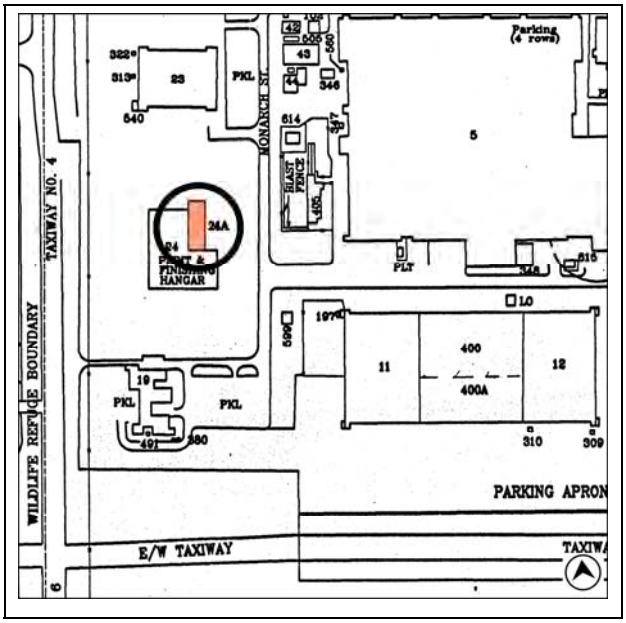
Building 24A is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.
B13. Remarks:



***B14. Evaluator:** C. Brookshear and S. Melvin
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

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***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 24A is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 24A was constructed in 1977 to serve as an industrial waste treatment facility. It was one of the later additions to the industrial waste system established on base that was primarily constructed between 1970 and 1974. When Hangar 24 was constructed in 1990, Building 24A became the receiving center for the hangar's industrial waste. The building was potentially relocated from elsewhere on base to serve this purpose; it moved to its current location northeast of Hangar 24 between 1988 and 1993.[2]

[1] 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), 8-1.
[2] US Navy, *1970 Command History, U.S. Naval Air Station Alameda, California*, Command History 1970, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, US Naval Shore Establishment, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *1971 Command History, U.S. Naval Air Station Alameda, California*, Command History 1971, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, US Naval Shore Establishment, National Archives and Records Administration, Pacific Region, (San Francisco); IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 6: The Western Hangar Zone, Alameda Point, Alameda, California, Contract No. N62474-93-D-2151. Delivery Order No. 0034," Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; Naval Facilities Engineering Command Southwest, Aerial Photograph, "A-38_AV-2655-3-13_5-13-1985;" Naval Facilities Engineering Command Southwest, Aerial Photograph, "1993-A-33_5009-2-1_9-30-1993;" Alameda, California Aerial Photographs, 1980, 1988, 2000, retrieved from www.historicaerials.com (accessed December 11, 2009).

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 24A

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**
Evaluation

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] Building 24A was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, Building 24A did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Building 24A was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 24A is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). It does not have a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while Building 24A served a function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). In addition to lack of historical significance, this building has been moved and, hence, its historic integrity has been diminished. Building 24-A does not possess historic significance and is not a contributing element of the NAS Alameda Historic District.

P5a. Photographs (cont.):

Photograph 2: Camera facing northwest, September 30, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET

Primary # P-01-011145
HRI#
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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 24A

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Tank area detail, camera facing northeast, September 30, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011146
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 25

P1. Other Identifier: Corrosion Control Facility

***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** ; **¼ of ¼ of Sec** ; M.D. **B.M.**

c. Address: 1951 Monarch Street 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 Alameda

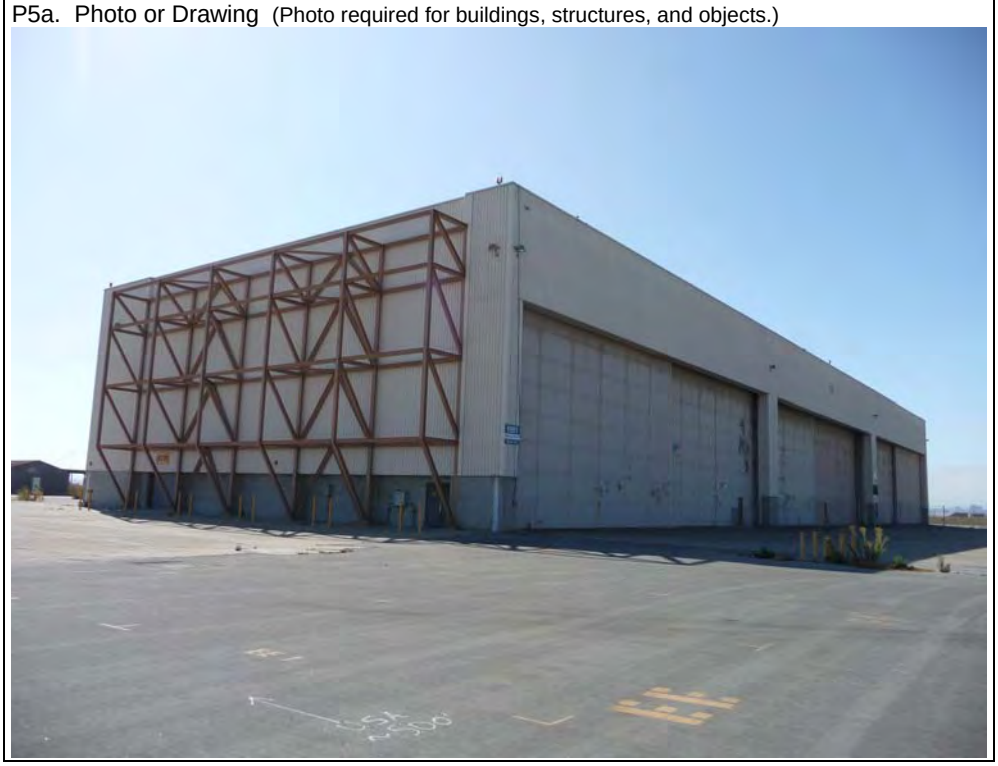
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 25 houses the Corrosion Control Facility built in 1987 that encloses 54,450 square feet in a tall hangar type structure. The metal frame building sits on a concrete foundation and concrete block base wall approximately eight feet tall. The building is clad in corrugated metal. The north side is dominated by three pairs of sliding doors clad in metal. These doors are labeled east to west one through six numbering the bays. Doors 2, 4 and 5 have an inset metal personnel door. The east and west sides each has an exterior metal frame which taper at the bottom. The east side has a rollup overhead door and a pair of personnel doors cut into the concrete block base wall. The south side has two rectangular additions along the side. Each is approximately two thirds the height of the main building. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: camera facing southwest, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1987, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011146
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 25

B1. Historic Name: Corrosion Control Facility
B2. Common Name: Corrosion Control Facility
B3. Original Use: Corrosion Control Facility B4. Present Use: Storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1987

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

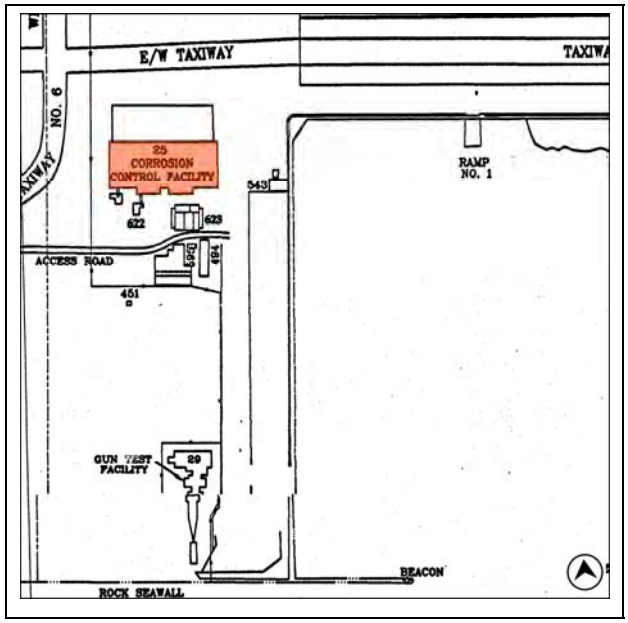
Building 25, the Corrosion Control Facility, is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.
B13. Remarks:



***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011146
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 25

***Recorded by:** Scott Miltenberger and Heather Norby ***Date:** October 6, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

These have personnel doors cut into the base wall as well as a set of exterior metal stairs leading to a single personnel door just above the base wall on the ends facing each other. The opposite ends have large vents. Along the south side two sets of overhead doors and personnel doors are cut into the base wall. Large ventilation equipment is on pads south of the building and connects via ductwork.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. This building is not eligible for listing in the NRHP or CRHR because it does not individually possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as the Overhaul & Repair (O&R) Department and assigned it additional types of engines and aircraft to maintain. As the needs of the department developed further, O&R shifted from a total overhaul approach to reworking aircraft so they could return to the fleet in the shortest time possible. O&R was later incorporated into a support department for the Naval Integrated Aeronautics Program, and in April 1967, the Naval Air Rework Facility (NARF) replaced the O&R Department as part of a larger administrative reorganization within the Navy.[1]

Building 25 was built in 1987 as a corrosion control building to bring three existing sand blasting and paint shops under one roof. Activities within the building included grit blasting/stripping, washing, and chemical stripping. A concrete trench system ran through the building to collect contaminated rinse water that was then routed through an underground tunnel to the waste cleaning system where the corrosives will be separated from the water at the industrial water treatment facility. From here the water would leave the industrial water treatment facility clean enough to be processed by the normal water system.[2]

[1] Allbrandt, LCDR B.L. "History of the Naval Air Station and Naval Aviation Deport at Alameda, California." May 1996. Aerospace Maintenance Duty Officers' Association. http://www.amdo.org/history.html (accessed September 11, 2009); US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5)*, 1 November 1940 to 31 December 1958, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); "Prime Duties of O and R," Alameda Times-Star, 25 October 1960; Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269.

[2] "Progress is 'Building'," *Flight Check*, March 1945, 8; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 7: The Corrosion Control and Aircraft Testing Zone; Alameda Point, Alameda, California," January 2001.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011146
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Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 25

***Recorded by:** Scott Miltenberger and Heather Norby ***Date:** October 6, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] Building 25 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, the O&R function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While it retains some integrity, the building is unremarkable in its use in routine fleet support, and is not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 25 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing northwest, October 8, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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PRIMARY RECORD

Primary # P-01-011147
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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 27

P1. Other Identifier: Public Works Maintenance Shop and Compressor

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 27 has a roughly square floor plan measuring 1,170 square feet, with a flat roof and is constructed of plywood formed concrete. On the south wall, the southeast corner has a pair of metal equipment doors and a large pipe entering the wall from the ground **(Photograph 1)**. A two-over-three window with broken glazing is centrally located on the south wall with a cantilevered concrete canopy in the corner over a metal door with four lights to west with another two-over-three window at the southwest corner. The west side has a pair of two-over-three windows and louvered equipment door **(Photograph 2)**. The northwest corner has a tall concrete pillar with a metal ladder. The north side has a pair of three-over-three windows and a metal personnel door with four lights on the northwest end. A large pipe leads from the wall to the ground. The east side is plain.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1940, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 27

B1. Historic Name: Sewage Disposal Plant
B2. Common Name: Public Works Maintenance Shop and Compressor
B3. Original Use: Public Works Maintenance Shop and Compressor B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1940

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Airfield

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 27 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess sufficient historic significance for individual listing under the NRHP or CRHR criteria, and lacks integrity to the NAS Alameda Historic District.

Building 27 was constructed within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992; however, it is not within the district boundaries and was not evaluated as a potential contributor. This form was prepared to: 1) re-evaluate the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011147
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 27

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Building 27 was constructed in 1940 with a long rectangular footprint. This original layout included two tanks presumably associated with the building to the north. By 1949 this far northern section of the base was known as the Public Works Open Storage area and included Buildings 27, 28, 283, 299, 300, 301, and 302. The original eastward extension of Building 27 and associated tanks were removed between 1956 and 1958, leaving the current square footprint of the building. In 1956, when the building was used as a sewage disposal plant, Building 27 was one of three buildings on base to have a television camera mounted to its roof as part of a closed circuit system used to control aircraft traffic **(Photograph 3)**.[1]

Public Works, which ran Building 27, included seven divisions including Administration, Engineering, Maintenance Control, Housing, Maintenance, Utilities, and Transportation. The Public Works Department was in charge of the design, construction and maintenance of public works project and utilities. This included material handling equipment, aircraft support equipment and the public units within the East Bay Navy Family Housing Complex.
Building 27 fits into the broader Public Works department as a smaller maintenance shop, which at one point housed a compressor, and sewage disposal plant, and later served as a miscellaneous utility plant.[2]

Evaluation

Building 27 was part of the original period of construction on the station, and falls within the period of significance of the district: 1938-1945. Although Building 27 is associated with the district's significance under NRHP Criterion A (CRHR Criterion 1) for its contribution to the nation's defense during World War II, the alterations to the airfield prevent it from conveying its association with the World War II context. Furthermore, Building 27 lacks individual integrity and the utilitarian building style prevents Building 27 from conveying any architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). Research undertaken for this project in building plans, base maps, and aerial photographs indicates that while the building was originally constructed during the period of

[1] "Map of U.S. Naval Air Station Alameda, Calif. Showing Conditions on June 30, 1949," Calif-Alameda-Pictures, Maps, Justifications, Record Group 5 Geographical File, CEC/Seabee Museum, Port Hueneme, California; "Map of U.S. Naval Air Station Alameda, Calif. Showing Conditions on June 30, 1944," Calif-Alameda-Pictures, Maps, Justifications, Record Group 5 Geographical File, CEC/Seabee Museum, Port Hueneme, California; "TV Used to Control NAS Aircraft Traffic," *The Carrier*, 2 March 1956.

[2] US Navy, *1971 Command History*, Command History 1971 folder, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, RG181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); Building 27, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

significance, many exterior and interior changes have been made since that time. Plus, the airfield has been reconfigured resulting in a loss of its association with the historic district. Building 27, therefore, does not convey its association with NAS Alameda operations during World War II, and is not a contributing element of the historic district.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[3]

In the larger context of the naval operations in California and nationwide during the Cold War, the Public Works / Infrastructure function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Though the building retains some integrity to its period of construction, it was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations during the Cold War. The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[3] 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), 8-1.
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011147
HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 27

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Camera facing southeast, October 14, 2009.

Photograph 3: Showing Building 27 furthest east, aerial photograph, 1960s, National Archives and Records Administration, San Francisco.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011148
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 10 ***Resource Name or #:** Building 29

P1. Other Identifier: Gun Testing Facility

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1700 block of Monarch Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 29, located at the southwest corner of the Seaplane Lagoon, has a roughly T-shaped plan measuring 426 feet long and 135 feet wide totaling 19,480 square feet. The flat roof concrete building has multiple square and rectangular elements joined together with different roof heights **(Photograph 1)**. The building is described here by its sections, moving from north to south. The northern most two-story rectangular building section has parapet facades on the east and west sides. A metal personnel door is centrally located on the north wall **(Photograph 2)**. The east wall has a sliding door with a six light metal personnel door to the south partially covered by a metal shed roof canopy on the north side of the second building section **(Photograph 3)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, photo from PGA, December 15, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1989, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 10 ***NRHP Status Code** 6Z

Resource Name or # (Assigned by recorder) Building 29

B1. Historic Name: Gun Testing Facility
B2. Common Name: Gun Testing Facility
B3. Original Use: Gun Testing Facility B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1987

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Gun Testing Facility (Building 29) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

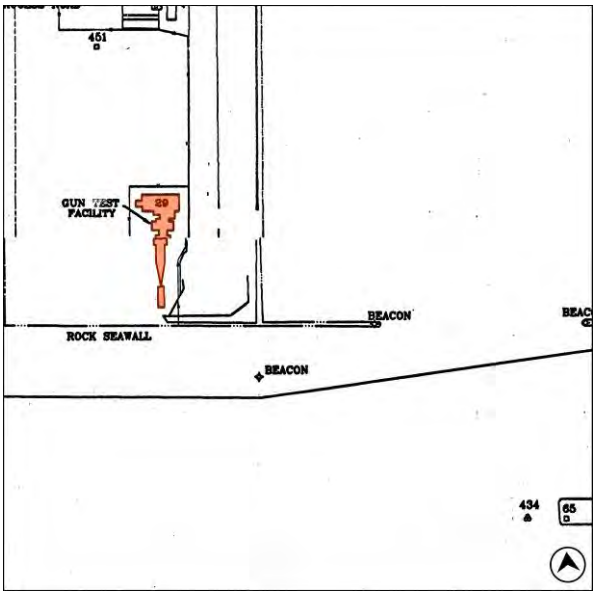
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

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Page 3 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 29

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The one-story square section to the south has a double metal personnel door at the south end and two louvered vents on the south wall and large roof vents **(Photograph 4)**. Just south is a two-story rectangular building with a north-south orientation. It has a low-pitched gable roof with three groups of three louvered vents and metal ladder on the south wall second story. A long one-story and two-story north-south orientated rectangular section is joined to the south wall of the previous two-story section. Along the west side is a metal staircase that reaches the roof at the joint between the one and two-story sections **(Photograph 5)**. The two-story section on the south end has metal railings around the perimeter of the flat roof. To the south is a slanted roof that joins the last section of the building at the top of the corrugated metal door level **(Photograph 6)**. The one and two-story building has a corrugated metal overhead door with inset personnel door on the north end. The two-story center section has exterior equipment piped through the east side. The one-story south section is plain. An east-west oriented concrete wall with gable ends is located at the end of the building with an earthen mound behind **(Photograph 8)**. The west side of the building is plain except for a one-story section with a metal personnel door at the northern end and a sliding metal door and metal personnel door on the west side of the northern section of the building **(Photographs 9 through 12)**. The walls of the indoor firing tunnel at the south end of the building are 18-inch-thick concrete with a half-inch-thick plate of armor at the end of the tunnel. The building section at the end of the tunnel is constructed of 4 by 6-inch timbers with a half-inch armor plate and 18 inches of concrete with a sand berm to stop projectiles.[1]

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This building is not eligible for listing in the NRHP or CRHR because it does not individually possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as the Overhaul & Repair (O&R) Department and assigned it additional types of engines and aircraft to maintain. As the needs of the department developed further, O&R shifted from a total overhaul approach to reworking aircraft so they could return to the fleet in the shortest time possible. O&R was later incorporated into a support department for the Naval Integrated Aeronautics Program, and in April 1967, the Naval Air Rework Facility (NARF) replaced the O&R Department as part of a larger administrative reorganization within the Navy.[2]

[1] US Navy, "Naval Aviation Depot, Alameda, California, Folder Command History, NAS Alameda General Records, Compartment 3195, Shelf C, Box 19 of 22, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 9-10.

[2] Allbrandt, LCDR B.L. "History of the Naval Air Station and Naval Aviation Deport at Alameda, California." May 1996. Aerospace Maintenance Duty Officers' Association. http://www.amdo.org/history.html (accessed September 11, 2009); US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5),* 1 November 1940 to 31 December 1958, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Building 29 was constructed in 1989 for $3.4 million dollars as a self-contained center for disassembly, cleaning, non-destructive testing, plating, and re-assembling gun systems up to 30mm for aircraft and helicopter guns.[3] A computerized gun testing program, the Automated Data Acquisition System (ADAS) measured 26 ballistic and trajectory functions in the 364 foot long indoor firing tunnel that simulated firing distances of 2,000 meters.

The shop serviced the Navy fleet as well as the Department of Defense and Federal civilian agency customers. Previously, Alameda was the designated repair point for U.S. Navy and Marine Corp 20mm aircraft guns and specialized in surface attack boat guns, turrets, pods, and control circuit boards. The new shop specialized in helicopter gun turret repair and was the only Navy/Marine Corps depot performing this work.[4]

Evaluation

Building 29 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[5] In the larger context of the naval operations in California and nationwide during this period, the O&R function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While it retains some integrity to when it was originally built, the building is not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 29 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

Region, (San Francisco); "Prime Duties of O and R," Alameda Times-Star, 25 October 1960; Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269.

[3] Kathleen Kirkwood, "What will gun test facility become?" *Alameda-Times Star*, 24 June 1994.

[4] US Navy, "Naval Aviation Depot, Alameda, California," Folder Command History, NAS Alameda General Records, Compartment 3195, Shelf C, Box 19 of 22, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 1-10.

[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Camera facing northwest, October 8, 2009.

Photograph 3: Door detail north side, camera facing southwest, October 8, 2009.

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: North end of east side, camera facing northwest, October 8, 2009.

Photograph 5: East side middle section, camera facing northwest, October 8, 2009.

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 6: South end of east side, camera facing east, October 8, 2009.

Photograph 7: South end of east side, camera facing east, October 8, 2009.

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 8: Earth mound at south end of Building, photo from PGA, camera facing northwest, December 22, 2009.

Photograph 9: South end of west side, camera facing south, October 8, 2009.

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 10: North end of west side, camera facing north, October 8, 2009.

Photograph 11: Detail of north end of west side, camera facing east, October 8, 2009.

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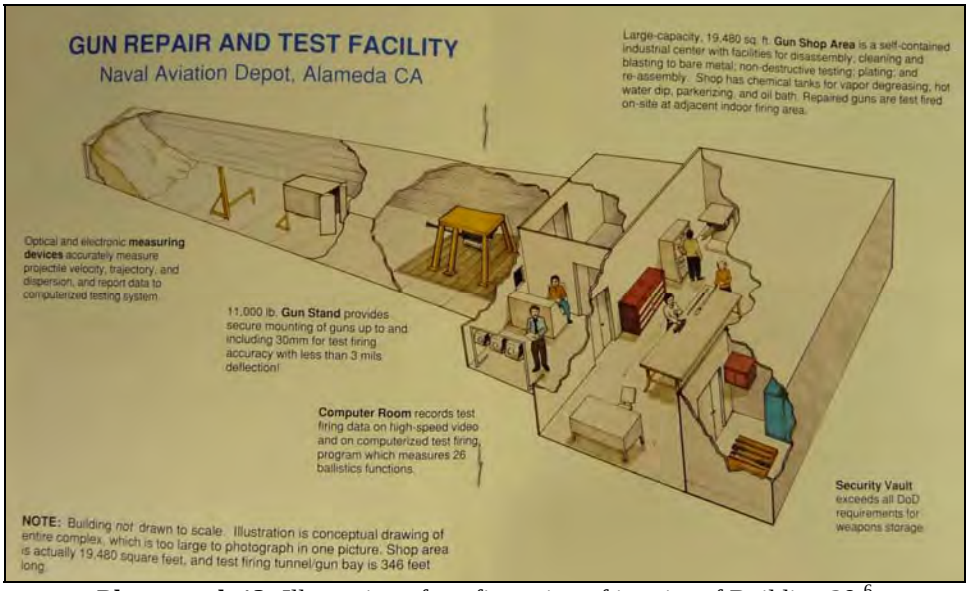
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 12: North end of west side, camera facing southwest, October 8, 2009.



Photograph 13: Illustration of configuration of interior of Building 29.[6]

[6] Naval Air Depot, Alameda California, "Gun Repair & Test Facility," booklet (undated), RG 181, 3195B-C, Box 19 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

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Page 1 **of** 16 ***Resource Name or #** (Assigned by recorder) Building 35
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building in "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992 by Sally B. Woodbridge (see attached). The re-evaluation contained herein concludes that Building 35 is eligible for listing in the NRHP as a contributing element of the NAS Alameda Historic District. Its NRHP status code is 3D.

P1. Other Identifier: Radio Transmitter Building

P2 e. Other Locational Data: 2460 Pan Am Way on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 35 remains largely as described in the previous evaluation; however, some clarification is needed regarding its construction history. The northern portion of the building was constructed between 1939 and 1940 with an addition to the south end between 1942 and 1943.[1] Building 35 is a 2,761 square foot rectangular building on a concrete foundation. It is constructed of concrete and has a flat roof. There are two entrances on the west side of the building. The main entrance is near the north end and has Moderne-style details with a rounded Moderne-style cantilevered canopy, lettering, and concrete stairway with rounded balustrade. The door itself is wood frame with a boarded-up, full-length window, sidelights, and a fixed transom light **(Photograph 1 and 3)**. The second entrance is near the south end of the west façade and is plain by comparison to the main entrance **(Photograph 4)**. It has double metal doors with a single pane glazing, and a fixed transom light. Leading to the doors is a wood frame stairway and metal pipe railing. Windows on the building are two-over-two metal casement, placed singly and in pairs. The sets are divided by horizontally scored mullions that emulate the horizontal lines of the window panes, and which are similar to the mullions on other buildings built at the same time like the Bachelor Enlisted Quarters (Buildings 2 and 4). Near the top of the walls are evenly spaced, recessed squares that may have been openings at one time, but are now infilled **(Photograph 2)**. Pictures from the 1992 report show an antenna mounted on the roof of Building 35, which has since been removed.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

[1] Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings*, July 1945, 826, Box 232, RG 8, CEC/Seabee Museum, Port Hueneme; "Change N2 NOy4165," January 20, 1943, NOy4165, folder 3 of 23, Box 25 NOy Contracts, Record Group 12 Bureau of Yards and Docks, CEC/ Seabee Museum, NBVC, Port Hueneme, California.

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***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southeast, December 16, 2009.

Photograph 2: Camera facing southwest, October 7, 2009.

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Page 3 **of** 16 ***Resource Name or #** (Assigned by recorder) Building 35
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Detail of main entrance, camera facing east, October 7, 2009.

Photograph 4: Detail of secondary entrance, camera facing southeast, October 7, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 35, assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

Building 35, the NAS Alameda radio transmitter facility, was originally constructed by contractor Peter Sartoria of San Francisco in 1939-1940, during the original phase of development of the station. A large addition was constructed at the south end of the building in 1942-1943 (see **Photograph 5**, **Photograph 6**, and **Photograph 7**, as well as maps from 1942 and 1944 below). Station communications contributed to operations providing radio and other communication links with Navy aircraft and ships, civilian facilities and operators, and other military stations and the military establishment. These communications operated through system of facilities on NAS Alameda located in Building 1 (Administration), Building 19 (Control Tower), Building 35 (Radio Transmitter), and Building 133 (Radio Receiver). From when it was constructed through the 1950s, Building 35 was the station's primary radio transmitter facility, operating with outlying antennas.[2] The building's uses changed during the 1950s and 1960s. By the 1970s, the Ground Electronics Maintenance Division (GEMD) headquarters was stationed in the building. The building was occupied by the Naval Telecommunications Center beginning in 1977.[3]

Building 35 played a minor role in the Walker Family Spy ring led by John Walker Jr. A secondary figure in the ring, Jerry Whitworth, worked out of the building between 1979 and 1981. This period represents the end of the spy ring which operated between 1967 and 1985. Whitworth removed secure cryptographic information from the building, photographed it, and passed it along to Walker. Walker in turn passed the information to Soviet KGB agents in the Norfolk, Virginia area. Building 35 is one of several secure locations from which the spy ring procured information. While their activities represent one of the notorious espionage episodes of the Cold War, it is a story not strongly associated with any specific location. The ring collected information from several sources, and traded it at a variety of locations.[4]

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 during the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to serve and support its 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 crucial functions for aircraft assembly and repair (A&R). Following naval aviation's successes in

[2] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940-31 Dec 1958*, History of U.S. Naval Air Station, 1 Nov 1940-31 Dec 1958, 43, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); and Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings*, July 1945, 826, Box 232, RG 8; *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, 2975, Box 38, RG 8, CEC/Seabee Museum, NBVC, Port Hueneme, California; Sally Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda* (1992), 39.

[3] US Navy, *Naval Air Station, Alameda, Command History 1978*, Unlabeled Folder contains 1978 and 1979 Command Histories, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, 1979 NAS Alameda Base Directory, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 38.

[4] "Very Serious Losses," *Time*, 17 June 1985; John J. O'Connor, "TV View; American Spies in Pursuit of the American Dream," *The New York Times*, 4 February 1990; *United States of America*, Plaintiff-Appellee, v. *Jerry Alfred Whitworth*, Defendant-Appellant, No. 86-1256, Decision, United States Court of Appeals for the Ninth Circuit, filed September 1, 1988, 856 F.2d 1273; Pete Earley, *Family of Spies* (New York: Bantam Books, 1988) 10-11, 211-214.

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. While it conducted vital functions, NAS Alameda played a support role that was part of the Navy's standard operations during this period and thus the station did not play an important direct role in the historically significant themes of Cold War naval missions and activities.

The Navy acquired much of the property that became NAS Alameda in 1936. All of the more than 2,000 acres of the acquisition was submerged or was fill. Congress appropriated funding for the construction of a facility at Alameda to support naval aviation in 1937, but time was needed to move previous facilities from the property, include commercial operations from Alameda Municipal Airport and the Army facilities, thus delaying commencement of construction for the new naval air station.[5] 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 J. 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 major air stations with the ability to assemble and maintain aircraft, along with management of regular operations. The Hepburn Board boosted the status of the new navy property in Alameda by recommending establishment of NAS Alameda as a one of the major air stations on the west coast supporting both operations and aircraft A&R. 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.[6]

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 at the same time as NAS Jacksonville and NAS Quonset Point. The assertive conclusion of the Hepburn Report was that 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.[7]

[5] 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.

[6] 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 – 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.

[7] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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, 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.

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***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: NAS Alameda under construction, Building 35 circled, oblique aerial view facing northwest, January 20, 1941.

Photograph 6: NAS Alameda under construction, Building 35 circled, oblique aerial view facing north, November 12, 1941.[8]

[8] Photographs 5 and 6 from: California- Alameda – pictures, maps, justifications, Record Group 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC, Port Hueneme, California.

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CONTINUATION SHEET **Trinomial**

Page 7 **of** 16 ***Resource Name or #** (Assigned by recorder) Building 35
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

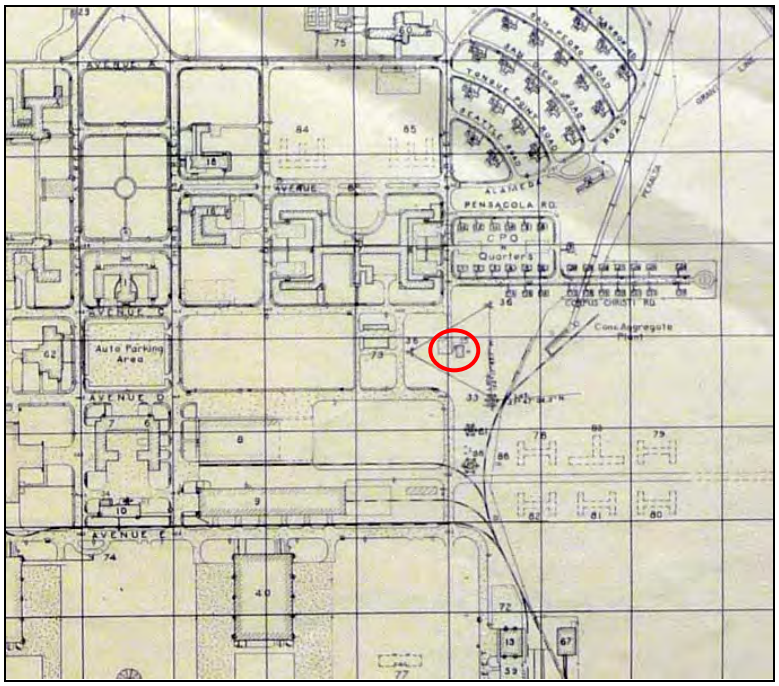

Figure 1: "Map of Naval Air Station Alameda, Calif. Showing Conditions on June 30, 1942" (detail)[9] Building 35 in red circle.

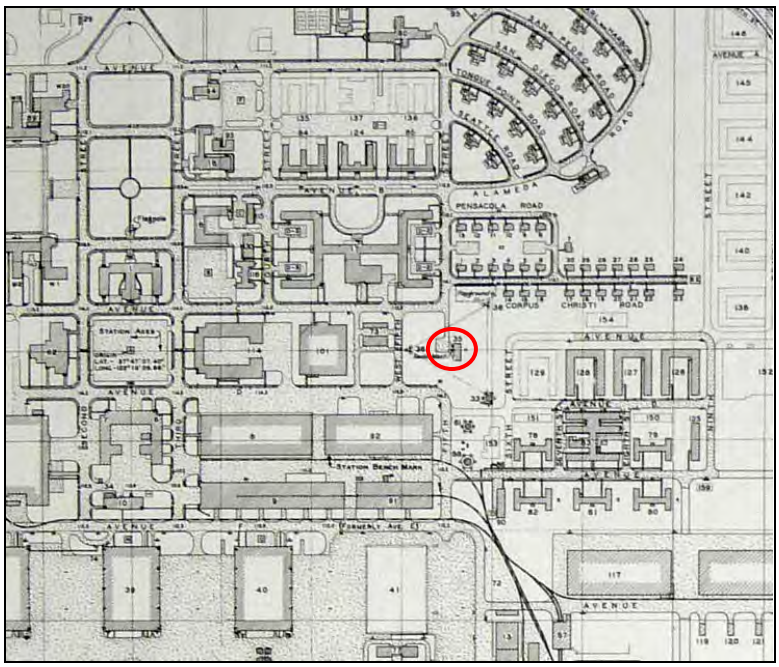

Figure 2: "Map of Naval Air Station Alameda, Calif. Showing Conditions on June 30, 1944" (detail)[10] Building 35 in red circle.

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

Photograph 7: NAS Alameda, ca. 1952. Building 35 in red circle.[11]

The Navy's Bureau of Yards and Docks (BuDocks), Department of Planning and Design, designed the station with civilian architects, engineers, and planners. 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 and 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. The layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[12] 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.[13] 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 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

[10] "Map of Naval Air Station Alameda, Calif. Showing Conditions on June 30, 1944," Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

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

[12] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[13] 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).

each station, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings. Following the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations. However, local conditions necessitated alterations for improved functionality at given locations.[14] 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 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, seaplanes functions, landplanes services, industrial facilities, storage, administration, communications facilities, 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.[15]

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 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 originally to be 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, and Building 35 on the east end. There was also another east-west axis in the original plan that bisected the Bachelor Enlisted Quarters (BEQ) area (Buildings 2, 3, and 4) and crossing the north-south axis in the middle of the mall in front of Building 1 and along the median of what is now West Essex Drive. The BEQs with their Galley / Mess Hall (Buildings 2, 3, and 4) were shown in their current location. Bachelor Officers Quarters (now Building 17) were to be two mirrored buildings facing a central green space similar to that of the enlisted quadrangle. Officers' family housing was the only non-axial portion of the station, planed 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. 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, including abandonment of the open area east-west axis as the landplane hangars were repositioned parallel to the airfield and additional space was needed for important buildings so they could be situated near industrial and storage facilities. The axis from the BEQ quadrangle across the mall stretching to the officers housing area thus received prominence. Despite these changes, the evolution of the station's layout during both the initial years of construction prior to US 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, and efficiency, adapting well to the enormous demands of war. The initial plans for a 1,000 personnel facility evolved during the war to 18,000 Navy personnel and 9,000 civilians working on the station.[16]

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[14] 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

[15] 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, "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.

[16] 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 [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,

Construction of the new air station began in February 1938 with much of the initial work focused on filling and grading new land, as well as forming the Seaplane Lagoon. The Navy phased construction of buildings at the station. Individual barracks, mess halls, and operational buildings were constructed in increments, with planned expansions. 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.[17] As noted above, the Navy altered the original 1939 plans as construction progressed. Plans for the land plane hangars (Buildings 20, 21, 22 and 23, constructed 1941) shifted them from facing the east-west axis to a row along the western edge of the station, facing the airfield. It was during this period that the decision had been made to not proceed with the station's initial open area east-west axis and to use that space for necessary buildings, including the Weapons Shop (Building 43), and to emphasize the east-west axis across the BEQ quadrangle and the Administrative Building's mall. The Navy commissioned NAS Alameda in November 1940.

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.[18] The planning and architecture on NAS Alameda demonstrate trends which 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 until the end of World War II. 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 plan, 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 US

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 30 June 1942," Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

[17] Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 3; "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.

[18] 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.

military had employed Beaux Arts inspired plans since World War I and continued to use such plans throughout the period between the two wars.[19]

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 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 was 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.

Of the "modern" architectural styles of the 1930s, Moderne (also referred to as Art Moderne or Streamline Moderne) that was less ornamental than Art Deco. It expressed modernity by using curving wall surfaces and columns with highlighted simplified geometric ornamentation such as the wall panel striations, like the mullions on Building 35, and stylized Pegasus and eagle figures in the BEQ area (Buildings 2, 3, and 4).[20] 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.[21] 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. The style was rarely used, however, in the design of military buildings. NAS Alameda is only one of three military facilities in California designed in the Moderne style.[22]

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[19] 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.

[20] 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; 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.

[21] 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*.

[22] 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), 7-8; 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), 7-44 and 7-47.

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 its capability. This resulted in additions to and alterations of the station's original design. In the course of the war the station became the homeport to 23 ships, 22 air squadrons, and 1,500 aircraft. Air traffic on NAS Alameda increased, resulting in creation of auxiliary and outlying fields elsewhere in northern California and in Nevada to handle excess air traffic. This likely placed enormous demands on the communications system on station during the war. NAS Alameda had a three-fold mission: assembly and repair of aircraft; supply; and aircraft operation and training. The radio transmission facility in Building 35 contributed to the communications system for the station operations, most importantly related to aircraft and ship operations. Alterations to Building 35 during wartime included an extension to Building 35 begun in 1943 and completed by 1945. War time demands further increased the need to construct buildings in the proposed wide east-west axis originally intended as open space separating the administrative and residential areas from industrial operations areas. Initial construction in the axial area 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.[23] 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.[24]

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, including the station's communications system. 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 San Francisco Bay, along the Pacific Coast, and along the Atlantic seaboard – it helped keep the Navy fighting.[25]

As noted above, the Navy established the aircraft carrier as a central basis for naval operations following its successes in World War II, 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. 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. Through the early Cold

[23] 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 and 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.

[24] 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.

[25] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot;" Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np

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.[26]

The historical record for NAS Alameda does not provide details about the changing uses of Building 35 after World War II. Communications technologies evolved and shifted during this period, which altered how the Navy used Building 35. As noted above, the Ground Electronics Maintenance Division (GEMD) headquarters was stationed in the building by the 1970s. Duties of the division included maintaining FM mobile communications for Base Security and Industrial Control Net, as well as the station backup emergency control center. As the division's name suggests, the Building 35 took on a more supportive role in station communications and does not appear to have continued to function directly with operations as it had during World War II. The building was then occupied by the Naval Telecommunications Center, which operated and maintained the station's telephone system, beginning in 1977.[27]

Evaluation

In terms of Building 35's place within the existing NAS Alameda Historic District, this evaluation concludes that it is a contributing resource because of its shared association with other contributors to that district's significance under Criterion A and under Criterion C. The original district significance discussion stated:

> 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.
>
> …. 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.[28]

The buildings considered non-contributors were those within the district that were either built outside the period of significance (i.e., post 1945), or were built within the period of significance and had lost integrity through alteration. Building 35 was placed in the latter category because Woodbridge thought it to have been substantially altered in 1960.[29] The division between the original construction and the addition is clear to the visible eye, and the southern end has little architectural style to assist in dating the addition. Woodbridge had limited access to files held by the

[26] 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); Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California."

[27] US Navy, *Naval Air Station, Alameda, Command History 1978*, Unlabeled Folder contains 1978 and 1979 Command Histories, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, 1979 NAS Alameda Base Directory, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 38.

[28] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992. 1-2, 11-12.

[29] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 35.

Facilities Management Office. These files included limited alteration dates and little to no information regarding the nature of the alterations. Research undertaken for this project in building plans, records, and aerial photographs indicates, however, that the expansion of the building occurred by 1943, completely within the period of significance, with relatively few exterior changes to the building since that time.[30] The contract files held at the CEC/Seabee Museum in Port Hueneme include an addendum for an extension to Building 35 issued in 1943. The 1945 *Public Works of the Navy Data Book* documents that the addition was completed by 1945. The extension is also evident on station mapping and in aerial photographs, such as **Photograph 7**. Building 35 generally retains sufficient historic integrity to the historic district's period of significance. The removal of an antenna located on the roof of the building in pictures from 1992, does not sufficiently diminish the significance of the building since communication equipment requires replacement over time with advancements in technology. The original communication system was a group of three antennae in a triangular formation around the building (**Figures 1** and **2**), and the antenna mounted on the roof of the building did not appear to date to this system during the historic district's period of significance. Furthermore, the use of Building 35 no longer was part of an essential component of the communication system and took a more supportive role housing headquarters for communication personnel to maintain the communication system throughout the station.

Building 35 is a contributor to the NAS Alameda Historic District, which is significant at the state level under NRHP Criterion A and NRHP Criterion C. The district 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 during the period of significance 1938-1945. Building 35 is significant for its association with the historic district's importance in naval air station development in the 1930s, the role NAS Alameda served during World War II, and its architecture. In addition to its historical significance, Building 35 also retains sufficient historic integrity to convey its significance to the historic district's period of significance.

Under Criterion A, Building 35 is a contributor to the NAS Alameda Historic District because of its important role within station operations as part of the communication system and its 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 its important associations with the station's role in Pacific theater naval operations during World War II. NAS Alameda was one of the major naval air stations constructed in the years prior to World War II and the only one of the three built on the West Coast that was completely new construction. The Navy's detailed attention to the design and construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet and the Navy's distinct efforts in the design and layout of the station to increase efficiency and functionality for naval aviation in support of the military's mission of that period. Completion of the station was sped up and successfully adapted 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. Building 35, including its war time expansion, provides a direct link to NAS Alameda's initial development and its support of a central and vital role in the Pacific theater during World War II.

Under Criterion C, Building 35 is significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. NAS Alameda was 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

[30] Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings*, July 1945, 826, Box 232, RG 8, CEC/ Seabee Museum, Port Hueneme.

organization of its various functions. NAS Alameda's careful arrangement of spatial organization and buildings / structures, along with the integration of architecture and landscape, use of Moderne style architecture, and details of the station's architecture demonstrate the Navy's distinct efforts to provide a modern facility to increase efficiency and functionality in support of the growing importance of Navy aviation.

Building 35, located prominently in the early station layout, demonstrates the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period following distinct organizational and hierarchal designs, showing the magnitude the Navy placed on the design to illustrate the modernity and importance of the naval aviation strategy for the Pacific Fleet. It helps illustrate the evolution of the station's design, initial development, and adaptation during the war. Refined details in the Moderne style including quoin like elements between windows, curving stair, and curved doorway hood further support the importance placed on the design. Completion of the station plan was sped up and then 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 functional design enabled the station to rapidly expand to serve and support this important wartime activity.

The historic district, and its contributors including Building 35, does not, however, have significance as the important work of a master as neither the designers at BuDocks 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.

Building 35 is significant as a contributor to the historic district 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.

Building 35 has similar character-defining features as other buildings in the administrative core on station, as identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[31] Character-defining features of the building include its smooth concrete surface, flat roof, and horizontal emphasis created by other character-defining features. These other character-defining features include the two over two windows, the horizontally scored mullions between the windows, curved concrete canopy, curved edges to the entry steps, and curved walls flanking the entry. The building has one character-defining feature that is unique within the historic district: the square recesses above the windows. No interior character-defining features were identified for Building 35.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in naval 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.[32] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure at NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Although Building 35 may have been the site of some activities of a participant in the Walker

[31] Stephen Mikesell, *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).
[32] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency **Primary #** P-01-011149
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 16 **of** 16 ***Resource Name or #** (Assigned by recorder) Building 35
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Family Spy Ring, Building 35 itself was not an important factor in the spying activity, and research did not reveal that building had a direct or important role in this notorious historical event. Building 35, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). It played a supporting role in the operations of the station, and while it served this function on NAS Alameda during the Cold War era, it did not play a significant role in their research, design, testing and evaluation, functions that might have imbued it with significance within context of the Cold War.

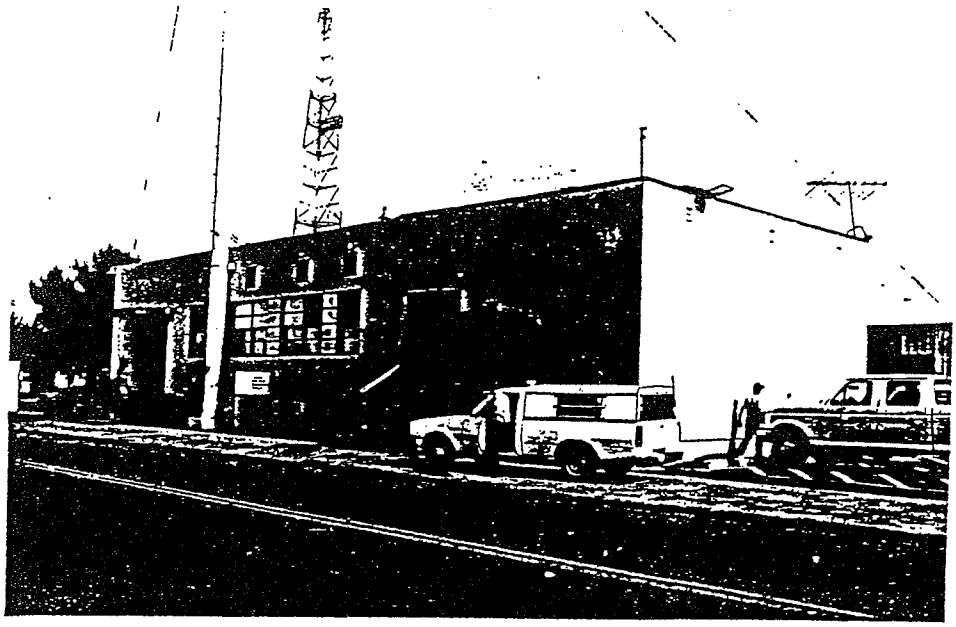
Although Building 35 does not possess Cold War-era significance, this building meets the criteria for listing on the NRHP as a contributing element of the NAS Alameda Historic District (NRHP Status Code 3D).

***B14. Evaluator:** M. Bunse; S. Miltenberger; C. Brookshear; C. McMorris

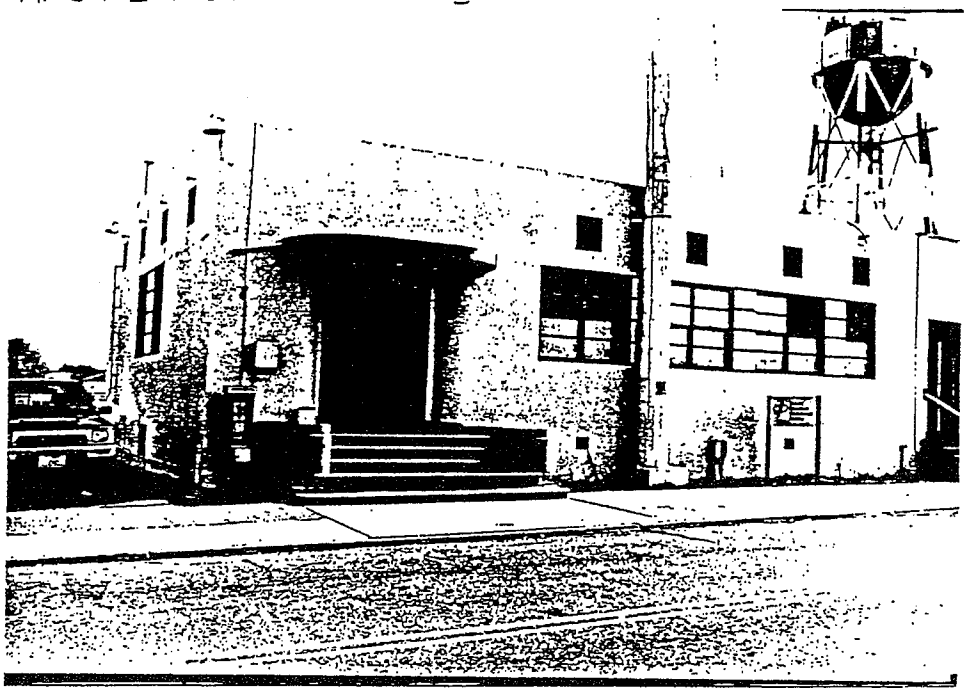
***Date of Evaluation:** January / July 2010

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1. &2. Historic/Current name: Building 35, Maintenance shop.
3. Location: NAS Alameda Map M-27 City: Alameda Zip: 94501
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DISCRIPTION
6. Propterty category: District Number of resources documented: 85
7. Existing condition: a one-story, concrete building, 75 ft. long and 35 ft. wide, with a flat roof, a raised base, and a rectangular plan. The original, north part of the building has an entrance with double wood doors reached by a concrete platform with 5 steps. A concrete canopy with rounded corners projects from the wall above the doors. Four small, square windows on each elevation vent the attic; typical windows are paired and metal-framed with 4-light hopper sash. Four such windows occur on the main facade and are visually connected by scored lines in the walls between them. The S end of the building, a later addition, has an entrance door with a short flight of metal steps, but the rest of the walls are blank.
8. Planning Agency: WESTNAVFACENGCOM
9. Owner: U.S. Government
10. Type of Ownership: public
11. Present use: military base
12. Zoning: none
13.Threats: none



NAS ALAMEDA Building 35



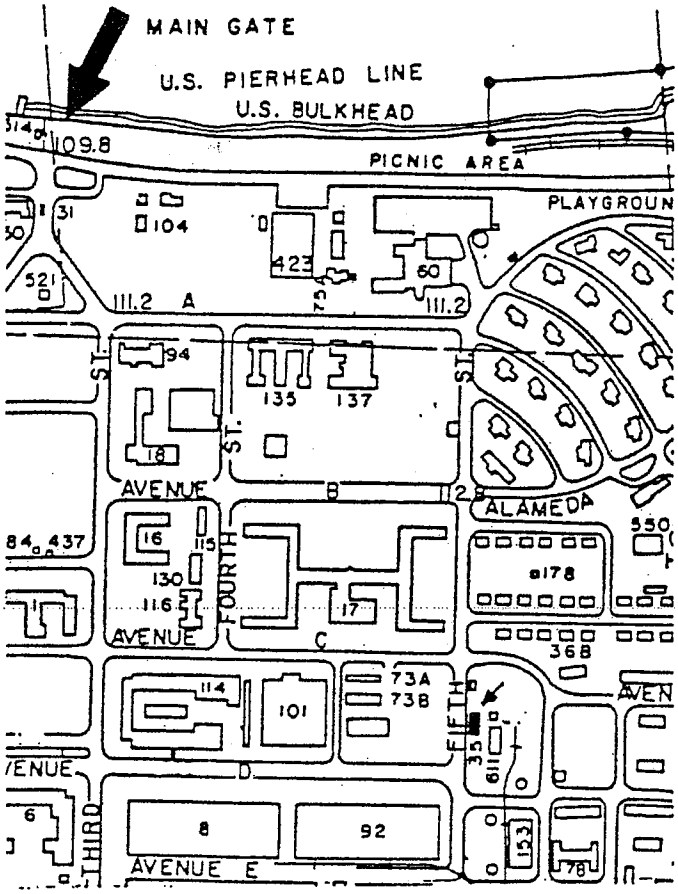
HISTORICAL INFORMATION

14. Construction date: 1940. Original location: same
15. ALTERATIONS: The building was nearly doubled in size with an addition on the S end in the 1960s
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic Attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area in World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 35, a maintenance shop, received a major addition in the 1960s. The resulting loss of integrity disqualifies the building as a contributor to the NAS Alameda Historic District.
20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year Form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011150
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings Review Code	Reviewer	Date

Page 1 **of** 4 ***Resource Name or #:** Building 36A

P1. Other Identifier: Radio Tower

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 36A is a communication tower. It is made of steel and has a concrete base. Various equipment is attached. Next to the tower is Building 624, which was built after 1989 and was not subject to survey.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both Unknown

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear / S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 8/7/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011150
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 36A

B1. Historic Name: Radio Tower
B2. Common Name: Radio Tower
B3. Original Use: Radio Tower B4. Present Use: Communications Tower
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Original tower (demolished) built in 1940; Current tower: unknown date of construction

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 36A is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

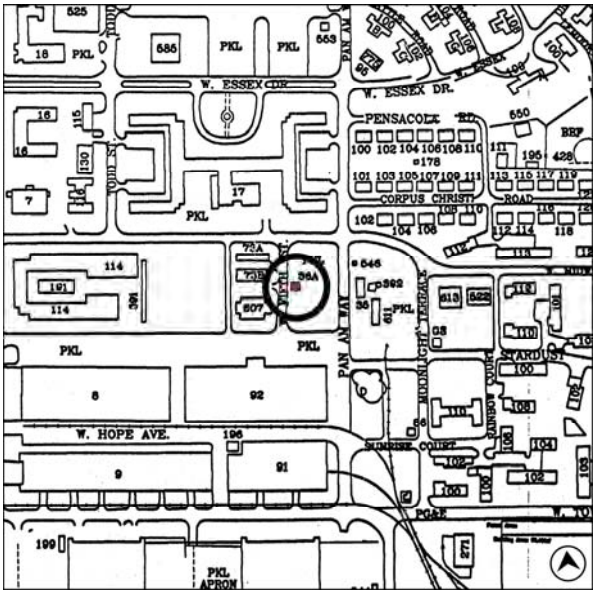
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room,
Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and S. Melvin

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011150
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 36A
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. Building 36A is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The tower did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Although Navy building records from 2008 indicate Building 36A was built in 1940, it is clear from field observation that the current tower is not the original and is of recent construction. The original communications tower was constructed in 1940 by the Pittsburg Desmoines Steel Company and was a 150 foot tall tower of triangular construction with three steel legs which were 25 feet apart at the base. The original tower also included safety guard ladders, fixed red lights, and a 9'4" x 3'5" platform at the top of the tower. The original tower was demolished at an unknown date and the date of construction of the current tower is also unknown.[2]

Evaluation

Building 36A was built after World War II operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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

[1] 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), 8-1.
[2] Building 36A,United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Structure Card Number, Box 60, Naval Districts, 11th and 12th Naval District, RG#11.2.3, NAVFAC Historian's Office, Navy General Reference File, NAVFAC Archive, CEC / Seabee Museum, NBVC, Port Hueneme.

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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 36A
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

significant role in Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, Building 36A did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Building 36A was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 36A is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). Building 36A does not have a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Camera facing northeast, October 7, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET

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Page 1 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 42

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Fuel Chemical Lab and Office / Engineering Facility

P2 e. Other Locational Data: 2480 Monarch Street; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 42 has a rectangular plan covering 2,969 square feet, and is constructed of plywood formed concrete with a flat roof. The main entrance on the west side faces Monarch Street and has a cantilevered concrete porch canopy with rounded Moderne style corners (**Photograph 1 and 2**). Concrete stairs with metal hand railings lead to a porch with two sets of doors. A metal double door accesses the main building and a single personnel door leads to a partially enclosed porch on the south end (**Photograph 3**). The other main entry point to the building is accessed from a concrete ramp/stairs that wraps around the southeast corner and leads to a single personnel door cut into a large multi-pane window on the east side (**Photograph 4**). The north and south sides of the building have identical, centered multi-pane windows, covered with grates. A metal, caged access ladder is affixed to the northwest corner (**Photograph 5**). Copper downspouts remain attached to the building, one on the south side, and two on the north.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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P5a. Photographs:

Photograph 1: Camera facing southeast, June 9, 2010.

Photograph 2: West side, camera facing northeast, October 6, 2009.

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Northwest corner, camera facing southeast, October 6, 2009.

Photograph 4: Southeast corner, camera facing northwest, October 6, 2009.

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: Northwest corner, camera facing southwest, October 6, 2009.

Photograph 6: September 1, 1945 photo, note shed roof on south side no longer present.[1]

[1] US Navy, "Assembly & Repair Buildings, NAS, Alameda," September 1, 1945 photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 7: 1958 photo of Building 42, the west side entrances have since been altered.[2]

B10. Significance:

This update form was prepared to provide additional information about Building 42, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Contractors Johnson, Drake and Piper constructed Building 42 in 1941 as an Inert Materials Storehouse under the same project that constructed eleven other ordnance facilities at the Station. The building appears to be built from the "Standard Magazine Building: Naval Ammunition Depots" plan, originally drafted in 1918. The plan is for one-story, aboveground buildings with 12-inch thick, terra-cotta walls. As built the main entrance on the west side had two sets of double doors accessed by a raised concrete platform. In 1943 a shed roof addition, no longer present, was added to the south side (**Photograph 6**). Modifications to the entry that added the partially enclosed porch were made sometime after 1958.[3]

[2] Building 42- Chemical Lab photo, "O & R Buildings Data Book No. 2", Box 12 of 22, 3195-C, NAS Alameda, General Records, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

In the early 1950s the Navy primarily used Building 42 as a storage warehouse. In the late 1950s the use of the building changed to a fuel chemical lab and other operations including aircraft maintenance and administrative offices. Between 1963 and 1968 the building was transferred over to Naval Air Rework Facility (NARF) operations for the same uses. In 1974 the building was used solely as a materials lab by NARF.[4]

Evaluation

Building 42 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[5] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[6] These are detailed on the attached sheets, and include smooth building surface, steel industrial sash windows, and curved concrete entry canopy.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[7] NAS

Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 42, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or

[3] Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings*, July 1945, Box 232, RG 8, CEC/Seabee Museum, NBVC, Port Hueneme; US Navy, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," October 2006, 27.

[4] Building 42, Box 59 Property Cards, RG 11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Earnest J. Kump Co., "Technical Report and Project History Contract NOy 4165, Alameda Naval Air Station," c. 1945, Folder 4 of 23, Box 25, NOy Contracts, RG 12, Bureau of Yards and Docks, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme, California, 7; Building 42 property card, O & R Buildings Data Book No. 2, Box 12 of 22, 3195-C, NAS Alameda, General Records, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; US Navy, *P-164*, 1974, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California.

[5] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[6] Stephen Mikesell, *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).

[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

trends of that era (NRHP Criterion A / CRHR Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 42 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse and H. Norby

***Date of Evaluation:** January 2010

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.& 2. Historic/Current name: Building 42, Fuel Chemical Lab and Office
3. Street: First St. **NAS Alameda Map** M-20 City: Alameda Zip: 94501
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story, concrete building, 61 ft. long by 48 ft. wide and 17 ft. high, with a parapeted roof and a rectangular plan. A loading dock with a flight of steps on each end and a metal railing extends across the facade. A section of wall with a large opening supports a flat roof, rounded on one end, that is cantilevered from the wall below the roof line. Double metal doors open off the loading dock. Typical windows have metal frames and multiple-light, hopper sash.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

HISTORICAL INFORMATION

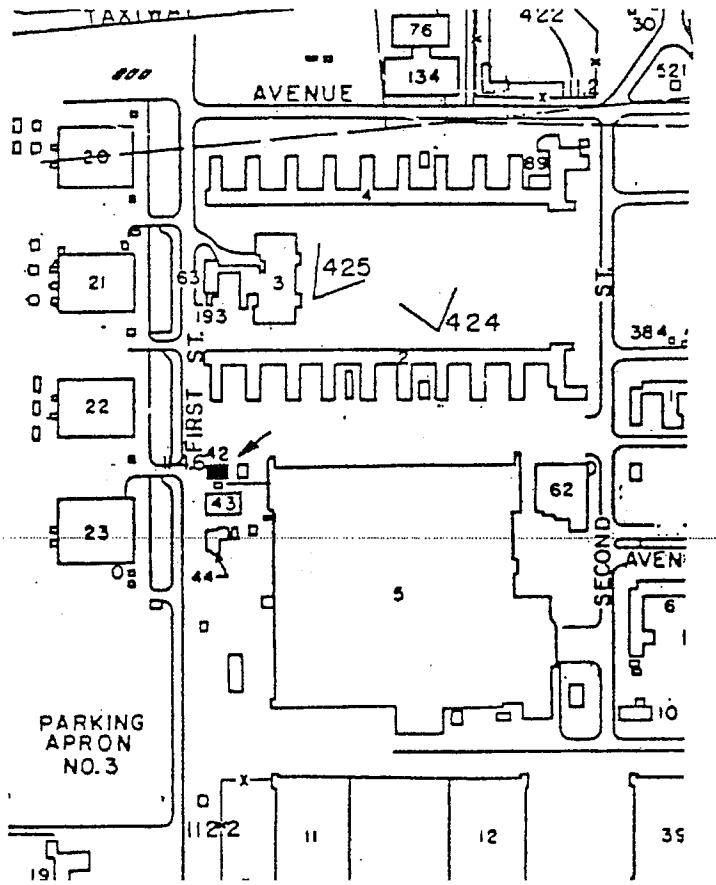
14. Construction date: 1941. Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context fully
developed: yes

19. Context: Building 42 contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1941 as part of the early central core of buildings on the base which stills conveys the impression of the air station during the period of significance. Under Criterion C, the building was designed in the simplified Modern style that characterizes the permanent buildings on the base from this period.

20. Sources: NAS Alameda
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

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CONTINUATION SHEET

Primary # P-01-010020
HRI#
Trinomial

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 43

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 43 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Weapons Shop

P2 e. Other Locational Data: 2440 Monarch Street; on former Naval Air Station Alameda

***P3a. Description:** **(Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)**

Building 43 is a two and one half story building with a rectangular plan, an L-shaped clerestory, and two small additions to the north side covering 10,500 square feet. The main entrance faces Monarch Street and consists of a centered metal roll-up door flanked by large multi-pane windows with a band of awnings. The windows have been covered with a metal grate, one of which has metal awnings to allow the awning windows to function. A four-light wooden personnel door is installed in the window on the north side of the roll-up door. On this end the clerestory is centered above the lower level, giving the building the appearance of having north-south wings. This part of the clerestory is fenestrated with a band of twelve-pane windows with awnings (**Photograph 1**).

A small concrete box addition with a flat roof sits on the second story of the north side of the building (**Photograph 1**). Fenestration on the north side includes multi-pane windows with awnings, and six over six double hung windows, many of which have grates installed (**Photograph 2**). The clerestory is fenestrated with six over three awning windows. Personnel access on this side is through an upstairs door at the east end, accessed by metal stairs (**Photograph 3**). The first story has three groups of two-over-three double-hung windows with venting added to the western end. A small corrugated metal lean-to addition with a shed roof is attached on the east end.

The east side of the building has two levels because of the placement of the L-shaped clerestory (**Photograph 4**). A metal roll-up door is centered on this end and flanked on the north by six over three double hung windows and six over six double hung windows, and a multi-pane window with awnings to the south. The clerestory has a band of six, twelve-pane awning windows. An electrical transformer is located at the southeast corner (**Photograph 4**).

The clerestory runs the length of the south side of the building and is fenestrated with a band of six, six over three awning windows. Three large window openings on the west end of the ground-level have been permanently filled with concrete blocks (**Photograph 5**). The remaining windows are large multi-pane windows with awnings on the east end. A metal access ladder is attached to the southeast end.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010020
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Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 43
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southeast, October 6, 2009.

Photograph 2: Northwest side, camera facing southwest, October 6, 2009.

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Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 43
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: East end of north side, camera facing southeast, October 6, 2009.

Photograph 4: Southeast corner, camera facing northwest, October 6, 2009.

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Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 43
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: South side, camera facing northeast, October 6, 2009.

Photograph 6: First phase of Building 43 construction before addition to clerestory, June 1, 1942.[1]

[1] US Navy, "Assembly and Repair Department," June 1, 1942 photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

State of California — The Resources Agency **Primary #** P-01-010020
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CONTINUATION SHEET **Trinomial**

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 43
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 43, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Contractors Johnson, Drake and Piper constructed Building 43 as a permanent building in 1941 to serve as part of the Weapons Department. An addition was made to the east end of the clerestory in 1942- 43 (**Photographs 4** and **6**). The building was used for torpedo storage in the 1940s and 1950s and used as a weapons shop in the 1960s and for storage and ammunition rework and overhaul in the 1970s.[2]

The mission of the Weapons Department in the late 1960s was to procure, receipt, storage, maintenance, and issue of all weapons, ammunition, and explosives authorized by the Station for support of fleet units and tenant activities, to operate small arms firing ranges, provide special augmenting units for performances of test, repair, maintenance, overhaul or assembly of weapons. The Weapons Department also provided serviced for weapons shipment, explosive ordnance, special weapons disposal, and special weapons loading of A4, A6, and A7-type aircraft.[3]

[2] Building 43, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings*, July 1945, Box 232, RG8,CEC/Seabee Museum, NBVC, Port Hueneme; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5 , Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Sec. 2, Naval Districts 11, 12 and 13 (Served by WESTNAVFACENGCOM), NAVFAC P-164, 30 June 1972*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California.

[3] US Navy, *1967 Command History*, Command History 10 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes 1940 to 1992, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 19-1.

State of California — The Resources Agency **Primary #** P-01-010020
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Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 43
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 43 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with

a period of significance of 1938-1945.[4] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[5] These are detailed on the attached sheets, and include smooth building surface, and steel industrial sash windows.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[6] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 43, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 43 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse and H. Norby

***Date of Evaluation:** January 2010

[4] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[5] Stephen Mikesell, *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).

[6] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

43

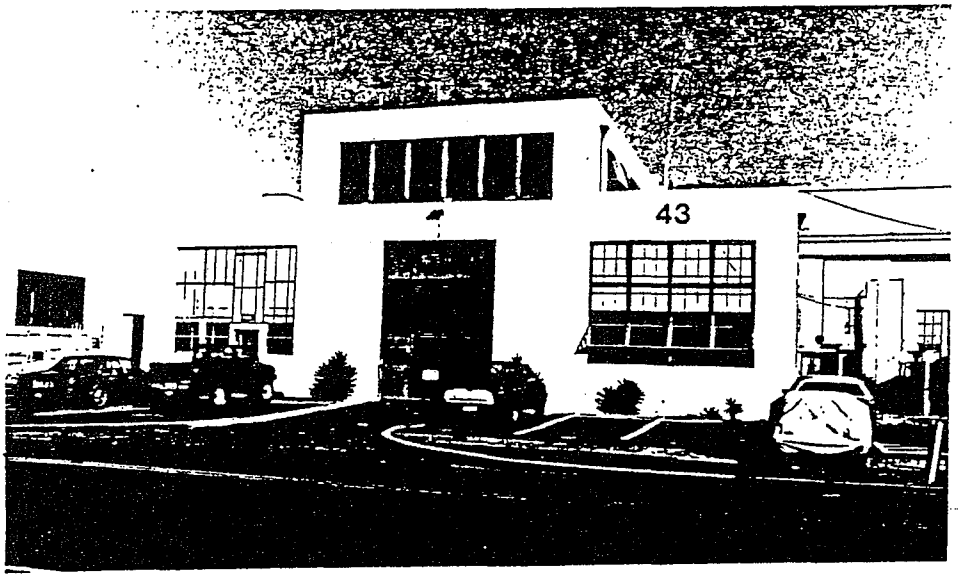
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Weapons Building 43
3. Street: First St. **NAS Alameda MAP** M-20 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM zone: Oakland West, CA, A B C D
5. Quad map No.: 3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District. No. of documented resources: 85
7. Existing condition: a concrete building with a rectangular plan and a two-story, central section flanked by one-story wings. The central entrance door is located on one side of a high rectangular opening that has both metal and glazed sections. Above the entrance is a bank of 6 windows with metal mullions and sash with 12 lights. The south wing has a bank of 4 windows of the same type as those above the entrance; The north wing has similar metal windows, but a secondary door is set into one of the windows. The side elevations have metal hopper windows on the upper story.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: U.S. Government
10 Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 43

HISTORICAL INFORMATION

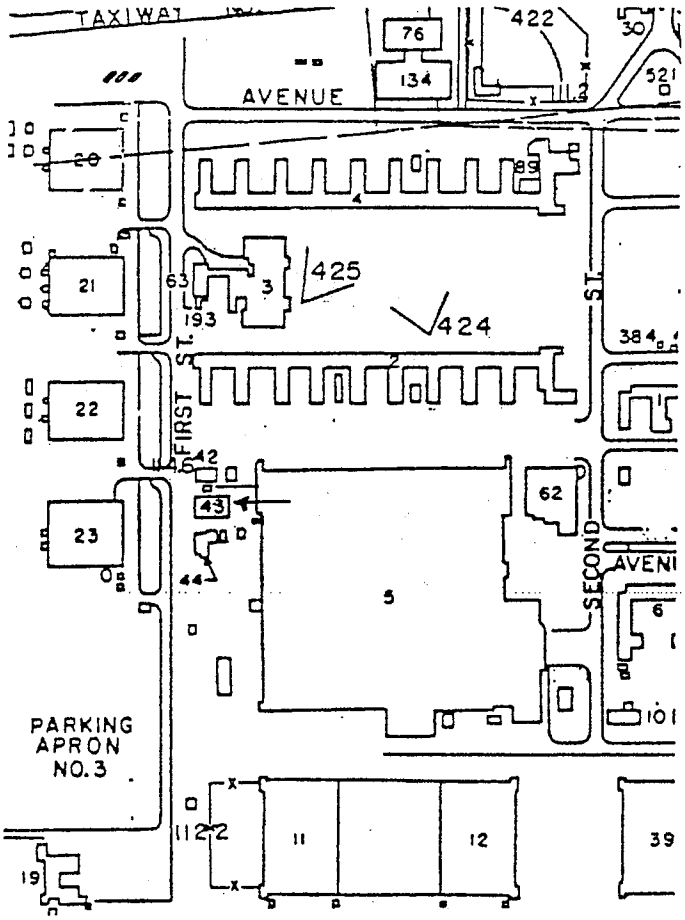
14. Construction date: 1941 Original location: same.
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District Context formally developed: yes.

19. Context: Building 43 contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1941 in the core area of the naval air station. Under Criterion C, the building is representative of the early Modern style of the permanent class of concrete structures that were designed for the base.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St. Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

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Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 44

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 44 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Engineering Office Facility

P2 e. Other Locational Data: 2400 Monarch Street; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 44 is a one-story concrete building measuring 5,073 square feet with an irregular square plan with an attached rectangular addition on the northeast corner. Both sections have a flat roof and are constructed of panel formed concrete but the square section has a raised water table base. The west façade has a centrally located entrance with a pair of metal personnel doors with single panes of glass with a pair of three-over-three fixed metal window above the door. A group of four ten-over-five fixed metal windows on the north side and a group of four five-over-three windows on the south side flank the main entrance on the west facade (**Photograph 1**).

The south side of the building has a group of four five-over-three fixed metal windows and a centrally located metal personnel door with a metal ramp. The set back east façade has a pair of central double metal personnel doors with single panes of glass and a raised concrete landing. Fenestration includes a pair of three-over-two fixed metal windows above the entrance and a four-over-three window on the west side (**Photograph 2**).

The set back east side has a pair of metal four light personnel double doors with a pair of four-over-three fixed metal windows above. The entrance is flanked by a pair of two groups of five-over-three fixed pane windows. The north side of the east façade has two groups of fixed pane metal windows composed of two middle sections of four-over-four flanked by a group of three-over-three windows (**Photograph 3**).

The north side facing Building 43 has a metal personnel door at the northeast corner with a three-over-four fixed metal window. Fenestration on the set back north façade of the west section has a two-part sliding aluminum window with a group of five ten-over-six fixed metal windows that have been painted over. An exterior ladder is located on the east side of the fixed window group and external electrical equipment on the south end. Fenestration on the set back west façade on the north side has a three-part fixed pane metal window composed of two three-over-three windows flanking a four-over-four window, and a four-over-five window on the south (**Photograph 4**).

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing northeast, October 1, 2009.

Photograph 2: Camera facing northwest, October 1, 2009.

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***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: North end of east side, camera facing west, October 1, 2009.

Photograph 4: Camera facing southeast, October 1, 2009.

State of California — The Resources Agency **Primary #** P-01-010021
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***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☐ **Continuation** ☒ **Update**

Photograph 6: Circa 1945 photo of Building 44.[1]

Photograph 7: View of 1944 additions off northeast corner, September 1, 1945.[2]

[1] US Navy, "Bombsight Building" photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).
[2] US Navy, Assembly and Repair Department September 1, 1945 photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

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CONTINUATION SHEET **Trinomial**

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 44
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance (cont.):

This update form was prepared to provide additional information about Building 44, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Johnson, Drake, and Piper constructed the first phase of Building 44 in 1941 as the facilities for overhaul and repair of bombsights during World War II. Two additions were constructed in 1944 adjacent to the original rectangular building, facing west at the northeast corner of the building. In 1957 the building was expanded from the rear of the west section by contractor Herbert Ellis for a tensile testing machine and altitude test chambers. The activity was segregated from the main Overhaul and Repair building (Building 5) for radar overhaul to more easily maintain the security of the bombsight mechanism which was so necessary in the early days of the war. [3]

In the late 1950s the building was used as a materials laboratory for the Overhaul and Repair Department under materials and processing. The building was used as an aeronautical lab in the early 1960s and was used for aircraft maintenance in the late 1960s and early 1970s. Beginning in1974 it was used as a materials laboratory. [4]

Evaluation

Building 44 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[5] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character

[3] Building 44, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Bureau of Yards and Docks, NBy-7070 Contract, 24 April 1957-26 Oct 1957, NBy Contracts, Box 144, Record Group 12 Bureau of Yards and Docks, CEC/ Seabee Museum, NBVC Port Hueneme; US Navy, Assembly and Repair Department, Naval Air Station Alameda, California 1940-1945 photo album, NARA (San Francisco).

[4] Building 44-Material Lab Photograph, O&R Buildings Data Book No. 2, NAS Alameda General Records, 3195-C, Box 12 of 22, National Archives, San Bruno, California, n.p.; US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1958*, History of U.S. Naval Air Station, 1 Nov 1940-31 Dec 1958, Box 2 of 22, 3195 B-C, RG 181, NARA (San Francisco); Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG#8,CEC/Seabee Museum, NBVC, Port Hueneme; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968*, Box 44, RG#8,CEC/Seabee Museum, NBVC, Port Hueneme.

State of California — The Resources Agency **Primary #** P-01-010021
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 44
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☐ **Continuation** ☒ **Update**

defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[6] These are detailed on the attached sheets, and include smooth building surface, and steel industrial sash windows.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[7] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 44, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 44 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010

[5] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[6] Stephen Mikesell, *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).

[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.& 2. Historic/Current name: Building 44
3. Location: NAS Alameda Map N-20 City: ALAMEDA Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story, concrete building, 41 ft. by 61 ft., with a flat roof and a hyphenated, two-part, rectangular plan. The walls have large expanses of 4-part, fixed, metal sash with metal mullions as well as metal hopper sash. Entrance doors are wood and metal. Exterior ducts and other equipment is in fenced yards behind the building.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

NAS ALAMEDA Building 60

HISTORICAL INFORMATION

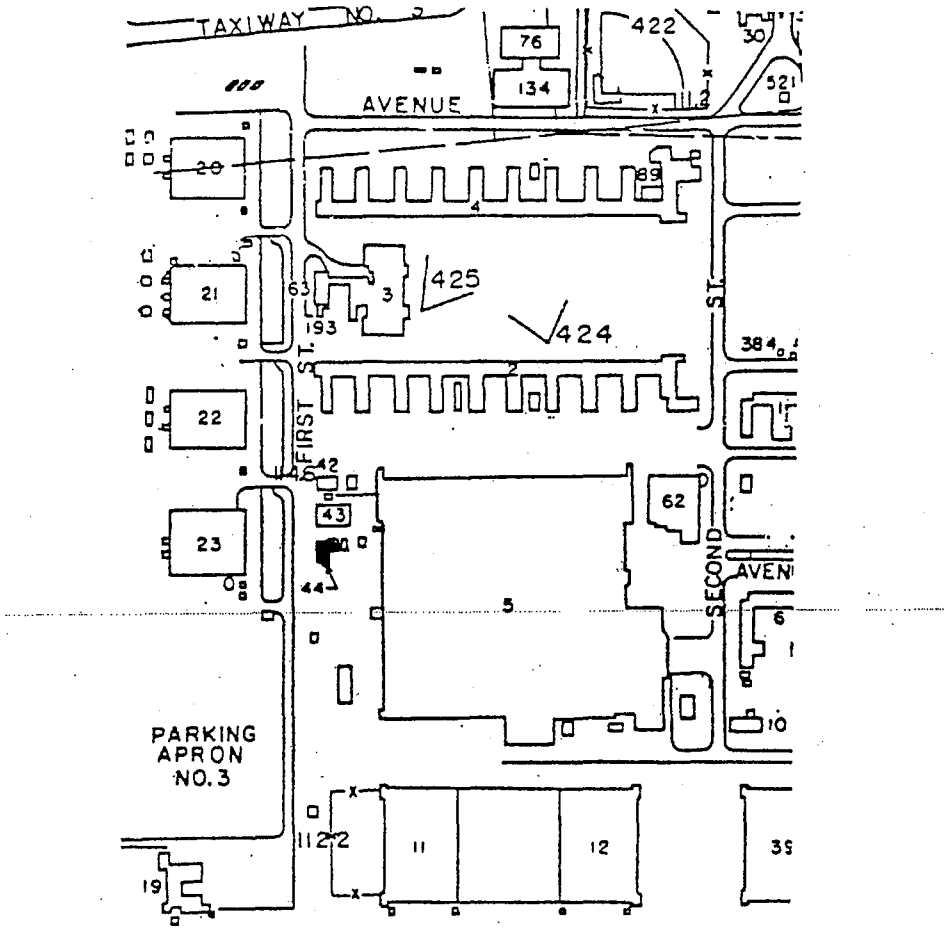
14. Construction date: 1941
15. Aterations: none visible

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Building 44 contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1941 as part of the central core of building on the base. Under Criterion C, the building is representative of the type of permanent concrete structure in a simplified Modern style that is common on the base; it appears unaltered and is in good condition.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011151
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 53

P1. Other Identifier: Smoke Drum Storage

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 53 is approximately 1,600 square feet and is a horizontal and vertical I-beam frame building with horizontal wood siding clad in corrugated metal. The rectangular plan building has a low, end gable roof with three-part metal sliding door on the east and west ends **(Photograph 1)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011151
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 53

B1. Historic Name: Smoke Drum Storehouse
B2. Common Name: Inert Storehouse
B3. Original Use: Smoke Drum Storehouse B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941

***B7. Moved?** ☐No ☒Yes ☐Unknown **Date:** 1951-52 **Original Location:** Southwest of present location, see Photograph 3

***B8. Related Features:**

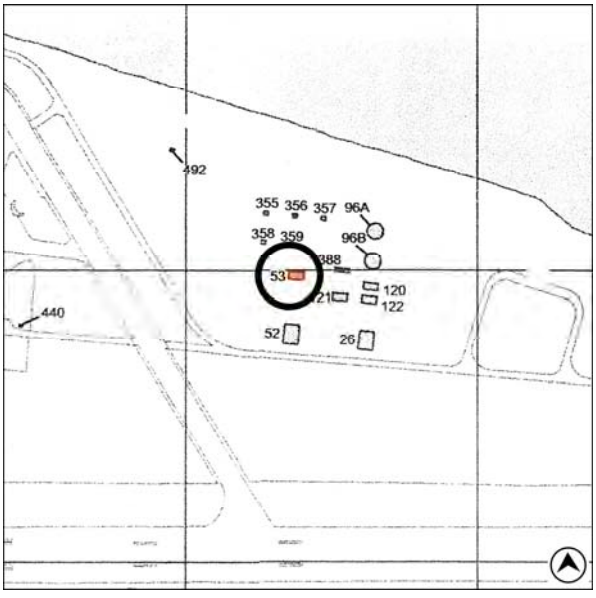
B9a. Architect: BuDocks b. Builder: Johnson, Drake and Piper
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 53 does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Building 53 was constructed within the period of significance of the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992, however it is not within the district boundaries and was found to be a "non-contributing temporary or miscellaneous, nondescript structure," thus it was not evaluated as a potential contributor. This form: 1) re-evaluate the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; 2) to provide additional information about Building 53 and 3) to evaluate the building's significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011151
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 53

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R).

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. However, 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 the Cold War era.

Individual buildings constructed during World War II and used during the Cold War are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. This building is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

There are fewer than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those on NAS North Island.

In September 1941 Alameda submitted a bulk funding request that included $37,500 for two smoke drum storehouses. Building 53 was constructed by Johnson Drake and Piper in 1941 at a cost of $20,600 to store inert materials. The building was relocated in 1951 or 1952 during then expansion of the runways (**Photograph 3**). As of September 1997 there was no live ammunition stored here.[1]

Evaluation

Because of the standardization and ubiquity of magazines on both Naval stations and stations of other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these resources. This

[1] US Navy, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," October 2006, A1.1; Building 53, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

program comment applies to ammunition storage facilities that are not a part of a historic district. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of aboveground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research

Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda are addressed by this Program Comment as none have been identified as a contributor to a historic district. Although Building 53 is associated with the district's significance under NRHP Criterion A (CRHR Criterion 1) for its contribution to the nation's defense during World War II, the alterations to the airfield prevent it from conveying its association with the World War II context. Furthermore, Building 53 lacks individual integrity and the utilitarian building style prevents Building 53 from conveying any architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). Building 53 has lost integrity due to its relocation during the expansion of the airfield on NAS Alameda in the early 1950s, and does not meet the threshold for eligibility under Criteria Consideration B for moved properties. Upon the completion of the thematic study by the Navy and selection of three representative installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

This smoke drum storehouse was built during World War II operations on NAS Alameda, and was part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, the magazine and ordnance handling function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structures on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 53's was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general (NRHP Criterion A / CRHR Criterion 1). This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the building was moved between 1951 and 1952, affecting its integrity of

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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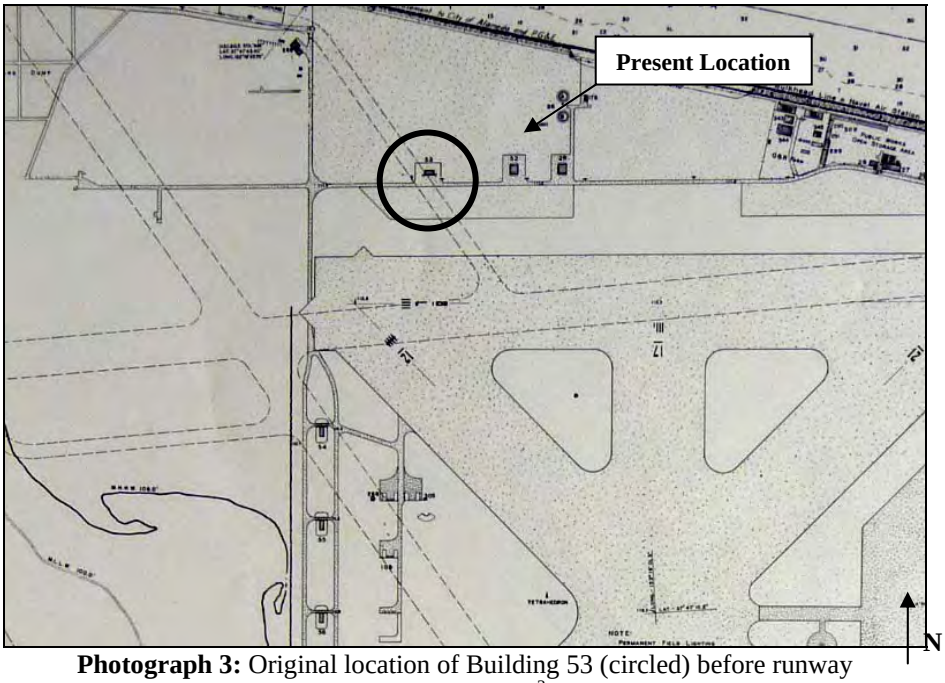
Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 53

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

location, setting, and creates a false sense of historic development of the area under NRHP Criterion Consideration B (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing northwest, October 14, 2009.



Photograph 3: Original location of Building 53 (circled) before runway modifications.[3]

[3] US Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1951," RG12, BuDocks Naval Shore Activities-12th Naval District, 1942-54- Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California.

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CONTINUATION SHEET **Trinomial**

Page 1 **of** 10 ***Resource Name or #** (Assigned by recorder): Building 60

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Officer's Club

P2 e. Other Locational Data: 641 West Red Line Avenue; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Officer's Club, Building 60, is a 29,538 square foot concrete-formed building with a multi-level flat parapet roof with an irregular rectangular floor plan and wing extension on the west side. The main entrance is on the south side of the building. Although the parking lot for the building is sited on the north side of the building, the vehicle entrance is on the southeast side of the building with a driveway wrapping around the east side to the parking lot. This driveway passes by utilitarian service areas of the building before feeding into the parking lot. The north side of the building has a designed garden courtyard with an offset open-air kitchen (Building 419) featuring a large barbeque pit.

On the north side of the building a semicircular section extends from the otherwise linear footprint, and a covered walkway leads to the main entrance. Concrete planters follow the curvilinear lines of the semicircular section reflecting the Moderne style of architecture used throughout the station's administrative core (**Photograph 1**). The walkway approaching the main entrance on the south side is covered by a metal framed awning supported by square metal poles with wooden cross-beams. Concrete planters flank the entrance to the walkway which is composed of exposed aggregate squares separated by wooden strips with decorative brick patterns. A concrete ramp with metal handrails is installed east of the walkway. The walkway terminates at a set of concrete stairs leading up to the recessed entry porch, supported by plain concrete columns (**Photograph 2**). Full-length windows flank a decoratively carved large wooden double-door. West of the main entrance, heavy landscaping partially obscures a single fixed aluminum-framed window followed by a ribbon of aluminum-framed louvered windows with metal flanges set high on the wall (**Photograph 3**). These windows are in pairs and split by a concrete block detail. On the same wing, east of the louvered windows a raised metal louvered door is followed by three sets of metal-framed windows. Each window has a stacked set of five horizontal lights, two on the top, and two on the bottom, with one hopper window in the middle. There is a short decorative concrete wall and planter in the front of these three windows.

The 'L' shaped east side of the building is the commercial delivery area and fenestration and landscaping is more modest than the other areas of the building. Instead of full length windows and entryways with accentuated approaches, this area features rows of metal-framed windows, some boarded over. Sliding doors and metal personnel doors with small, concrete stair approaches service this area. A shed roof overhang creates a narrow patio the length of the set-back on the east side of the building. This overhang also shelters a raised concrete loading dock (**Photograph 4**). A corrugated metal shed with a flat roof sits in this area north of the easternmost part of the building (**Photograph 5**).

The northernmost portion of the building has a secondary entrance, recessed with deep overhanging roof, lower than the building roof line, supported by 'V' poles that sit in a brick flower box. The entry has a pair of metal and glass doors with tile steps and a railed wheelchair ramp (**Photograph 7**). Another, smaller, more hidden entry is situated around the corner to the west and is composed of small concrete steps leading to a sliding door (**Photographs 8**). Just west of this entry is the access point for a designed, L-shaped garden courtyard, bound to the west by a chain-link fence covered in ivy (**Photograph 9**). The inner portion of the courtyard has two large fixed floor to ceiling windows

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

and a third section has a pair of glass doors with wooden stoop on the west end (**Photograph 10**). The east side of the courtyard has five large fixed metal windows with a utility access door. A corner door with a multi-light window has a concrete stoop and flat roof with metal pole supports (**Photograph 11**).

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Camera facing northwest, September 29, 2009.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: South entrance detail, camera facing north, September 29, 2009.

Photograph 3: Camera facing northeast, September 29, 2009.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Photograph 4: East side, camera facing northwest, September 29, 2009.

Photograph 5: North side of 'L' shaped wing, camera facing south, November 12, 2009.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Photograph 6: West side of 'L' shaped north-south wing, camera facing northwest, November 12, 2009.

Photograph 7: North end recessed entry, camera facing southwest, November 12, 2009.

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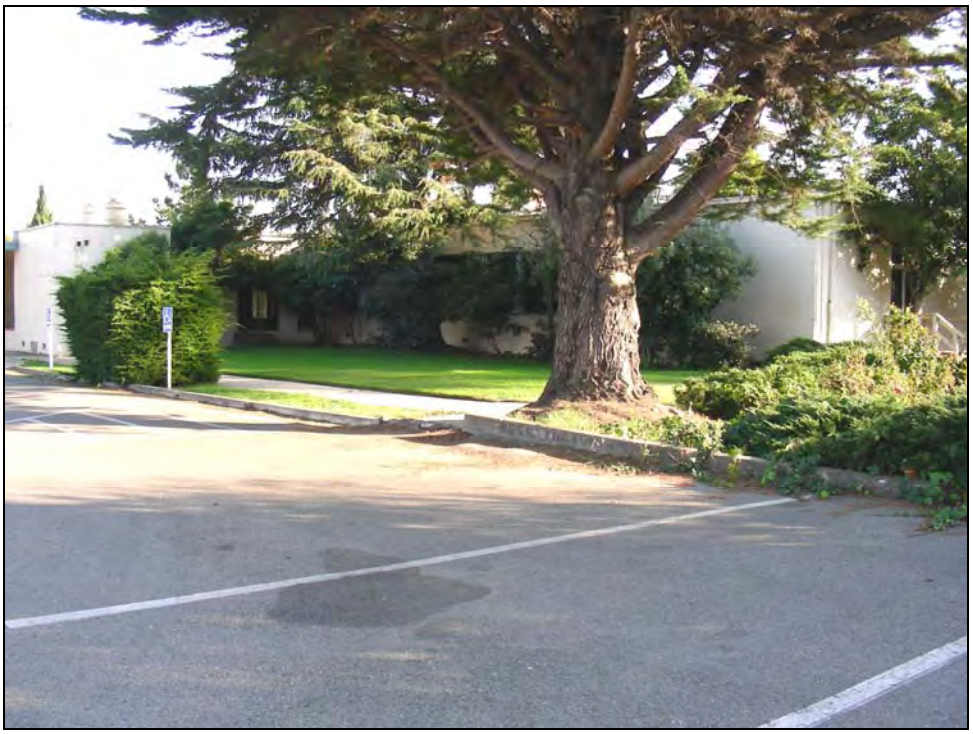
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**



Photograph 8: Northwest corner of east-west wing on west side of building, camera facing southeast, November 12, 2009.

Photograph 9: North side of west wing, camera facing south, November 12, 2009.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Photograph 10: Northeast corner of inner courtyard area, camera facing northwest, November 12, 2009.

Photograph 11: Southeast corner of inner courtyard area, camera facing southeast, November 12, 2009.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Photograph 12: West side of the west wing, camera facing northwest, November 12, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 60, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 60 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide

personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Johnson Drake and Piper constructed Building 60 in 1941. The building served as the Commissioned Officers' Mess and Officer's Club (nickname "O'Club") which provided food service as well as recreational activities. There were 307 living spaces for both male and female officers in addition to a dining room and cocktail lounge where entertainment such as the Glenn Miller Orchestra and Woody Herman performed. There was also a cigar mess, bowling alley, newspaper service, telephone room, barber shop, laundry, press shop, and pool tables. Between 1947 and 1948 membership averaged 150 officers. An outdoor barbeque facility (Building 419) was constructed adjacent to the courtyard in 1956 to serve the Officer's Club.[1]

Other modifications to the building took place in 1958 when a galley was either added or upgraded. The front entrance was modified in the early 1970s, as well as a major upgrade to the galley and some of the sleeping quarters. During 1987 the Navy removed asbestos from the building. In 1997-98 the wheelchair ramp was added to the main entrance.[2] In 1996, three years after the base was decommissioned, the City of Alameda began utilizing the O'Club and maintains the facility.[3]

Evaluation

Building 60 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[4] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining

[1] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 8: The North Central Recreational Zone; Alameda Point, Alameda, California," January 2001; Building 12, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; United States Navy, *History of US NAS Alameda 01 Oct 1947 to 30 Jun 1949*, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 10.

[2] Daniel Abeyta, State Office of Historic Preservation, Sacramento, CA. October 16, 1998 – letter to Mr. Louis Wall, Cultural Resources Program Coordinator, NAVFAC.

[3] United States Navy, *History of US NAS Alameda 01 Nov 1940 to 31 Dec 1958*, Command History 6 of 25, 25 Jul 1959, Box 1 of 2, 5757-1b, RG 181, NARA (San Francisco), 50; United State Navy, *1972 and 1974 Command History*, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco), 3; United State Navy, *1987 Command History*, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco); United State Navy, *1996 Command History*, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco).

[4] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

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features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[5] These are detailed on the attached sheets, and include smooth concrete surfaces of the building, horizontal orientation, flat roofs, emphasizing vertical elements, curved contrasting elements, original and sympathetic two over two windows, steel awning windows (including those at the rear patio area and to the side of the main entrance), and quoin-like dividers between windows. The curved lounge area east of the entrance provides both a vertical emphasis and curving contrast with the vertical element supplied by the height of the lounge and the vertically oriented windows.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[6] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 60, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 60 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010

[5] Stephen Mikesell, *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).
[6] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

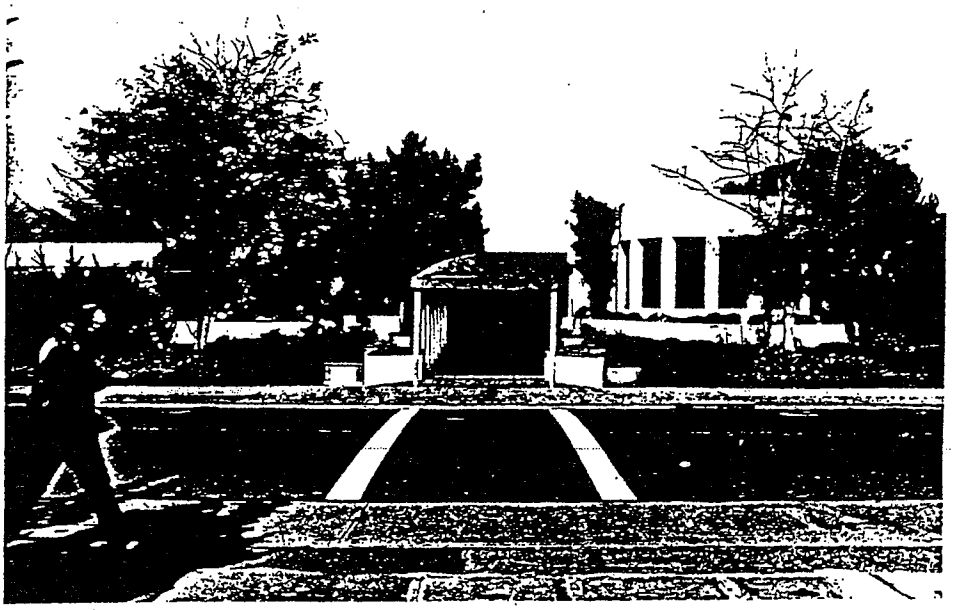
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

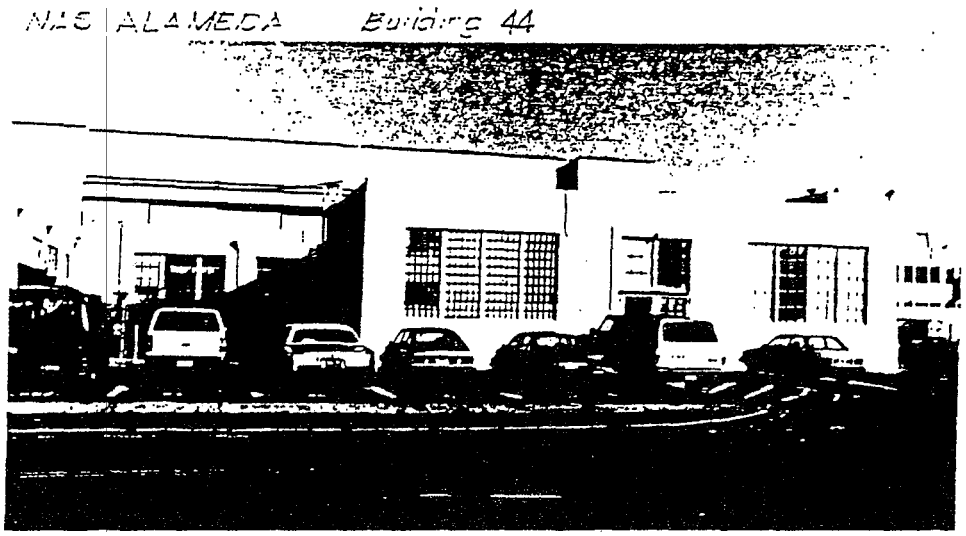
1. & 2. Historic/Current name: Building 60, Officers Recreation Building.
3. Street: Ave. A at Fifth St. **NAS Alameda Map** J-27 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story, concrete building with an flat, parapeted roof and an irregular rectangular plan, 117 ft. long, 52 ft. deep, and 19 ft. high. To the east of the entrance, which has a canvass covered walkway from the street, is a large rounded bay with six tall windows with metal frames and metal, hopper sash. The long wing to the west of the entrance has a series of openings with typical metal windows. Low concrete walls framing planters skirt the S side of the building and screen the building with vegetation. The N elevation is utilitarian and has been altered in various ways to accomodate a ramp for handicapped access and other service spaces. The E side has a delivery truck access and loading dock.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none




NAS ALAMEDA Building 44

HISTORICAL INFORMATION

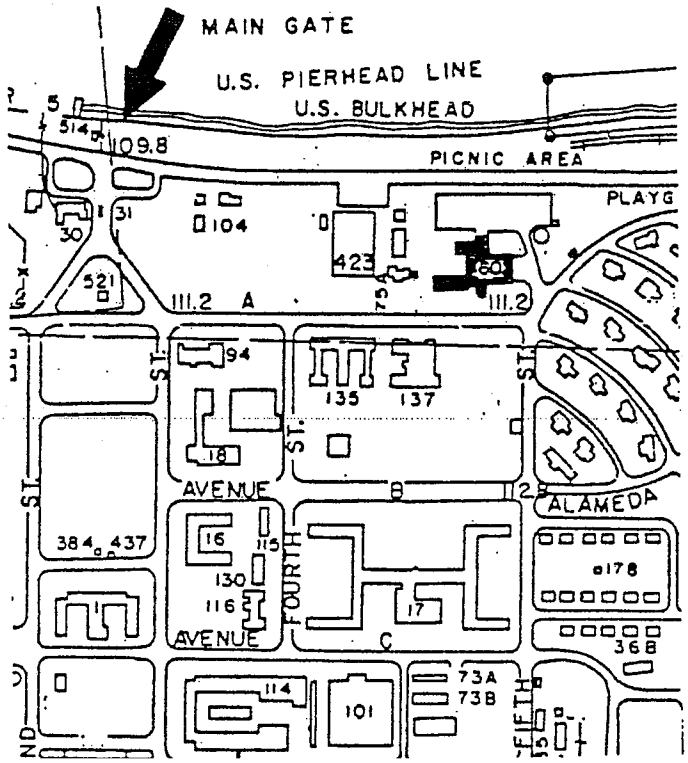
14. Construction date: 1941 Original location: same
15. Alterations: Handicapped access ramp and alterations to service areas in the 1970s and 1980s that do not affect integrity.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Building 60 contributes to The NAS Alameda Historic District under Criterion A because it was built in 1941 and has continued to function as the Officers Recreation Building. Under Criterion C, the building is a handsome example of the simplified early Modern style employed in the design of the major permanent buildings on the base. Although the building has been altered in recent times, the alterations do not affect the appearance of the main elevation on Avenue A. The building also contributes to the streetscape on this important cross- axial street at the point where the officers housing compound begins.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24.Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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

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

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

3.8. Character-Defining Elements of Building 60.

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

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

3.9. Character-Defining Elements of Building 94.

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

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

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 62 is not eligible for listing in the NRHP individually, nor is it a contributing element of the NAS Alameda Historic District, and has a NRHP status code of 6Z.

P1. Other Identifier: Civilian Cafeteria / NARDAC

P2 e. Other Locational Data: 1040 W. Midway Street; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 62 has an irregular plan measuring 42,737 square feet with a second-story addition at the northwest corner (**Photograph 1**). The building is constructed of plywood formed concrete with a multiple plane flat roof. The south façade has four setback sections (**Photograph 2**). A double metal door entrance at the east had has metal concrete stairs and metal railing with a concrete canopy over the entrance; a concrete ramp is located to the west. Four window groupings have been boarded up west of the entrance. A window on the south end of the east section has a boarded up window. The second section has an entrance at the southwest corner with a metal personnel door, concrete stairs and concrete canopy. A group of three triple-hung metal windows is located on the south and west sides. The third section has a pair of two triple-hung windows flanking a pair of single triple-hung windows. The fourth section, located on the west side of the south façade, has a fenced area with external equipment located in front.

The west façade has two distinct sections that are separated by roof height. The southwest end has a flat roof, concrete block enclosure with a vent and metal utility door facing the fenced area to the south (**Photograph 3**). To the west are metal stairs and a raised concrete loading dock with two sets of double personnel doors and a single metal personnel door. A curved concrete canopy extends to the west to another small concrete block structure. Continuing west the building is two-stories tall. Another set of metal personnel doors at grade and a set of metal stairs lead to another elevated concrete loading area covered by a flat wooden shed canopy; a set of concrete stairs with metal railings is located on the west side. Two single and a double metal personnel door and boarded up triple-hung metal windows are located on the far west side of the loading area. Two three-light fixed pane metal windows are located on the second story. At the northwest end of the west façade is a set of concrete stairs to a platform with a metal and concrete staircase that leads to an exterior flat roofed entryway with a two-light fixed pane metal window facing west. A metal and glass double door with glass transom is located at the base of the staircase. Fenestration includes two three-light fixed pane metal windows and two narrow two-light windows.

The north façade has two distinct sections that are separated by roof height. The northwest section includes the main entrance on the east side and has a wide concrete porch with concrete stairs and metal railings with a double metal and glass door with glass transom. The main entrance has a flat metal canopy with a flat roof, partially enclosed entrance to the second floor with a three light fixed window. An exterior concrete and metal staircase leads from the west side of the main entrance porch and then east to the exterior entryway. Fenestration includes six three-light fixed pane metal windows on the second story and five sets of three triple-hung metal windows (**Photograph 4**). The northeast section of the west façade is one level; fenestration includes three groups of four triple-hung metal windows (**Photograph 5**).

The east façade has a similar setback appearance as the south side. The northeast section has a metal personnel door with metal staircase (**Photograph 6**). A set of four triple-hung metal windows is located to the south with exterior venting connected. The second section to the east has a Moderne-style entrance with double doors, concrete canopy, curved walls, and six recessed glass blocks on the north side of the entrance. Two curved concrete planters flank the concrete stair entry. Fenestration includes a pair of three-over-one windows with a metal cage covering. The nest section has a higher roof height, but is otherwise unadorned. The last section on the east side is rectangular and clad in stucco. Two groups of six applied decorative bays are located on the south and north ends (**Photographs 7** and **8**).

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***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Northeast corner, camera facing southwest, June 9, 2010.

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Photograph 2: South side, camera facing northwest, October 6, 2009.

Photograph 3: Southwest corner, camera facing northeast, October 6, 2009.

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Photograph 4: West side, camera facing northeast, October 6, 2009.

Photograph 5: Northwest side, camera facing southwest, June 9, 2010.

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Photograph 6: Northeast side, camera facing northwest, October 6, 2009.

Photograph 7: East side, camera facing southwest, October 6, 2009.

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Photograph 8: East side addition and decorative bays, camera facing northwest, October 6, 2009.

B10. Significance:

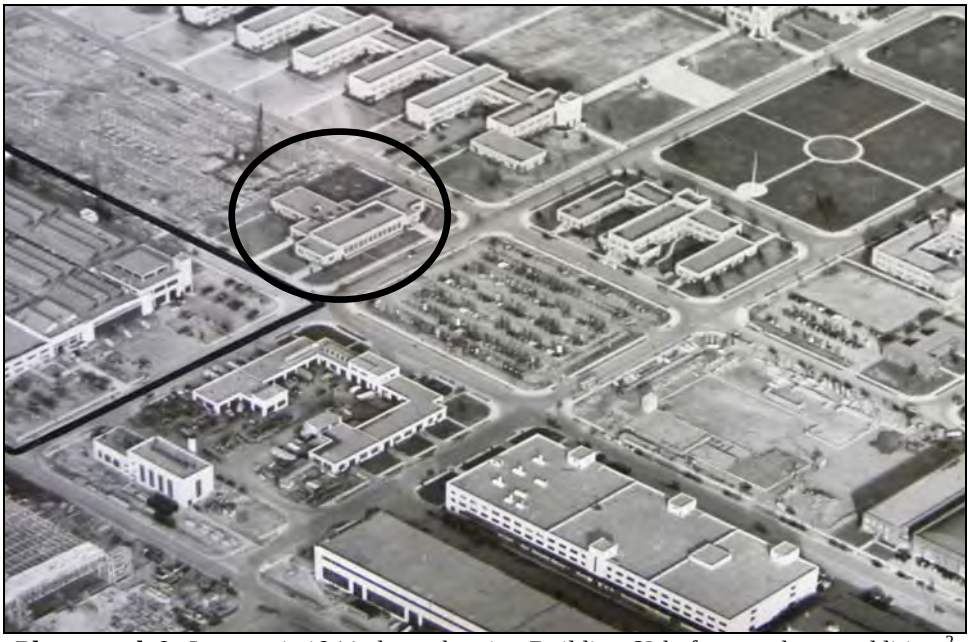
This update form was prepared to provide additional information about Building 62, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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 station's main construction contractor Johnson, Drake and Piper constructed the initial portion of Building 62 in 1942 as a semi-permanent building and it served as the civilian cafeteria. An 'L' shaped section was added to the northwest corner of the building in 1944, which housed additional storage areas, refrigeration, and a dining room on the first floor. The second floor of the addition was also a dining room (**Photograph 9** and **Photograph 10**). The civilian cafeteria in Building 62 was a central meeting place for employees up through the 1960s, where hot food was served. Uses in the building expanded from just a cafeteria to include administrative offices, banking facilities, and a post office. In 1950s the Training Division was located on the second floor of the building until it moved to Building 101. Public Works remodeled the area vacated by the Training Division and moved their department offices from

Buildings 30 and 183 at the main gate into Building 62. In the late 1960s the Industrial Relations department was housed in the building. The Civilian Employees' Welfare and Recreation Association was also located in Building 62 until its new building was constructed across the street in 1969 (now demolished). The Bank American Trust Company and Federal Employees Credit Union occupied 2,610 square feet of the building in the 1950s and later expanded to 6,871 feet in the late 1960s. The credit union moved to Building 527, which it constructed, in 1970. During the 1970s, the hot food cafeteria was replaced with sandwich machines, the bank branch in the building became a Wells Fargo, and a small self-service post office was established in the building near the cafeteria.[1]



Photograph 9: January 1, 1944 photo showing Building 62 before northwest addition.[2]

[1] Building 62, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Bureau of Yards and Docks, US Naval Air Station Alameda Administration Building, "Additional Personnel Facilities Extension to Cafeteria First Floor," Yards and Docks Drawing #329515 and "Extension to Cafeteria Second Floor," Yards and Docks Drawing #329514, June 7, 1944, Drawer 56, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; United States Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 January 1950 1940- 30 June 1950*, Command History 4 of 25, 1 July 1950-31 December 1950, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 9; US Navy, *Command History 1968*, *1969*, and *1971*, Command History, Box 2 of 2, 5757-1b, NAS Command History, 27 Volumes 1940 to 1992, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 5-1 (1968), 15-3 (1969), and 4 (1971); Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968* and *30 June 1972*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Barbara Baack, former NAS Alameda civilian employee (1961-1989), oral interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 8, 2009. Ms. Baack served as the station's Assistant Public Affairs Officer (late 1960s / early 1970s) and Public Affairs Officer for the Overhaul and Repair Department and NARF (early 1960s / late 1970s / 1980s).

[2] January 1, 1944 photo, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

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Photograph 10: Lower left corner, Building 62 after addition on northwest corner, September 1, 1945.[3]

In 1983 the building underwent a major alteration that converted the building from a cafeteria into a computer installation. This project included the construction of the prominent concrete addition on the east side of the building. After the construction project, the Data Processing Installation branch of the Navy Regional Data Automation Center (NARDAC), San Francisco was located in the building. NARDAC was established in 1978 and grew into a full-scale information processing center with regional and Navy-wide responsibilities for non-tactical data processing services and technical support.[4]

Evaluation

Although construction of this civilian cafeteria in 1942 was part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District, the building has been heavily modified and does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity prevents Building 62 from conveying any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated,

> 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

[3] September 1, 1945 photo, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[4] US Navy, *Naval Air Station Alameda 1983*, Box 2 of 2, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 26.

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

> 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.
>
> … 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.[5]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Building 62 was placed in the latter category because the building was so altered through multiple changes over time that it did not contribute to the district.[6] Research undertaken for this project in building plans, base maps, and aerial photographs indicates that while the building was originally constructed during the period of significance, many exterior and interior changes have been made to the building since that time, most importantly its conversion for use as a data processing center in the early 1980s. Building 62, therefore, does not convey its association with the context of naval air stations built in 1930s and World War II, and is not a contributing element of the historic district.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[7] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 62, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

***B14. Evaluator:** C. Brookshear; M. Bunse; H. Norby

***Date of Evaluation:** January 2010 / June 2010

[5] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[6] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 62.
[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 62
3. Street: Second St., **NAS Alameda Map** M-23 City: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: district Number of resources documented: 85
7. Existing condition: a one-story, concrete building originally 61' long x 171' wide, which received a much larger two-story addition in 1983. The original portion retains its fenestration and entryway consisting of a slightly recessed double door with a rounded architrace and flat, squared-off roof cantilevered from the wall above. The entrance is raised 9 steps, flanked by metal railing and curved concrete walls that also form planters.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: U.S. Government
10. Type of ownership: public
11. Present use: public
12. Zoning: none
13. Threats: none

HISTORICAL INFORMATION

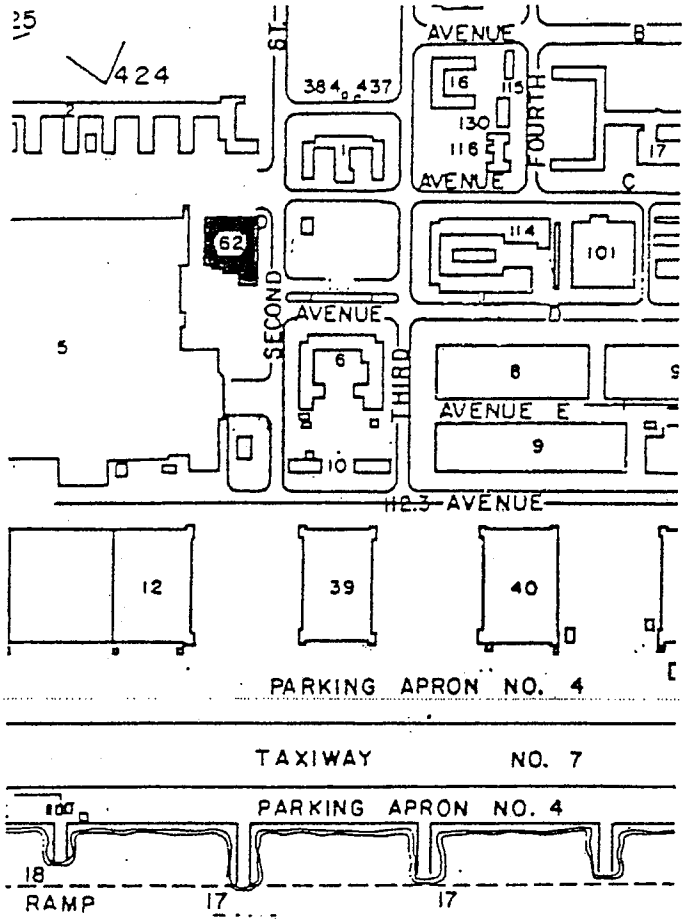
14. Construction date: 1942 Original location: same
15. Alterations: A large two-story, concrete block added to S. side in 1983
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic Attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Context for evaluation: Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District. Context formally developed: yes

19. Context: Building 62 is judged to be non-contributing to the NAS Alameda Historic District because, in 1983, an addition about twice the size of the original 1942 building was added to one side destroying its integrity.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C 22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: Visual inspection 25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St. Berkeley, CA 94709 Phone: (415) 848 4356



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***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building in "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992 by Sally B. Woodbridge (see attached). The re-evaluation contained herein concludes that Building 64 is eligible for listing in the NRHP as a contributing element of the NAS Alameda Historic District. Its NRHP status code is 3D.

P1. Other Identifier: Boiler House/ SIMA Diving Locker

P2 e. Other Locational Data: 1651 Ferry Point on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 64 is a one and a half story 986 square foot building with a rectangular plan and flat roof. The base of the building is made of board formed concrete, while the remainder is plywood panel formed concrete. The building rests on concrete and wooden piers that are sunk into the Seaplane Lagoon **(Photograph 1)**. The southeast side has a corrugated metal roll-up door with a pair of three-over-three windows above the door. A personnel door with a four pane window, and a cantilevered concrete canopy flanked by a pair of one-over-one windows is on the southwest side. Concrete and wood walkways with metal railings extend from the wharf over the water to both the roll-up door and personnel door. Fenestration on the remainder of the building is comprised of tall, vertical, three part windows with a two-over-three windows on top, a four-over-three windows, and a single pane on the bottom. These columns of windows are place in sets of two and singly. Also on the building are six-over-three and six-over-one windows **(Photograph 2)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
Cheryl Brookshear and Chandra Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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P5a. Photographs:

Photograph 1: Camera facing northwest, October 13, 2009.

Photograph 2: Camera facing southwest, October 13, 2009

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B10. Significance:

This update form was prepared to provide additional information about Building 64, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

This context provides information on the development of the NAS Alameda Historic District and the contributions of Building 64 to the significant historical associations and architectural character of the historic district focusing on the period of significance preceding and during World War II.

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 during the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to serve and support its 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 crucial functions for aircraft assembly and repair. 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. 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.

NAS Alameda has its origins in the build up to World War II. As military tension around the world increased in the late 1930s, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur J. Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. The assertive conclusion of the Hepburn Report in 1938 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. The Hepburn Board recommended establishing NAS Alameda as one of the major air stations on the west coast supporting both operations and aircraft assembly and repair (A&R). 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 in 1937.[1]

[1] 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, 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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 Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2; 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.

The layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[2] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings. Following the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations. However, local conditions necessitated alterations for improved functionality at given locations.[3] 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 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The location of natural features relating to the docks and seaplane facilities determined the final placement of this interlocking system of activities. As a result of this functional organization, naval air stations designed and built in this period share similar organization with modifications for local conditions.[4]

The NAS Alameda base plan also had a comprehensive aesthetic design, in addition to its functional organization. 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, which were employed on NAS Alameda. Various *partis* or shapes, such as buildings or 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 until the end of World War II. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military employed Beaux Arts inspired plans since World War I to develop the many

[2] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[3] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

[4] 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, "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.

new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [5]

BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes. In these early plans, the north-south axis ran from the north entry gate, bisected the entry mall and Building 1, and terminated at the center line of the Seaplane Lagoon to the south. The original east-west axis bisected an open area separating the living quarters / administrative core from the shops and operational portion of the station, and was aligned with the middle of the airfield on the west end of the station. Operational areas like the Seaplane Lagoon were sited either directly on the axial line or paralleled an axis.

The importance of waterfront activities is illustrated in the Navy's construction of the Seaplane Lagoon before the landplane airfield and that the Seaplane Lagoon was a critical feature in the design of the station layout highlighted by its symmetrical location on the main north-south axis of the station plan. The heavily trafficked Oakland Inner Harbor along the north side of the station was not a suitable location for seaplane operations, so the lagoon was placed at the south end of the axis, with access to open landing water. Its layout was nearly bilaterally symmetrical to the land area of the station, except where the railroad spurs serving the piers clipped the southeast corner of the lagoon, the alignment of which existed prior to Navy acquisition of the site. The east and west sides of the lagoon adjoin and placed in line with the two of the main north-south streets that flank the Shops and Administrative Core areas, that form the core of the station. The north-south measurement of the lagoon is equal to and correlates with the distance from Red Line Avenue to Tower Avenue that flank the other sides of the Shops and Administrative Core areas. The original Airfield was subject to similar axial and proportional considerations. As a result, the Seaplane Lagoon is nearly the same size as the core of the station and the original Airfield. These three pieces formed the station and reflect the station operations.

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.[6] The planning and architecture on NAS Alameda demonstrate trends which BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.[7]

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

[5] 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.

[6] 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.

[7] 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.

to architecture wherein it presented sleek and spare designs of the Art Deco, Moderne and later International styles. 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 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 was 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. Modest buildings at NAS Alameda, like Building 64, lacked ornament and depended upon proportion and simple form to provide their architectural interest.

Building 64 was built in the Seaplane Lagoon as a part of the organizational and function plan for the station using a simplified version of the prescribed building style. Johnson, Drake & Piper built Building 64 in 1941.[8] The building housed a boiler that provided steam for heat and other uses at the adjoining piers and miscellaneous shops throughout the station, constructed within the Seaplane Lagoon where it would be largely protected from the harsher environment of the open bay by the piers. The building is located within the Seaplane Lagoon at a location that early plans showed was to be used for operational facilities. Its location reflected its direct functional relationship with ships at the pier, wharf, and seaplanes in the lagoon as part of waterfront operations.[9] The boiler immediately underwent rework to accommodate the use of fuel oil.[10] It helped supply 'cold iron power' for the carriers docking at Pier 2 and by 1945 also at Pier 3. "Cold iron" is the term used to refer to a ship when it docks and powers down their engines, then plugs into port-provided-power which continues to run all of their on-board equipment such as refrigeration, cooling, heating, and lighting, anything that requires a power source to run. The "cold iron" practice was expanded extensively as vessel size and logistics for managing ships grew during the latter half of the twentieth century.

In 1971 the Mobile Utility Service Equipment (MUSE) was installed on Pier 3 to meet carrier cold iron requirements and by 1972 Building 64 was still listed as a steam plant-power facility.[11] In 1973 Pier 2 was upgraded and the MUSE system was moved to Pier 2 to provide an alternate power source while the upgrade was in progress. The MUSE system was originally installed on railroad tracks on Pier 3 in 1971, this installation gave the Navy the option to easily move it from pier to pier as needed. In 1977 the ongoing rise in the demand for power to the pier was resolved when the Pier Utilities Boiler Plant was built and went online. This was a permanent power plant on the base which could support cold iron power requirements to ships at both Piers 2 and 3, and replaced the portable MUSE system. [12]

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[8] Building 12, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[9] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1944*, Command History 1 of 25, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Building 15, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; 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.

[10] Naval Operating Base San Francisco, Naval Air Station Alameda, California, Readaptation for Oil Burn Equip. Building 64, November 14, 1942, Drawer 17, 1500 Ferry Point, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

[11] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California.

[12] "Boiler Plant Underway," *The Carrier*, 18 August 1975.

Also in 1973 the Fleet Maintenance Assistance Group (FMAG) arrived to NAS Alameda.[13] This group provided training for technical ratings while at the same time repairing carriers and providing ship maintenance.[14] As a part of this activity Building 64 was then established as a diving locker allowing work to commence on hulls and other underwater systems.

In 1981 Building 64 had was repaired and painted and by 1989 FMAG evolved into Ship Intermediate Maintenance Activity (SIMA) that emphasized the underwater ship maintenance work rather than the training. [15] The SIMA personnel would inspect the hulls of ships, as well as replace propellers on destroyers and small ships and perform any underwater maintenance, which might be required.[16] These divers were highly trained and their duties included repair of the harbored ships in the pier area as well and sea rescue and salvage operations.[17]

Evaluation

In terms of Building 64's place within the existing NAS Alameda Historic District, this evaluation concludes that it is a contributing resource because of its shared association with other contributors to that district's significance under Criterion A, for its contribution to the nation's defense during World War II, and under Criterion C, for its style and architectural importance. The original district significance discussion stated:

> 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.
> …. 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.[18]

Woodbridge considered Building 64 a non-contributor to the district because of its isolation from other buildings and structures within the NAS Alameda Historic District. The previous evaluation had recognized its historical association with the district and research for this project confirms this association. Reconsideration of the district boundaries and evaluation of the Seaplane Lagoon has expanded the district to include the lagoon. Projecting into the lagoon, Building 64 is within the boundaries of the historic district in an area that retains integrity. The lagoon and waterfront features like Building 64 were an important part of station operations and the total base design of NAS

[13] United States Navy, *1973 Command History*, U.S. Naval Air Station Alameda, California, Command History 1973, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, US Naval Shore Establishment, National Archives and Records Administration, Pacific Region, (San Francisco).
[14] "What is FMAG?" *The Carrier*, 26 November 1973.
[15] "What is FMAG?" *The Carrier*, 26 November 1973; United State Navy, *NAS Alameda Command History 1981*, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 18: The Dock Zone; Alameda Point, Alameda, California," January 2001.
[16] Integrated Publishing, Engineering Administration, *Chapter 9 – Ship availabilities, Repair Activities, and Ship Trials,* "Intermediate Maintenance Activities," < http://www.tpub.com/content/engineering/14079/css/14079_183.htm. > (accessed 15 December 2009), 9-6.
[17] "Taking the Plunge; Navy dives home a point," 29 Oct 1992, NAS Alameda General Clippings File, NAS Clippings File 1991-1992, Alameda Free Library, Alameda, California.
[18] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992. 1-2, 11-12.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☐ **Continuation** ☒ **Update**

Alameda. Due to the reconsideration of the NAS Alameda Historic District boundaries, Building 64, located on the Seaplane Lagoon, is now within the NAS Alameda Historic District. In addition, the building retains sufficient historic integrity to the historic district's period of significance.

Building 64 is a contributor to the NAS Alameda Historic District, which is significant at the state level under NRHP Criterion A and NRHP Criterion C. The district 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 during the period of significance 1938-1945. Building 64 is significant for its association with the historic district's importance in naval air station development and the role NAS Alameda served during World War II. In addition to its historical significance, Building 64 also retains sufficient historic integrity to convey its significance to the historic district's period of significance.

Under Criterion A, Building 64 is a contributor to the NAS Alameda Historic District because of its important role supplying steam for ship and industrial use on the station and its 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 its important associations with the station's role in Pacific theater naval operations during World War II. The later changes in its use, have not diminished the building's ability to convey this association. NAS Alameda was one of the major naval air stations constructed in the years prior to World War II and the only one of the three built on the West Coast that was completely new construction. The Navy's detailed attention given to construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet and the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period. Completion of the station was sped up and then 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. Building 64 provides a direct link to NAS Alameda's initial development and its support of a central and vital role in the Pacific theater.

Under Criterion C, Building 64 is significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. NAS Alameda was 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. NAS Alameda's careful arrangement of spatial organization and buildings / structures, along with the integration of architecture and landscape, use of Moderne style architecture, and details of the station's architecture demonstrate the Navy's distinct efforts to provide a modern facility to increase efficiency and functionality in support of the growing importance of Navy aviation. The location in the lagoon with the ability to provide steam for ships docked at the nearby piers and shop facilities built to the east demonstrates the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period, and it shows the magnitude the Navy placed on the design to illustrate the modernity and importance of the naval aviation strategy for the Pacific Fleet. The continuity of the architecture with other operational buildings further support the importance placed on the design. Completion of the station plan was sped up and then 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 functional design 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 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.

Building 64 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.

Building 64 shares character-defining features with many of the shop facilities on NAS Alameda as identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[19] The main character-defining element of these buildings, and Building 64, is the poured concrete building material and smooth surface. With such a simple building material the smaller features such as windows become character-defining. In this case the symmetrical, vertically stacked, industrial windows. The curved hood over the southern entrance is another character-defining feature of the building. No interior character-defining features were identified for Building 5.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[20] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure at NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 64, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

***B14. Evaluator:** C. Brookshear; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

[19] Stephen Mikesell, *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).
[20] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

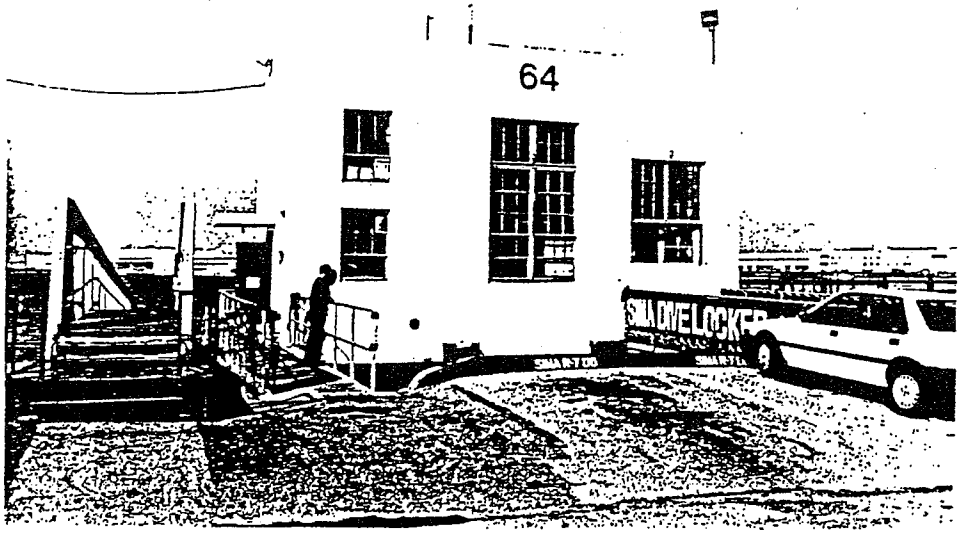
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 64, SIMA Diving Locker
3. Street: Fifth St. **NAS Alameda Map** U-27 CITY: Alameda Zip: 94501
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a rectangular, concrete building, 37 ft. long by 26 ft. wide and 20 ft. high. The building is preceded by a sunken area in front of an exposed basement floor; gangways bridging this area lead to the entrance on the S side which is sheltered by a concrete slab cantilevered from the roof above. The SE elevation has four metal-framed windows of different sizes with hopper sash, the largest, which has 6 sections, is in the center.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

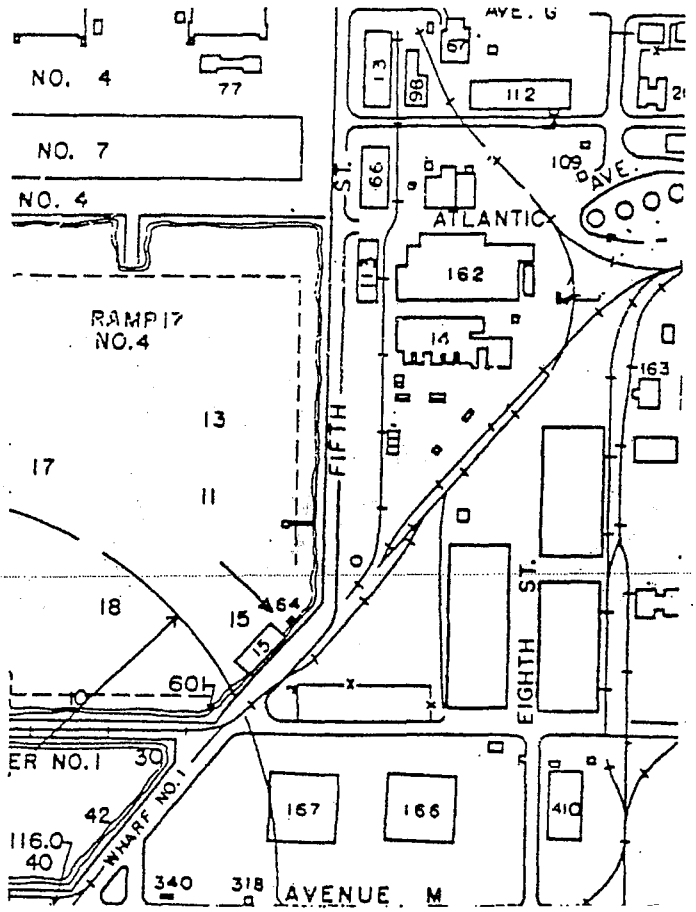


HISTORICAL INFORMATION
14. Construction date: 1941 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION
18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Although Building 64 was constructed in 1941 and belongs to the early construction phase on the base, it is located in an area far removed from the central core of early buildings where on-going construction has altered the original character of the base. Although the building itself is unaltered, its architectural significance is not great, and it may not contribute to the NAS Alameda because of its isolation.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23: Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1991
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

State of California — The Resources Agency **Primary #** P-01-011154
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 66
***Recorded by:** M. Bunse and R. Flores **Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 66 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Engine Accessory Test Shop

P2 e. Other Locational Data: 451 West Atlantic Avenue, on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 66 is a two-story rectangular plan concrete building with flat roof and one-story bays on the west and east sides. The building has multiple tall garage doors on three sides and its fenestration includes multiple sash industrial windows with awning openings. The west side's four bays are located only at the south end of the building. This portion of the building has a shed roof and each bay has a folding metal panel door with glazing. The central west facing sliding door has metal industrial sash windows and a personnel door **(Photograph 1)**. The north end of the building is shorter than the rest of the building and is partially divided into two stories, with access to the upper story via an exterior metal stairway. Next to the roll-up garage door there is a glass panel personnel door and a double door at the east corner. The ten east side bays are similar to those on the west side. The shed roof bays extend the whole length of the building and have two glass panel personnel doors. The south side's central opening appears to have been altered and now has a shorter roll-up door at the ground level with closed opening above it. A metal utility staircase leads to the second story entrance from a personnel door near the east corner **(Photograph 2)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and R. Flores, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011154
HRI#
Trinomial

Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 66

***Recorded by:** M. Bunse and R. Flores **Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Building 66, camera facing southeast, October 15, 2009.

Photograph 2: Building 66, camera facing northwest, October 15, 2009.

State of California — The Resources Agency **Primary #** P-01-011154
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 66
***Recorded by:** M. Bunse and R. Flores **Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 66, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and original construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the station's original design axial and formal layout. The Navy began construction of Building 13 in 1941 and the following year in 1942 four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Building 66 was constructed as a salvage building by contractors Johnson, Drake and Piper with a mezzanine addition constructed into two phases between 1942 and 1945 by the same company. A portion of the north end of the building was added in 1942 and 1943. Building 66 originally worked on conventional aircraft engine components and was reassigned to work on jet engines when that overhaul work was assigned to NAS Alameda. Jet engine overhaul was moved to Building 360 when it was completed in 1953 and Building 66 was used as a jet engine accessory overhaul and test facility, including work on fuel control devices. Engine accessory overhaul on conventional aircraft was conducted in Building 162.[4]

Rapid development of jet engine technology required larger and more complicated fuel systems to provide the highest power output technology could permit. To meet this requirement, fuel systems were designed to provide greater fuel flows and higher pressure. Jet engine accessory units such as fuel controls, fuel pumps, and valves were built to meet the more intense requirements and the Navy tested these accessories for proper operation prior to installation in aircraft in Building 66. These tests confirmed proper reassembly and repair. Such testing, under high flows and pressures with combustible fuels, was considered hazardous and required special handling. Building 66 required additions to hold the larger more complicated fuel systems of modern jets and for equipment required to test the accessories to their full power capacity. The Navy reworked Building 66 in 1954-55, constructing the east and west side bays to house controls outside the building since the original building was not explosion proof. The Navy also built a two-story addition at the northwest corner of the building to house testing equipment and built 100 by 20 foot mezzanine and two enclosed hazardous test areas to the interior of the building during the remodel.[5]

Evaluation

Building 66 was constructed between 1942 and 1943 with alterations and additions in 1954-55. Although construction of the Building 66 was part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District (1938-1945), the building lacks architectural significance, as well as historic integrity of setting, design, and feeling, thus it does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity and utilitarian building style prevents Building 66 from conveying any architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district boundaries

[3] 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.

[4] Building 66, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings,"* July 1945, Box 232, RG 8, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme, 827; Marilyn York, former member of the WAVES (1943-1945) and civilian employee (1946-1976) on NAS Alameda, oral interview with Christopher McMorris and Cheryl Brookshear, JRP Historical Consulting, LLC, December 8, 2009. Ms. York is President of the Alameda Naval Air Museum in Building 77 and worked in Building 66 for thirty years.

[5] William P. Burke, "Plan Hazardous Test Building," *The Carrier*, 17 June 1955.

were drawn to include areas which were part of the station's formal plan that included a concentration of resources which retained historic integrity and shared architectural similarities. The original historic district significance discussion stated:

> 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.
>
> … 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.[6]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Building 66 was considered outside the boundaries of the district in an area containing buildings that lacked integrity and that included considerable post-1945 construction. These factors prevented the area from conveying the appearance of the station during the period of significance (1938-1945).[7] Early plans for the 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, the salvage facility (Building 66), the locomotive repair shop, paint / oil storage, and engine test cells. Research undertaken for this project in building plans, station maps, and aerial photographs indicates that this area was not a part of the original formal station plan and that the area east of the Seaplane Lagoon on NAS Alameda was part of early plans for future expansion.[8] Expansion in this area began during World War II, but was utilitarian in style and lacked the architectural characteristics of the formal station plan seen in the NAS Alameda Historic District. Expansion in this area did begin during World War II but was utilitarian in style and lacked the architectural characteristics of the formal station plan seen in the NAS Alameda Historic District. In addition, Building 66 itself lacks integrity of design, materials and workmanship because of its 1954-55 addition.

The history of the station during the Cold War illustrates that Building 66, 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval operations overseas; rather, NAS Alameda performed functions in support of operations similar to those

[6] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[7] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 66.
[8] 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, "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.

State of California — The Resources Agency **Primary #** P-01-011154
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 66
***Recorded by:** M. Bunse and R. Flores **Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

undertaken at other air stations and Naval facilities around the nation.[9] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 66, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 66 serviced technologically sophisticated aircraft and weapons systems -- it did not play a significant role in their research, design, testing and evaluation, functions that might have imbued it with exceptional significance.

Building 66 is not eligible for listing in the NRHP individually, nor is it a located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** C. Brookshear; M. Bunse; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

[9] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

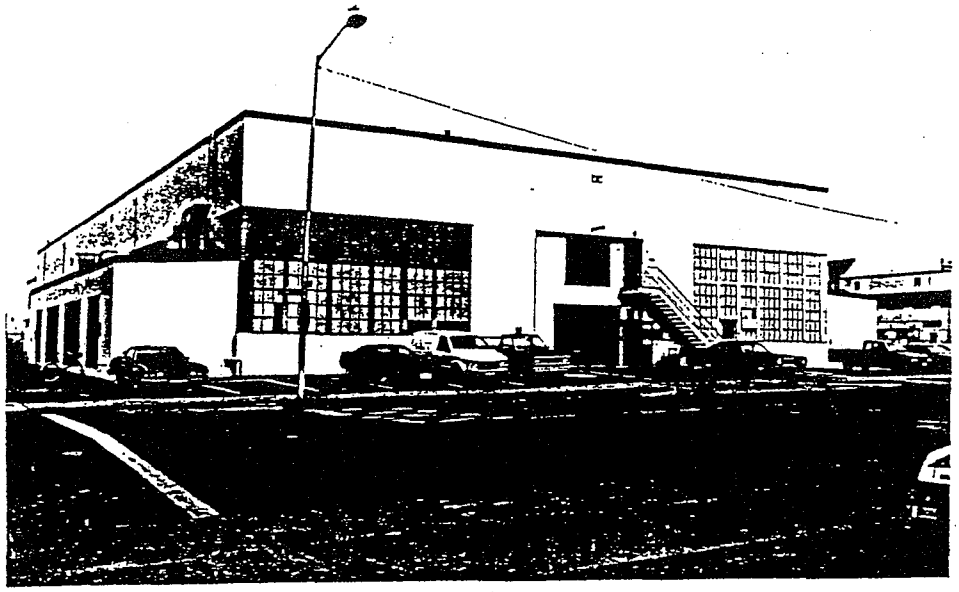
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Common name: Building 66, Engineering Accessory Test Shop.
3. Street: Fifth St. **NAS Alameda Map** Q-28 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story, concrete building with a flat roof and an irregular, rectangular plan that has several shed-roofed additions of different sizes attached to the side and S end of the building. The walls have large, fenestrated areas composed of metal-framed, multiple-light, hopper sash. A variety of doors, both vehicular and pedestrian, occur around the building, which also has a lot of duct work on the roofs.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 66

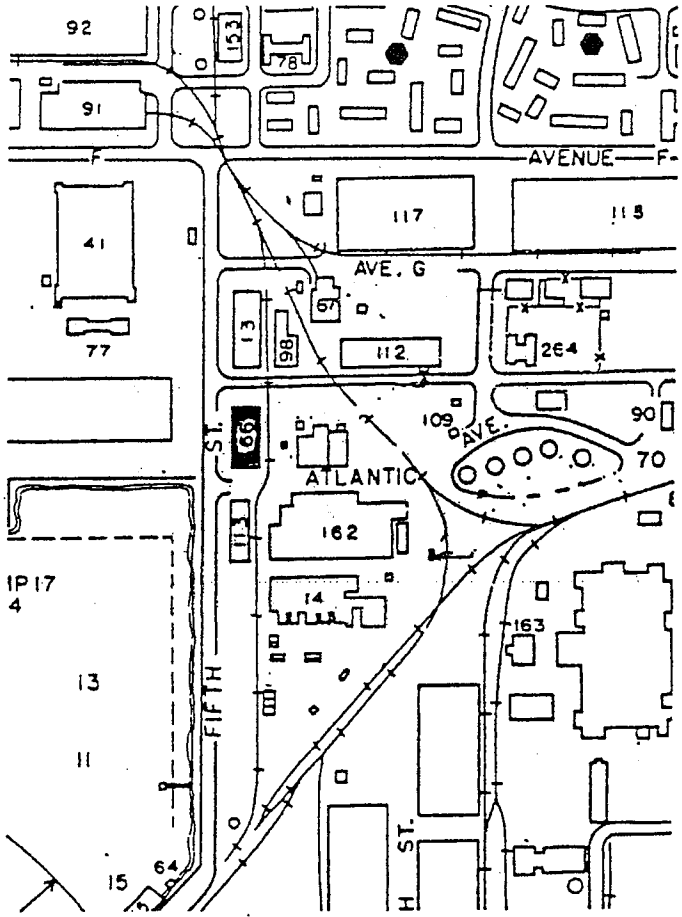
HISTORICAL INFORMATION

14. Construction date: 1942. Original location: yes
15. Alterations: numerous exterior additions made to all the elevations in the 1960s and 1970s
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Although Building 66 qualifies for the NAS Alameda Historic District under Criterion A because of its construction date of 1942, it has received numerous additions over the years and has lost integrity; it is also located in a much altered area of the base. For these reasons, the building does not contribute to the historic district.
20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural HIstorian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA, 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011155
HRI#
Trinomial

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 67

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 67 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Locomotive Shed / Automotive Repair Shop

P2 e. Other Location Data: 400 West Seaplane Lagoon on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 67 is a wood framed rectangular concrete multi-level former locomotive shed and railcar repair shop that was later used for various purposes including as an automotive repair shop. The building is on a concrete slab with an addition on the northeast corner and a flat parapet roof. It is approximately 12,700 square feet. The south side two-story section has three large metal overhead doors. The one-story section to the west is plain and the east has three sets of two-part sliding aluminum single pane windows and a personnel door **(Photograph 1)**.

The west side has six groups of industrial sash windows on the first and second stories. The first level has centrally located double metal doors **(Photograph 2)**. A wood shed roof over two sets of windows at the northwest corner connects Building 67 to Building 263 **(Photograph 3)**.

The north side has the same three overhead doors as the south side. The west side is plain and Building 412 addition is located toward the northeast end. The east side was largely not accessible. The two-story section has six window groups that mirror the west side **(Photograph 4)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 67

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing north, October 15, 2009.

Photograph 2: Camera facing east, October 15, 2009.

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CONTINUATION SHEET

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Camera facing southeast, October 15, 2009.

Photograph 4: Camera facing southwest, October 15, 2009.

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Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 67

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 67, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

these throughout the period between the two wars. [3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the station's original design axial and formal layout. The Navy began construction of Building 13 in 1941. In 1942, four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Building 67 was constructed by Johnson Drake and Piper.[4] It was originally used as a locomotive shed, battery charging station, and railcar repair shop. Later uses included a welding shop, mechanical and maintenance shop, aircraft ground support shop, and a switching substation and automotive repair.[5] By 1987 it was being used as an equipment storage facility and in 1992 as a recycling center.[6]

Evaluation

Building 67 was constructed in 1942. Although construction of the Building 67 was part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District, the building lacks integrity of setting and feeling and does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1) or NRHP Criterion C (CRHR Criterion 3). The original district boundaries were drawn to include areas which were a part of a formal station plan that included a concentration of resources which retained historic integrity and shared architectural similarities. The original historic district significance discussion stated:

> 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.
>
> … 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.[7]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Building 67 was considered outside the boundaries of the district in an area containing buildings that lacked integrity and that included considerable post-1945 construction. These factors prevented the area from conveying the

[3] 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.

[4] Building 67, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[5] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 17: The Engine Testing and Hazardous Materials Storage Zone; Alameda Point, Alameda, California," January 2001.

[6] United States Navy, *NAS Alameda Command History 1987* NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, US Naval Shore Establishments, National Archives, San Bruno, California; United States Navy, *1992 NAS Alameda, California Base Directory*, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[7] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.

State of California — The Resources Agency **Primary #** P-01-011155
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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

appearance of the station during the period of significance (1938-1945).[8] Early plans for the 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, the locomotive repair shop (Building 67), paint / oil storage, and engine test cells. Research undertaken for this project in building plans, station maps, and aerial photographs indicates that the area east of the Seaplane Lagoon on NAS Alameda was part of early plans for future expansion.[9] Expansion in this area began during World War II, but was utilitarian in style and lacked the architectural characteristics of the formal station plan seen in the NAS Alameda Historic District. While building 67 shares the architectural styling of the key buildings in the NAS Alameda Historic District, such as Building 43, it is a simplified and more utilitarian version of this architectural style. The architecture of Building 67 is not of sufficient merit to qualify it for individual listing under Criterion C (CRHR Criterion 3). In addition, Building 67 is isolated from the district by more utilitarian structures and modern construction in the surrounding area, and thus remains outside the historic district boundary.

The history of the station during the Cold War illustrates that Building 67, 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[10] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 67, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 67 performed standard maintenance and storage functions found throughout the Navy. In addition, although the building appears to retain integrity to its period of construction, the building was unremarkable for its routine maintenance role on the station.

Building 67 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** C. Brookshear; R. Herbert; C. McMorris

***Date of Evaluation:** January / June 2010

[8] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 67.
[9] 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, "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.
[10] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.& 2. Historic/Current name: Building 67, Automotive Repair Shop
3. Street: Ave. G **NAS Alameda Map** P-28 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: A concrete building with a 24-foot high section with three tall openings for vehicles flanked by low sections. The building is 123 ft. long and 44 ft. wide and has flat, parapeted roofs. Typical windows are single and paired metal frames with multiple-light sash and are irregularly spaced around the building. The building appears to have been enlarged, but the records do not indicate a date.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

HISTORICAL INFORMATION

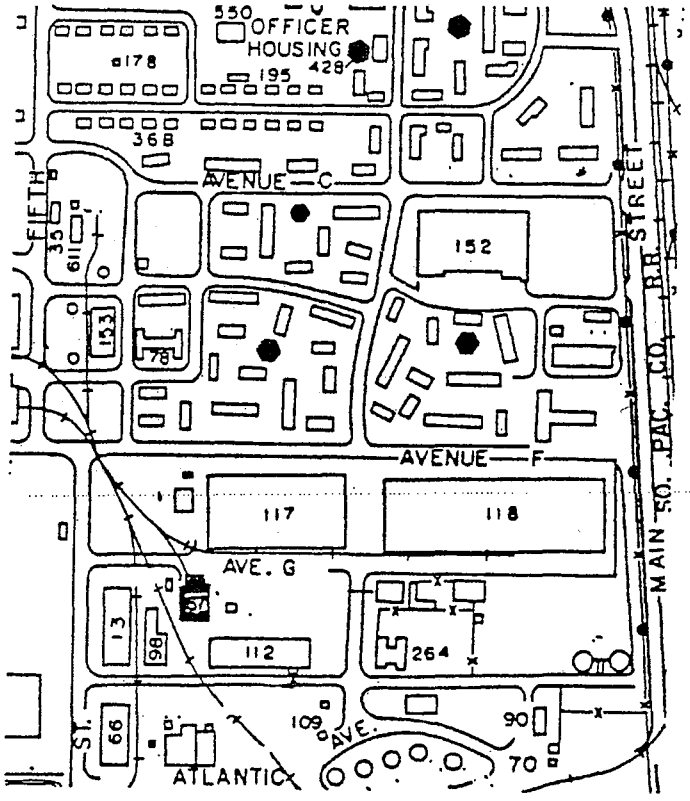
14. Construction date: 1942 Original location: same
15. Alterations: additions to each side of main block.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: Military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Although Building 67 was constructed in the early period of the base development in 1942, it appears to have been altered. Although the additions to the building sides may have been made within the period of significance, the building is located in a part of the base that has changed a great deal since World War II. The loss of integrity to the area is deemed a reason for making the building non-contributing in respect to the district under Criterion A. Under Criterion C, the building is representative of the simplified early Modern style in which the early permanent buildings of the base were designed. However, it is not an outstanding example of this type and does not qualify for individual recognition as historically significant.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA, 94709 Phone: (415) 4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011156
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 68

P1. Other Identifier: Waterfront Maintenance Shop

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1600 Ferry Point Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 68 has a rectangular plan measuring 1,600 square feet with a double gable roof clad in vertically seamed metal panels. Two small vents and a large center vent are located on both roof lines. The building was constructed on a concrete foundation; approximately four feet of the base is constructed with concrete blocks with concrete corner post while the remainder is clad with metal panels (similar to those on the roof). A sliding metal door with an inset personnel door is located on the west façade. The north and south sides are plain **(Photograph 1)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 68, camera facing east, October 13, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1988; US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/13/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011156
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 68

B1. Historic Name: Waterfront maintenance shop
B2. Common Name: Waterfront maintenance shop
B3. Original Use: Waterfront maintenance shop B4. Present Use: Private Business
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1988

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 68 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the postwar years. (See Continuation Sheet.)

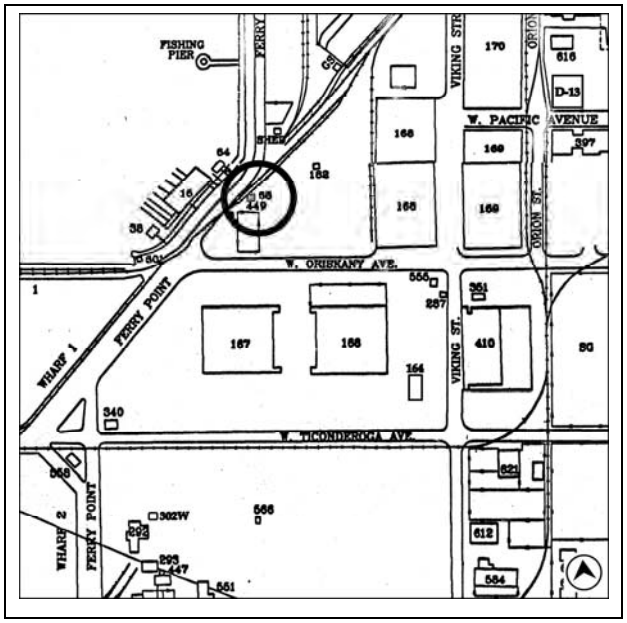
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** United States Navy, *NAS Alameda Command History 1988*, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, US Naval Shore Establishments, National Archives and Records Administration-Pacific Region (San Francisco); IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 19: The Dock Support Services Zone; Alameda Point, Alameda, California," January 2001; 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); see footnotes.

B13. Remarks:

***B14. Evaluator:** S. Miltenberger and C. Brookshear

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 68

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings and structures constructed during the Cold War era, or World War II-era buildings and structures used during the Cold War are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these period. Building 68, completed in August 1988 as a waterfront repair shop, is just such a building. It did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles either during the Cold War era.[1]

Many buildings and structures on NAS Alameda, such as Building 68, fall within the "Waterfront Operations" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include piers, wharfs, dolphins, diving lockers, maintenance shops, crane tracks, and navigation range lights. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. These buildings are utilitarian and many are of prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, these buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[2]

Evaluation

Building 68 was built in the midst of Cold War operations on NAS Alameda, and was part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, nor did NAS Alameda serve a historically significant role in Naval 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. [3] In the larger context of the naval operations in California and nationwide during this period, the Waterfront Operations function of the building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Building 68, moreover, while retaining integrity to the period when it was constructed was nevertheless unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. The building is utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It has no direct or important association with a historically significant individual, and is unlikely to reveal important historical information (NRHP Criteria B and D / CRHR

[1] US Navy, *NAS Alameda Command History 1988,* NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, US Naval Shore Establishments, National Archives and Records Administration-Pacific Region (San Francisco), 9; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 19: The Dock Support Services Zone; Alameda Point, Alameda, California," January 2001.

[2] 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), 8-1.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 68

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

Criteria 2 and 4). Furthermore, despite serving a necessary purpose on NAS Alameda during the Cold War era, the construction and use of Building 68 is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

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CONTINUATION SHEET **Trinomial**

Page 1 **of** 4 ***Resource Name or #** (Assigned by recorder)**:** Building 75
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 75 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Officers' Bath House

P2 e. Other Locational Data: 707 West Red Line Avenue; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 75 is the Officers' Bathhouse. Originally called 75A, it was built as one of three associated buildings: Building 75B (pool) and Building 75C (snack bar). These last two buildings are no longer extant, thus the building is now referred to as Building 75. Building 75 is a one-story, irregular shaped concrete building with a flat roof **(Photograph 1)**. The façade, which faced West Red Line Avenue, has a personnel door with boarded-up window on the west side and a second personnel opening in the center which is covered by a metal roll-up door. There are several window openings on this side, all of which have been boarded up.

The north side of the building, which once opened onto the swimming pool, has a central recessed porch covered by a cantilevered roof with rounded corners supported by metal poles. There are personnel door openings on the porch, all of which have been boarded up. There are also several boarded-up windows openings on this side of the building **(Photograph 2)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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DEPARTMENT OF PARKS AND RECREATION
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Page 2 **of** 4 ***Resource Name or #** (Assigned by recorder): Building 75

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Building 75, camera facing northeast, December 11, 2009.

Photograph 2: Building 75, camera facing south, December 11, 2009.

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder)**:** Building 75
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 75, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Building 75, the Officers' Bath House, was once part of a recreation facility comprised of Building 75B (pool) and Building 75C (snackbar). Building 75 was constructed in 1942 by Johnson, Drake and Piper and housed dressing rooms, baths, showers, and toilets, as well as the pump house for the pool. The other two components of this recreation facility, the pool and snackbar, have been removed.[1]

Evaluation

Building 75 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[2] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. The architectural significance of Building 75 was recorded by the previous studies (attached), and the character-defining include its plain façade, flat roof, and curved corners on the porch roof.

The history of the station during the Cold War illustrates that neither the 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.

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the

[1] Building 292, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Building 75A,United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[2] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder)**:** Building 75
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Cold War. 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 Naval 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.[3] Building 75, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 75 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and S. Melvin

***Date of Evaluation:** January 2010

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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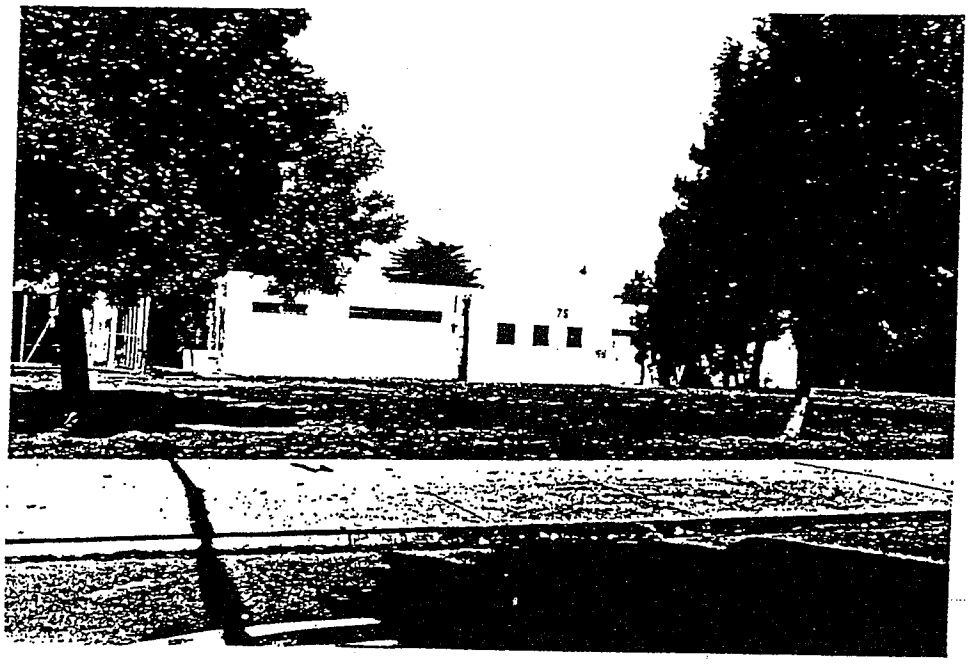
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1. & 2. Historic/Current name: Building 75A, Officers Bath House.
3. Street: Ave. A **NAS Alameda Map:** J-26 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION
6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story concrete building with an irregular, rectangular plan, 35 ft. long, 25 ft. wide and 13 ft. high, and a flat, parapeted roof. Windows include strip and square shapes with metal sash; wooden, double entrance doors are located on the main, S elevation.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10: Type of ownership: public
11. Present use: public
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

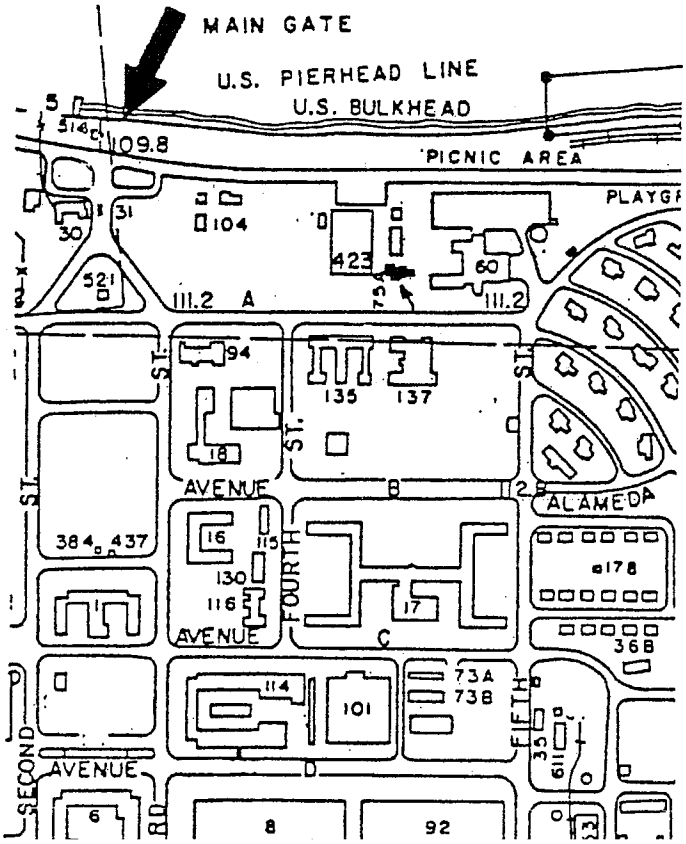
14. Construction date: 1942 Original location: same
15. Alterations: none
16. Architect: U.S.Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Constructed as the Officers Bath House in 1942, this building contributes to the NAS Alameda Historic District under Criterion A because of its date and association with Building 60, the Officers Recreation Building, as well as the nearby tennis courts and This recreation complex is appropriately located near the officers housing west of Fifth st. Architecturally, the building harmonizes in style with Building 60 and other buildings in the early, cubistic Modern style.

20. Sources: NAS Alameda Records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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Page 1 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 77

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 77 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Radio-Radar Building / Air Terminal

P2 e. Other Locational Data: 2151 Ferry Point; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building remains generally as Woodbridge described with general clarifications. Building 77 is a three-story concrete building with a third floor composite wood panel addition. The main entrance to the building is centrally located on the south side. It is recessed with rounded corners and is sheltered by a flat roof. Concrete steps lead to two sets of glass and metal double doors which are flanking three plate glass windows; above these doors and windows is a course of fixed transom windows. The second and third floors above the entrance are also recessed. On the second floor a set of metal double doors sheltered by a small, flat concrete roof which opens onto a deck above the main entrance **(Photograph 1 and Photograph 2)**.

Fenestration on the building consists largely of horizontal bands of metal, multi-sash hopper windows in groups of four. These windows are also placed singly and in pairs. In addition there are plate glass windows and three-part aluminum sash sliding or casement windows on the third floor. Besides the main entrance, other doors include metal personnel doors both with and without windows. The east and west sides each have a doorway on the first and second stories with fixed transoms. The second story doors are reached metal stairways and continue to the roof. The first floor door on the east side also has a metal stairway, while door on the west has concrete stairs and platform covered by a corrugated metal roof. Of the two metal personnel doors on the north side of the building, one is accessed by concrete stairs and the other by a long concrete ramp. Each of these is sheltered by a small, flat concrete roof. On the east end of the north side is a flush loading dock with a metal roll-up door covered by a flat, steel frame, corrugated metal roof **(Photograph 3)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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P5a. Photographs:

Photograph 1: Southeast corner, camera facing northwest, December 16, 2009.

Photograph 2: South side entrance detail, camera facing north, October 8, 2009.

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Photograph 3: West wall, camera facing northeast, October 8, 2009.

Photograph 4: View of vault door, June 9, 2010.

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Photograph 5: North wall, camera facing southwest, October 8, 2009.

B10. Significance (cont.):

This update form was prepared to provide additional information about Building 77, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Building 77 was constructed by Johnson, Drake, and Piper in 1942 as a Radio and Radar Building, which contained facilities for the repair and overhaul of all radio and radar equipment. (**Photograph 6**) At the time, radar was an evolving technology and carefully safeguarded. Building 77 included an interior room, or 'vault,' with concrete walls and a single steel door with integrated combination lock. The room lacks connections (ventilation, etc.,) with other rooms and appears suitable for securing classified materials **(Photograph 4)**. Alameda Naval Air Museum President Marilyn York indicated that the vault, at one time, contained secret documents related to what the Department of

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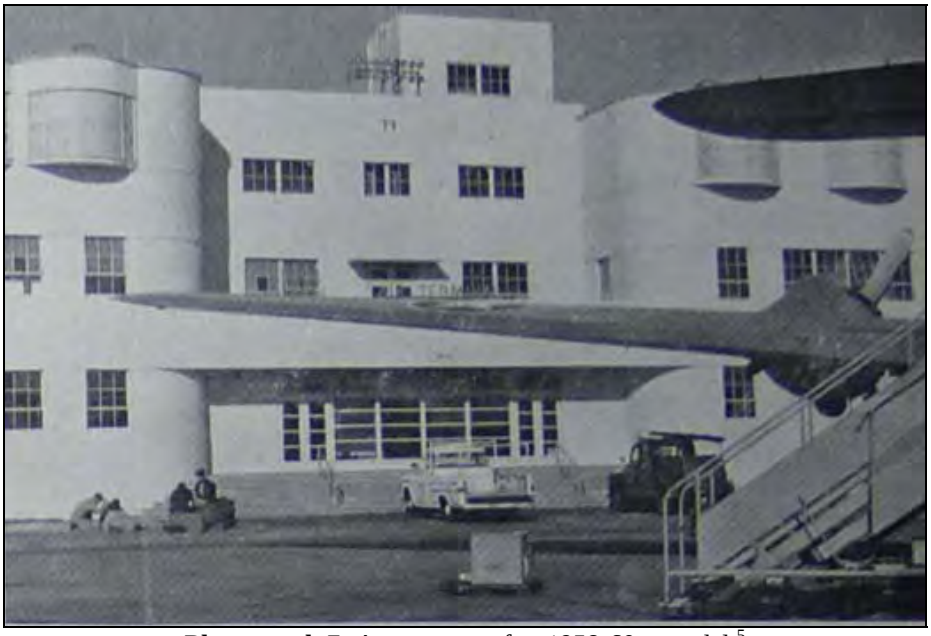
Defense called "Broken Arrow," which referred to nuclear weapons accidents or incidents where the military lost nuclear weapons.[1]

Photograph 6: Circa 1945 photo of Building 77.[2]

Research conducted for this project cannot confirm the use of the vault over time or its contents during specific periods of time. Such information may have been classified. No documents related to this issue remain in the vault, however. Additionally, no known military nuclear weapons accidents or incidents appear to be connected with NAS Alameda.[3] Building 77 also housed the operations department for the seaplane squadrons. Facilities included a machine shop, metal shop, paint shop, cable shop, etc., and shops for the repair of radio and radar equipment **(Photograph 5)**. In 1960 the building opened as the new air terminal and operated similarly to a bus station, providing services for temporary visitors.[4]

Contractor Robert L. Wilson constructed extensive renovations to Building 77 under contract NBy-20871 between 1958 and 1960 to convert the building into the new air terminal. Most notably, a third story, clad in plywood veneer and fenestrated with rounded bay windows, was added to the building to house showers, lockers, and sleeping quarters for officers and enlisted men to use during brief stopovers **(Photograph 7)**.

[1] Marilyn York, former member of the WAVES (1943-1945) and civilian employee (1946-1976) on NAS Alameda, oral interview with Christopher McMorris and Cheryl Brookshear, JRP Historical Consulting, LLC, December 8, 2009.
[2] US Navy, Assembly and Repair Department, Radio-Repair Building (No.77) Electronics Division photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).
[3] See list and discussion, for example, of known military nuclear weapons accidents and incidents in: Michael H. Maggelet and James C. Oskins, *Broken Arrow: The Declassified History of U.S. Nuclear Weapons Accidents*, (self published through Lulu.com, 2008).
[4] US Navy, Assembly and Repair Department, Radio-Repair Building (No.77) Electronics Division, Naval Air Station Alameda,California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco); Bronson"Chief" Parry, former Navy Chief Petty Officer who served on NAS Alameda (1966-1976), oral interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 22, 2009.



Photograph 7: Appearance after 1958-60 remodel.[5]

The first floor of the building was converted to house the Air Terminal Officer's office, a passenger lounge, ticket counter, and baggage facilities. The second floor was occupied by a new cafeteria operated by the Navy Exchange and the Naval Overseas Air Cargo Terminal staff. The air terminal staff vacated Building 106 to move into their new building. The mission of the Air Terminal was to provide services to the Fleet, as well as passenger and cargo services to flights of transient aircraft and flights scheduled by area commanders. In terms of volume, in 1967 alone more than 7,000 passengers, 89,000 pounds of baggage, 6,700,000 pounds of cargo and 94,000 pounds of mail were processed through the Air Terminal during 24-hour, seven-days-a-week operation.[6]

In the 1960s the Aviation Safety Office was located in the building. The officer in charge was responsible for the aviation safety program of the station, investigating aircraft accidents, acting as liaison between station squadrons and tenant activities, inspecting airfield facilities, and had 20 aircraft, including transports, jets and helicopters under his supervision. In the 1970s the "Crows Nest" restaurant, operated by the Navy Exchange, was added and a self-help project started in 1977 to renovate and improve the terminal facilities. By the early 1980s, the Air Terminal was the largest Naval Air Terminal on the west coast and was the eastern terminus for the majority of Navy Trans-Pacific flights.[7]

[5] "New Air Terminal Building Dedicated," *The Carrier*, 8 January 1960.

[6] "Report of Excess Real Property, August 13, 1958," RG181, Real Property Records, 1952-60, Box 1 of 12, National Archives and Records Administration, Pacific Region, (San Francisco); "New Air Terminal Building Dedicated," *The Carrier*, 8 January 1960; United States Navy, *1967 Command History*, Command History 9 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, NARA (San Francisco), 10-1 and 10-2; Bronson "Chief" Parry, former Navy Chief Petty Officer who served on NAS Alameda (1966-1976), oral interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 22, 2009.

[7] United States Navy, *1967 Command History*, Command History 8 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, NARA (San Francisco), 2-1; United States Navy, *1977 Command History*, 1976-1977 Command History folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA, (San Francisco), 46; United States Navy, *1983 Command History*, Command History 8 of 25 folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco), Enclosure 9; United States Navy, *1996 NAS*

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Evaluation

Building 77 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[8] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. Although Building 77 has the third-story addition that utilizes different building materials than the original building, the curvilinear lines used in the addition are consistent with the Moderne architectural style of the building and do not significantly deteriorate its integrity. The previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[9] These are detailed on the attached sheets, and include smooth concrete surfaces of the building, horizontal orientation, flat roofs, curving entry composition, and wide ceremonial entry stairs.

The history of the station during the Cold War illustrates that neither the previously determined eligible 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. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval 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.[10] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 77, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 77 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. McMorris; H. Norby; C. Brookshear ***Date of Evaluation:** January 2010

Command History and 1997 Final Report, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco).

[8] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *Guide to Preserving the Character of the Naval Air Station Alameda Historic District*, prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Francisco (1997); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[9] Stephen Mikesell, *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).

[10] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

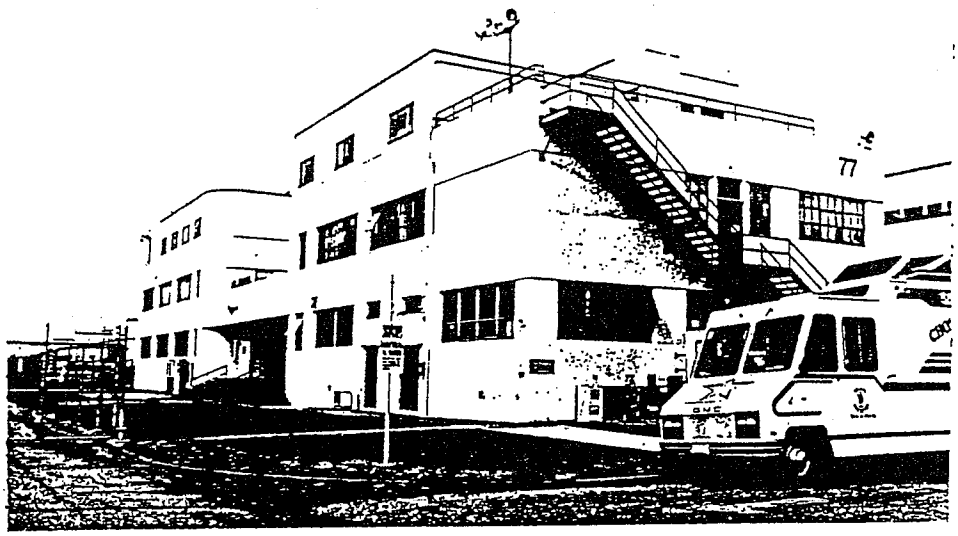
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. and 2. Historic/Current name: Building 77, Air Terminal
3. Location: Parking Apron #4, **NAS Alameda Map**: Q-27 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

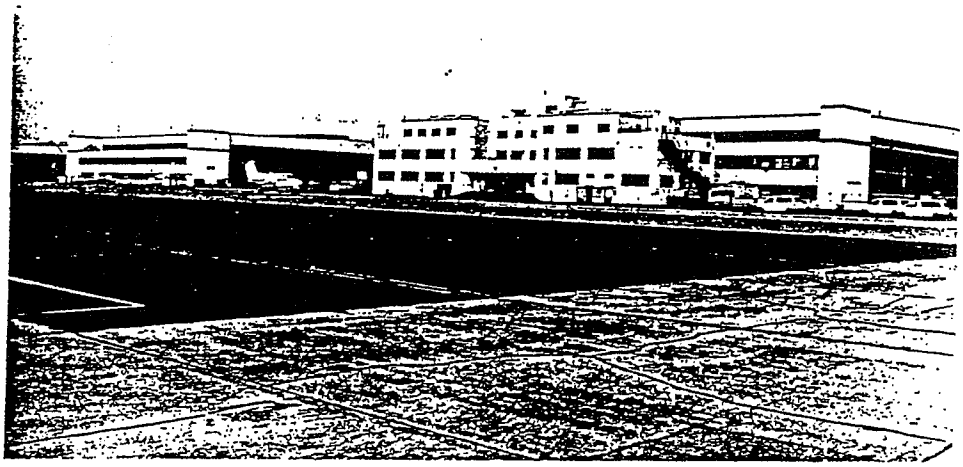
DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a 4-story, concrete building, 64 ft. long, 49 ft. wide, and 33 ft. high, with a flat, parapeted roof and an dumb-bell plan. The S elevation has rounded corners framing a central, recessed entrance with 5 glass and metal doors reached by a flight of seven steps with metal railings. Typical windows are metal-framed with multiple-light hopper sash. Metal fire escape stairways with railings give access to the upper floors and to a roof deck above the third floor on the E elevation. The building is unaltered and in good condition.

8. Planning agency: WESTNAVENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 77



HISTORICAL INFORMATION

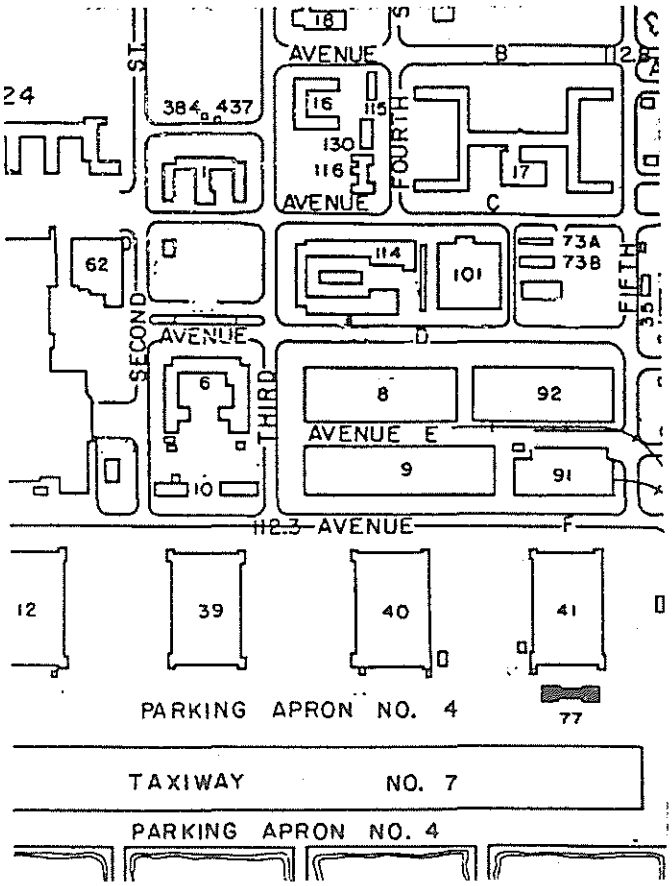
14. Construction date: 1942 Original location: same
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 77, the Air Terminal, contributes to the NAS Alameda Historic
District under Criterion A because it was constructed in 1942 as part of the central core of base facilities and has continued to serve its original function. Under Criterion C, the terminal was designed in the simplified Modern style that characterizes the permanent buildings on the base and is unaltered and in good condition.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C.
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

4. HANGARS AREA

4.1. Architectural Vocabulary of Buildings in the Hangars Area

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

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

4.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

Character-defining elements of Building 77 include:

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

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

4.3. Windows and Doors

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

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

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

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

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

The character-defining windows and doors in the Hangar Area include:
- Immense glazed segmental hangar doors.
- Steel industrial sash with awning-type openings.
- Steel personnel doors with transoms.

Design review considerations for these windows and doors include:

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

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

4.4. Features and Elements

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

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

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

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

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

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

Design review considerations are relatively few as well:

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

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Primary # P-01-011157
HRI#
Trinomial

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 78

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 4, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached) and re-evaluates the building. This building is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Temporary Barracks / WAVES Barracks / Apprentice Training Building

P2 e. Other Locational Data: 400 Sunrise Court on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 78 remains generally as Woodbridge described. This form provides some clarifications. Building 78 is a two-story, wood frame H-shaped building set on a concrete foundation and topped by a cross gable roof with open eaves covering 17,724 square feet. Wood vents are in gable ends. Wall cladding is horizontal wood siding and the roof appears to be covered with rolled composition. On the roof there is a small section of south facing solar panels between are two louvered dormers and one north facing dormer. The building's fenestration consists of six-over-six wood windows throughout with all of the first floor windows boarded up, and many others either boarded or with missing glass. It also appears that four of the windows in the center of the north side have been removed and replaced by horizontal wood siding.

Doors are wood panel with single lights placed throughout the building on both the first and second floors. Some are in pairs and others are single doors. All of these have boarded windows, while some door openings are boarded up. These are reached by either wood or concrete and metal stairways. A few of the doorways are covered by small shed roofs. Two small shed roof sections of the building are on the north and south sides, respectively **(Photographs 1 and 2)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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DEPARTMENT OF PARKS AND RECREATION
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HRI#
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Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 78

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 4, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southeast, November 4, 2009.

Photograph 2: Camera facing northwest, November 4, 2009.

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 78

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 4, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 78, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions for the Navy during the Cold War, 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 need for station housing increased throughout the World War II. In 1942 the Navy planned for and built five new temporary barracks on NAS Alameda. They were located south of the original east-west axis and east of the storehouses. The five temporary barracks were constructed according to the Navy's B-1 plan for H-type barracks. The Navy adopted the design for B-1 barracks at the end of World War I, and used it through 1942, across the nation. One of the five barracks built on NAS Alameda remains (Building 78), and other examples exist across the nation. Johnson, Drake and Piper constructed the semi-permanent barracks as a part of a continuing cost plus fixed fee contract. The barracks housed 300 men with laundry and latrine facilities in central area. The wood frame buildings, with either horizontal wood siding or cement-asbestos shingles, were supported on concrete piers. Central columns provided support for the sailor's hammocks.[1] These five buildings were soon altered to provide divided cubicles required for Women Accepted for Volunteer Emergency Service (WAVES), who began arriving on NAS Alameda in 1943.

The war dramatically changed the character of not only NAS Alameda's built environment, but also its workforce. During the war the station's workforce expanded to 18,000 military personnel and 9,000 civilian workers. Civilians and enlisted men comprised the bulk of the station's prewar personnel, but as more civilian men were drafted into service and stationed elsewhere, women took on an important portion of the industrial work at Alameda. Women made their way into the Navy as WAVES. Created by Congress in 1942 following the creation of the Women's Army Auxiliary Corps (WAAC), WAVES initially worked in support roles – as chauffeurs, nurses, clerks, and cooks and custodians, and later worked in training and technical roles. After initial training at Hunter College in New York City, they were stationed at naval installations throughout the continental United States, and by 1944 in Hawaii. The

[1] US Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993) 48; USGS, *Oakland West Quadrangle* (Washington, D.C.: USGS, 1949); US. Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993) 50; US Army Corps of Engineers, *World War II Temporary Military Buildings* 48; Building 78,United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008Building 78, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.

first WAVES arrived at Alameda in 1943, and were given their own barracks: Building 78 (last used for applied instruction), Building 79 (demolished), Building 80 (demolished), Building 81 (demolished) and Building 82 (demolished). As at other naval installations, the role of WAVES at Alameda expanded over the course of the war, at first they were limited to support roles such as secretarial and courier duties. By war's end, WAVES were involved in aerial gunnery training, parachute packing, air traffic control, aircraft repair and other technical fields. For example, Alameda Naval Air Museum President Marilyn York was a member of the WAVES. She arrived on NAS Alameda in 1943. She initially was a driver and courier for the Commanding Officer, but then successfully got herself transferred to the Assembly & Repair Department where she did aircraft repair. Ms. York went on to a thirty year career as a civilian on NAS Alameda working on fuel control devices in Building 66.[2]

The collection of temporary barracks on the east side of the base remained in use until 1962 when most were demolished for new housing. Between World War II and that time, many of the barracks were adapted and retrofitted to provide apartments for family housing. By 1963 Building 78 had been adapted for new uses. Through most of the 1960s the building was used by the Aerial Information Center for photo interpretation. The building became classrooms through the 1970s.[3] NAS Alameda had a history of providing training both for civilians working on aircraft overhaul or other areas of the station and aviation and ground support training for military personnel. Training also occurred in Buildings 62, 101 (demolished), 116, 130 and 132 (demolished).

Evaluation

Building 78 has three possible associations with World War II: 1) temporary construction to house personnel, 2) association with WAVES, and 3) association with the NAS Alameda Historic District.

As a temporary building it is a standardized plan constructed by the Navy across the nation. These properties have been the subject of a contextual study and Programmatic Memorandum of Agreement.[4] Under the PMOA select examples of World War II temporary buildings and structures were documented or preserved as mitigation measures for the demolition of similar World War II-era temporary buildings. None of the buildings selected for documentation or preservation are located on NAS Alameda. Additional mitigation included a nationwide context of World War II temporary construction prepared by John Garner at USACE CERL in 1993.[5] Building 78 appears to qualify as a

[2] "Wave Lengths," *The Carrier,* 11 August 1944; "Wave Lengths," *The Carrier,* 6 October 1944; 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,* 28 January 1944; "Wave Lengths," *The Carrier,* May 5, 1944; "Girls in Blue Perform Many Tasks at NAS," *The Carrier*, 20 August 1945, 3; Marilyn York, former member of the WAVES (1943-1945) and civilian employee (1946-1976) on NAS Alameda, oral interview with Christopher McMorris and Cheryl Brookshear, JRP Historical Consulting, LLC, December 8, 2009.

[3] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963,* Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968,* Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Sec. 2, Naval Districts 11, 12 and 13 (Served by WESTNAVFACENGCOM), NAVFAC P-164, 30 June 1972,* Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; US Navy, *P-164,* 1974, Box 67, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California.

[4] John S. Garner, *World War II Temporary Military Buildings,* USACERL Technical Report, 1993; "Programmatic Memorandum of Agreement Among the US Department of Defense, the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers, 1998.

[5] John S. Garner, "World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States," USACE CERL Technical Report CRC-93/01, March 1993, Appendix A.

temporary building under the PMOA and additional evaluation is only necessary to identify significance outside of its association with temporary military construction for World War II.

Standards for eligibility of temporary World War II buildings under other criteria are quite high. Buildings which have been found eligible have been associated with specific significant events within the World War II era beyond simply an association with the general war effort. The WAVES represent a distinct aspect of Navy history as an important step in gender integration. While individual barracks modified those used for men, they are not strongly associated with the development of the WAVES. Individual acceptance of women may have occurred at these scattered locations, but organizational acceptance is represented by the training centers like Hunter College and the Great Lakes Naval Training Center. Nearly every WAVE passed through these centers, and the training received reflected the Navy's policy towards women. Additionally, administrative work, like that initially conducted by WAVES on NAS Alameda, was widely accepted. WAVES working in aeronautics and other non-administrative jobs, established new patterns for gender integration within the Navy. This integration into the workplace is best illustrated by the workplace itself, not individual barracks. The WAVES barracks (Building 78) is not strongly associated with either Navy policy towards women or the new career paths created by WAVES in World War II (NRHP Criterion A / CRHR Criterion 1). Research did not reveal any individually significant WAVES associated with this building (NRHP Criterion B / CRHR Criterion 2). Association with the WAVES did not imbue the building with any additional architectural significance not already addressed by the PMOA (NRHP Criterion C / CRHR Criterion 3).

Although construction of the temporary barracks in 1942 was part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District (1938-1945), the building lacks architectural significance and integrity of setting and feeling and does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity prevents Building 78 from conveying any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated,

> 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.
>
> … 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.[6]

Building 78 was considered outside the boundaries of the district in an area altered in a manner that prevented it from conveying the appearance of the base during the period of significance (1938-1945).[7] Research undertaken for this project in building plans, base maps, and aerial photographs indicates that while the building was originally constructed during the period of significance for the historic district, it and the temporary barracks that once surrounded it were built in an area of the station that had been originally been planned for future expansion and thus the building does not contribute to the formal layout and design of the core area of the station.

[6] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[7] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 78.

State of California — The Resources Agency **Primary #** P-01-011157
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 78

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 4, 2009 ☐ **Continuation** ☒ **Update**

In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in naval operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and Navy facilities around the nation.[8] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 78, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Building 78 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District.

***B14. Evaluator:** C. Brookshear / C. McMorris

***Date of Evaluation:** January 2010 / June 2010

[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

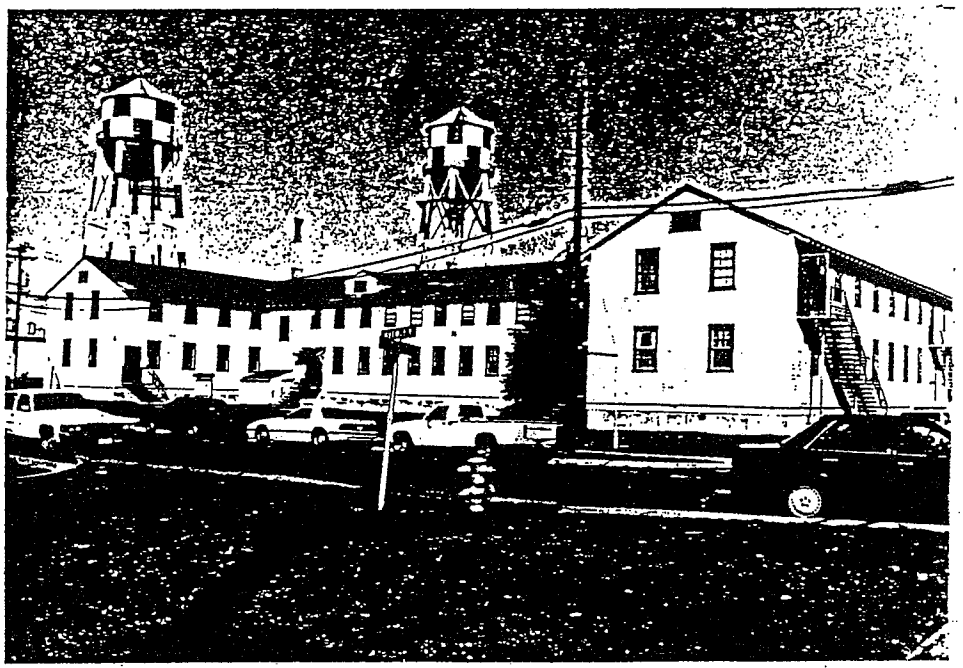
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 78, multi-use
3. Street: AVE. D, **NAS Alameda Map:** N-28 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

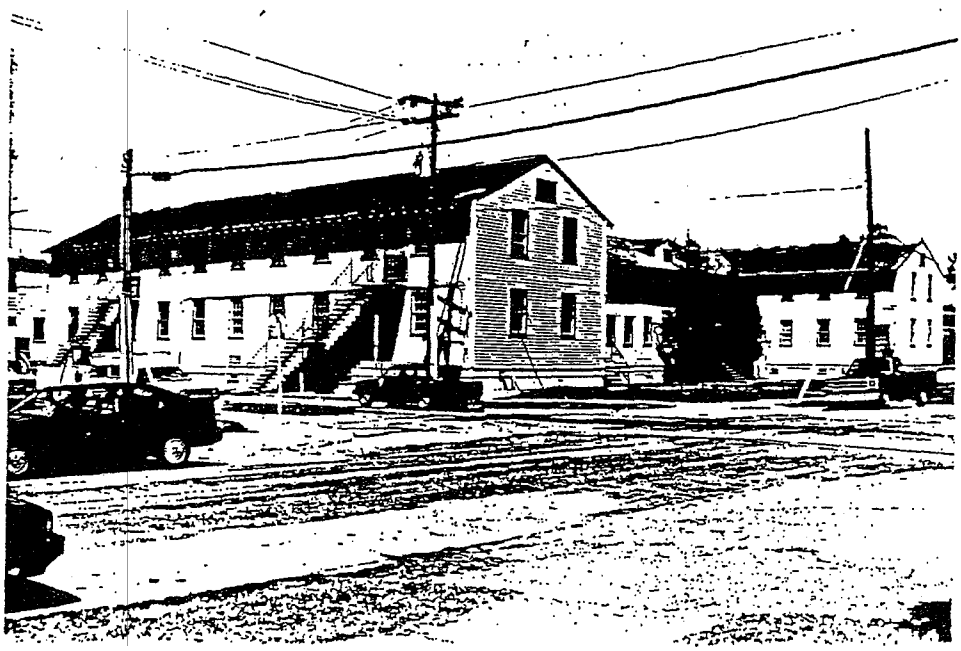
DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a two-story wood-framed building with weatherboard siding on a slightly raised base with a gable-roof with two dormers and a H plan. Several wooden entrance doors are located on the lower and upper floors and are reached by flights of metal steps. Typical are 12-light, double-hung wood sash in wood frames; louvered attic vents are set in the gable-ends.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 78



HISTORICAL INFORMATION

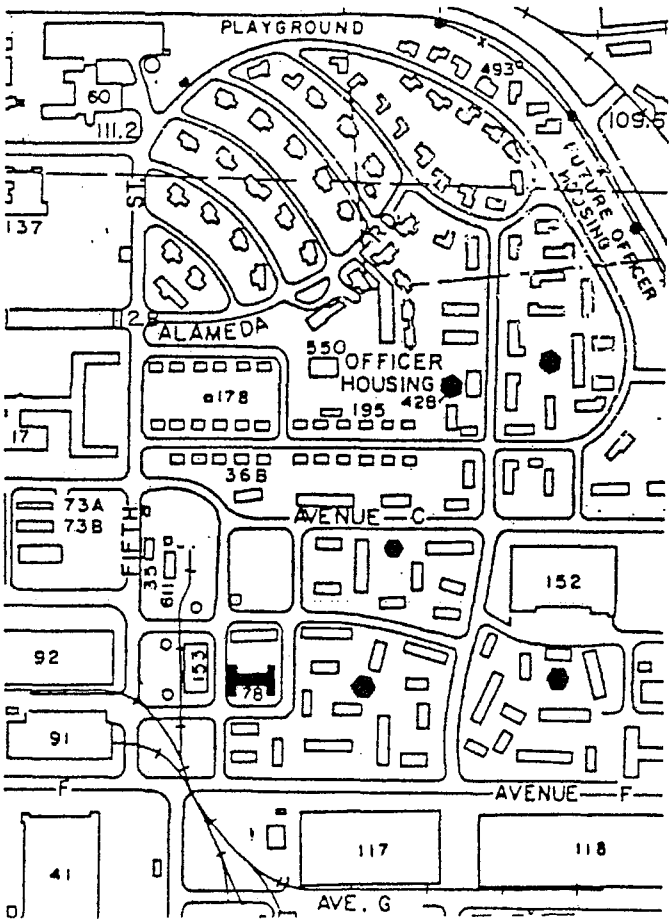
14. Construction date: 1942 Original location: yes
15. Alterations: none visible
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy Bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 78 was constructed as a semi-permanent class building in 1942 and thus falls within the significant time period for the NAS Alameda Historic District. Architecturally, the building is undistinguised and not representative of any particular building type on the base. Moreover, it is located in a much altered area which no longer conveys an impression of the base as it was in the period of significance. For these reasons, Building 78 does not contribute to the historic district.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011158
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 89

P1. Other Identifier: Garage/Marine Barracks

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 89 has a rectangular plan covering 1,092 square feet. It is situated between Wings 19 and 20 of Building 4. The garage building has a metal frame that supports the corrugated metal, side-gable roof, which has two round metal vents at the peak. Corrugated metal siding covers the south, east, and west sides, leaving the north side exposed with five bays separated by metal supports. Each of the bays has a nine-light, aluminum-framed windows encased by metal grills on the southern exterior; the east and west bays have two additional windows on their side walls. The westernmost bay on the north side is enclosed by a chain-link fence and the pulleys remain of the former rollup door system located along the north side (**Photograph 1**).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 7, 2009

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1938, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/7/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011158
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 89

B1. Historic Name: Garage/Marine Barracks
B2. Common Name:
B3. Original Use: Garage/Marine Barracks B4. Present Use: Garage, Detached
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1938

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Schuler and McDonald
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This detached garage, Building 89, is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

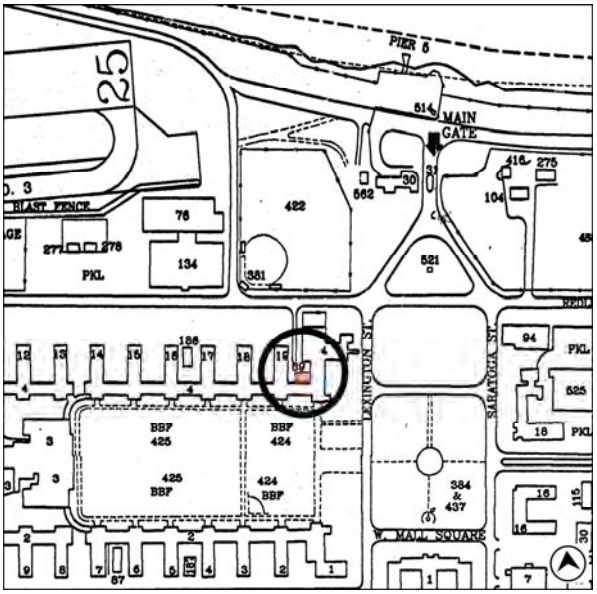
Building 89 is located within the boundaries of the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992 as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" however, this building was not evaluated as a potential contributor at that time. This form provides that evaluation and does not find significance attributable to the building for activities during the World War II era that would warrant adding it to the historic district, therefore, building 89 is a non-contributor to the NAS Alameda Historic District. (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 Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010 / July 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011158
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 89

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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.

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building contractors Schuler and McDonald of Oakland built building 89 in 1938 as a temporary structure. Four years later, an addition was built for $2,100 which brought the area of the building to 1,092 square-feet. The building predates the nearby barracks by two years and may have been built as a storage facility before being used as a vehicle garage for the Marine Corps barracks in Building 4.[2]

Evaluation

Building 89 is located within the boundaries of the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992 as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda"; however, this building was not evaluated as a potential contributor at that time. Although construction of Building 89 occurred during of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District (1938-1945), it does not contribute to the significance of the NAS Alameda Historic District. The buildings considered non-contributors to the historic district were those within the district boundaries

[1] 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), 8-1.
[2] Building 89, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings*, July 1945, Box 232, RG#8,CEC/Seabee Museum, NBVC, Port Hueneme; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 9: The Enlisted Barracks Zone, Parcel 42, Building 89 and Open Space, Alameda Point, Alameda California," January 2001.

that were either built outside the period of significance (i.e., post 1945), those built within the period of significance that had lost integrity through alteration, or a series of "miscellaneous sheds remaining from the period of significance . . . judged not to contribute to the historic district because of their temporary nature."[3] Although not specifically listed, Building 89 is similar in form and use to the nondescript buildings listed. Building 89 did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did it make a significant contribution to the understanding of these roles during World War II. Research undertaken for this project in building plans and other sources indicates that Building 89 predated construction of the barracks it later served. Its placement in the courtyard of Building 4, and use of corrugated metal exterior walls and roof attests to the fact that the Navy did not intend this to be a permanent facility. Furthermore, the obscure placement of the building prevents it from contributing to the overall district appearance.

In the larger context of the naval operations in California and nationwide during this period, the utilitarian function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). This resource is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 89 is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It was not constructed in the prevalent architectural style of the historic district. The original historic district significance discussion stated:

> 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 contextual [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.
>
> …. 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.[4]

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[5] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 89, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of

[3] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992. 1-2, 1, 4.
[4] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992. 1-2, 11-12.
[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 89

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

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Primary # P-01-011159
HRI#
Trinomial

Page 1 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 90

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 90 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Employment Office

P2 e. Other Locational Data: 101 West Atlantic Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 90 is a 4,552 square-foot building with a rectangular plan on a concrete foundation. It has a moderate-pitched side gable roof of composition shingles with open eaves and fascia boards on the north and south ends (**Photograph 1**). Small shed roof extensions with exposed rafter ends and knee brackets are located on the north and south ends above the personnel doors. The southern façade includes a gable roof extension over the main entrance to the building. The north and south sides also include louvered vents within the gable peaks. Fenestration includes series of six-over-six double-hung, wood framed windows: 19 on the west side, two sets on the north side, 18 on the east side, and a single window on the south side. A set of wooden stairs provide access to the north side solid wood personnel door. The south side of the building has a long wood access ramp leading up to the single metal and glazed door. The main entrance is located on the east façade with a wood and metal stair and railing leading up to the double aluminum and glazed doors (**Photograph 2**). There are two additional vents located at the base of the building on the west and south sides.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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Page 2 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 90

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southeast, October 14, 2009.

Photograph 2: Main entrance on east façade, camera facing northwest, October 14, 2009.

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Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 90

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 90, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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.

Building 90, constructed in 1938 by Schuler and McDonald of Oakland, was the first building constructed on the base and was used as a temporary garage building. Between 1938 and 1945, the building was relocated four times and was moved again in 1957 to its present location near the east gate. In 1947, a club for enlisted personnel opened in the building. In the 1960s the Recruitment office occupied the building and in the early 1990s the Naval Reserve Recruiting Command Detachment ONE had offices in the building.[1]

Evaluation

Although Building 90 was the first building constructed on NAS Alameda, within the period of significance for the NAS Alameda Historic District (1938-1945), the building lacks architectural significance and integrity of setting and feeling and does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity prevents Building 90 from conveying any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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

[1] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1944*, Command History 1 of 25, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 6; US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1958*, History of U.S. Naval Air Station, 1 Nov 1940-31 Dec 1958, Box 2 of 22, 3195 B-C, RG 181, NARA (San Francisco), 49; Building 90, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, *1992 NAS Alameda, California Base Directory*, Box 2 of 22, 5757-1b, RG 181, NARA (San Francisco).

*Recorded by: C. Brookshear and H. Miller *Date: October 14, 2009 ☐ Continuation ☒ Update

> 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.
>
> … 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.[2]

Building 90 was considered outside the boundaries of the district in an area altered in a manner that prevented it from conveying the appearance of the base during the period of significance (1938-1945).[3] Research undertaken for this project in building plans, base maps, and aerial photographs indicates that the building has been moved at least five times since construction and has been at its current location since 1957. Since 1957 the surrounding area near the east gate has been altered and no longer conveys its characteristic features.

The history of the station during the Cold War illustrates that neither Building 90, 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 90, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Further, while the building retains some integrity of materials to when it was constructed, it has lost its integrity of location and no longer conveys the significance of World War II or Cold War era operations on NAS Alameda under NRHP Criterion Consideration B (for moved properties).

Building 90 is not eligible for listing in the NRHP individually, nor is it located within or a contributor to the NAS Alameda Historic District.

*B14. Evaluator: C. Brookshear and H. Norby

*Date of Evaluation: January 2010 / July 2010

[2] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[3] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 90.
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

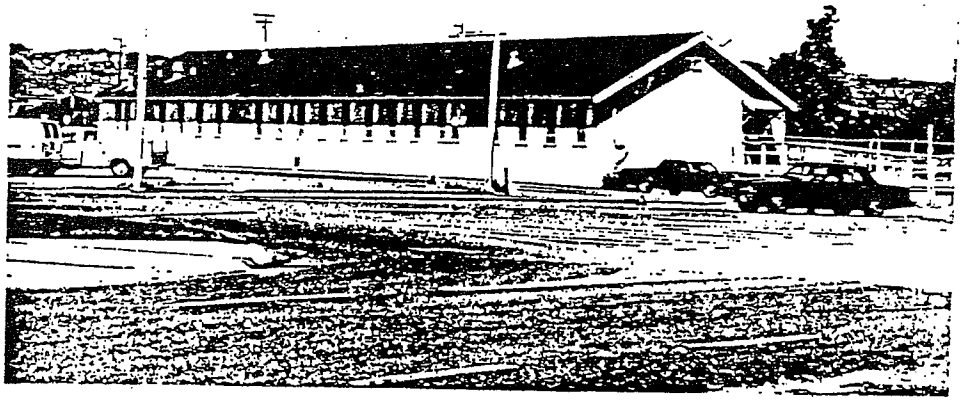
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.& 2. Historic/Current name: Building 90, Employment Office
3. Location: NAS Alameda Map: Q-31 Ctiy: Alameda Zip: 94501
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of documented resources: 85
7. Existing condition: a one-story, rectangular, wooden building, 132 ft. long, 34 ft. wide, and 19 ft. high; with a gable roof. Entrance doors are wooden and sheltered by pent-roofs on knee braces. Typical windows are double-hung wood sash with 4-over-4 lights. The condition of the building is good.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



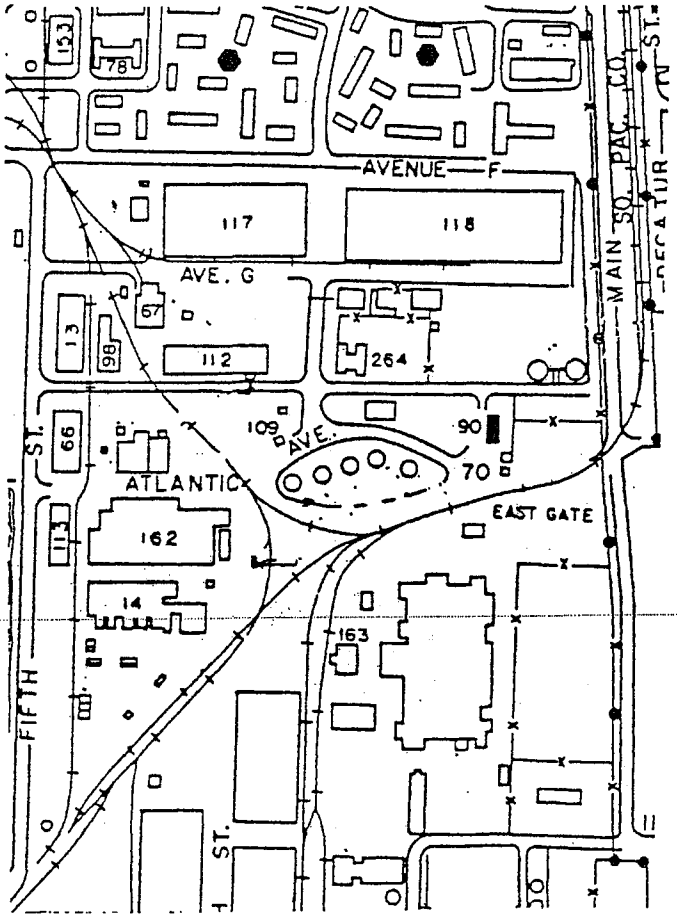
HISTORICAL INFORMATION

14. Construction date: 1938 Original location: same
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II.
19. Context: Although Building 90, constructed in the pre-war year of 1938, is one of the earliest buildings on the base, it is located in an area that has changed a great deal and no longer conveys the image of the naval air station during the period of significance. Constructed as a semi-permanent, wooden building, Building 90 is not representative of a particular type of building on the base but is more of a generic, utilitarian buidling found also in non-military settings. For these reasons, the building fails to meet Criteria A and C and does not contribute to the NAS Alameda Historic District.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



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Primary # P-01-010025
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Page 1 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 91

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 91 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Shipping storehouse

P2e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 91 is a large rectangular building set upon a concrete foundation and covering 53,223 square-feet. The building has a very low-pitched front-gable monitor roof line. Four ventilation cupolas run along the top of the monitor roof. A series of multi-paned clerestory windows run the length of the north and south sides of the extended roof. The north side of the building has a shed roof extension with exposed rafter ends and supported by square post set in round concrete supports. This extension is open to the north and provides a series of 16 open garage bays. The walls are clad in horizontal wood siding with wood corner boards. The façade, on the east side, includes a centralized set of large wood sliding doors, a smaller personnel door south of the bay doors, four sets of wood-framed, double-hung windows with hinged two-over-two central panels, and four double-hung windows (**Photograph 1**). The west side includes another large wood bay door with a small inset door in the lower south corner and a small door cut into the wall siding just south of the bay door (**Photograph 2**). North of the bay door is a grain chute structure that attaches to the monitor roof. Fenestration on the west side includes four windows similar to those on the east side. The south side contains a similar bay door and a series of 15 windows to match the fenestration in the rest of the building (**Photograph 3**). Within the garage bays located on the north side are three like windows on the east end followed by a large wood double door with ten additional windows running down to the west end of the north side (**Photograph 4**).

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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Page 2 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 91

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: East façade, camera facing northwest, October 8, 2009.

Photograph 2: Southwest corner, camera facing northeast, October 8, 2009.

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Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 91

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: South side, camera facing northeast, October 8, 2009.

Photograph 4: Detail on north side, camera facing southwest, October 8, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 91, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Building 91 was constructed in 1942 by Johnson, Drake, and Piper as an aircraft storehouse in support of A&R activities. Between 1943 and 1946 the same contractor added a shed roof structure along the length of the north side. At the same time a one-story building was added to the westernmost end of this addition.[1]

When originally constructed, a rail line terminated at the west entrance of the building. In 1944, a branch of the dispensary began operating a dressing station in the east end of Building 91 to augment the central treatment room located in the northeast corner of Building 5. The first aid station was established as part of a safety program to reduce injuries of the growing civilian workforce. From the 1950s to the 1990s the building was used as a general purpose warehouse and storage shed.[2]

[1] Building 91, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; United States Navy, "No. 1 Aerial View Alameda, CA," 1943, Box 27 NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme, California; United States Geological Society. *Alameda County*. Aerial Photograph. USGS: Washington, 1946; "Change O2 Contract Noy-4165 for Additional Aviation Facilities, Naval Air Station, Alameda, California," July 15, 1942, NOy 4165 folder 5 of 23, Box 26 NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme.

[2] "To Stress Safety Program In NAS Battle of Production-Establish New 1st Aid in Bldg. 91," *The Carrier,* 28 July 1944; US Navy, *US Naval Air Station Master Shore Development Plan, Part III Section 2, General Development Plan Index of Structures*, Yard and Docks #582643, 13 August 1952, RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5 , Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Building 91, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

State of California — The Resources Agency **Primary #** P-01-010025
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 91

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 91 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[3] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[4] These are detailed on the attached sheets, and include wood drop siding, rooftop monitors, and wooden industrial sash windows.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[5] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 91, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 91 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010 / June 2010

[3] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[4] Stephen Mikesell, *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).

[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

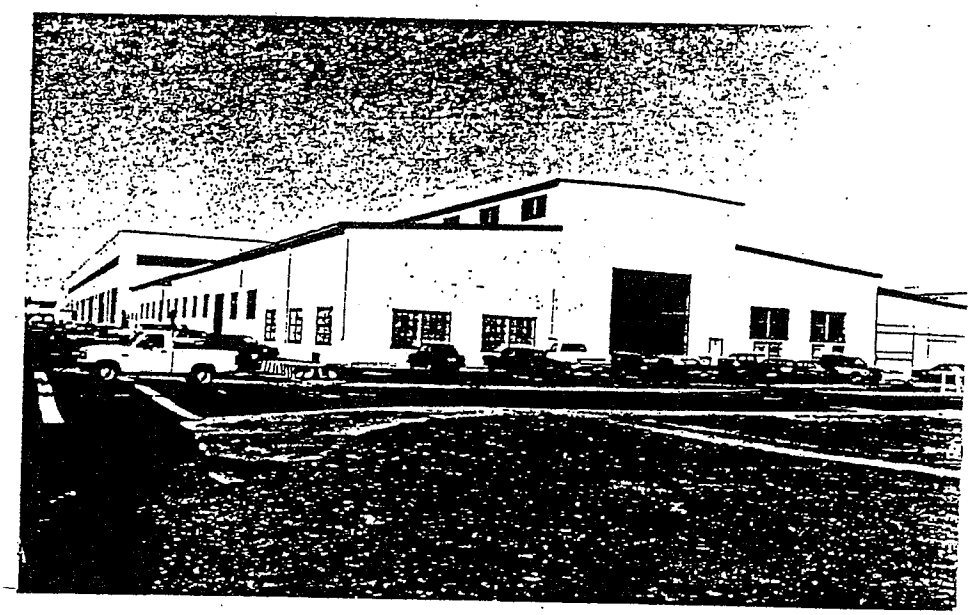
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 91, Shipping storehouse.
3. Street: Ave. F & Fifth St. **NAS Alameda Map:** O-27 City: Alameda zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. PROPERTY CATEGORY: District Number of resources documented: 85
7. Existing condition: a one-story, wood-frame building with weatherboard siding and a rectangular plan, 341 ft. long, 162 ft. wide, and 36 ft. high. The central part of the building is raised above the wings and fenestrated to light the interior. The roofs have a very slight pitch and some monitors. The facade has a very large central opening with double sliding doors. Paired metal-frame windows with 16-light hopper sash are set in the flanking wings and are used, like the doors, in the other parts of the building. A shed-roofed section was added to the north side of the building in 1944; a fenced yard occupies the space between Building 91 and 92, to the north.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

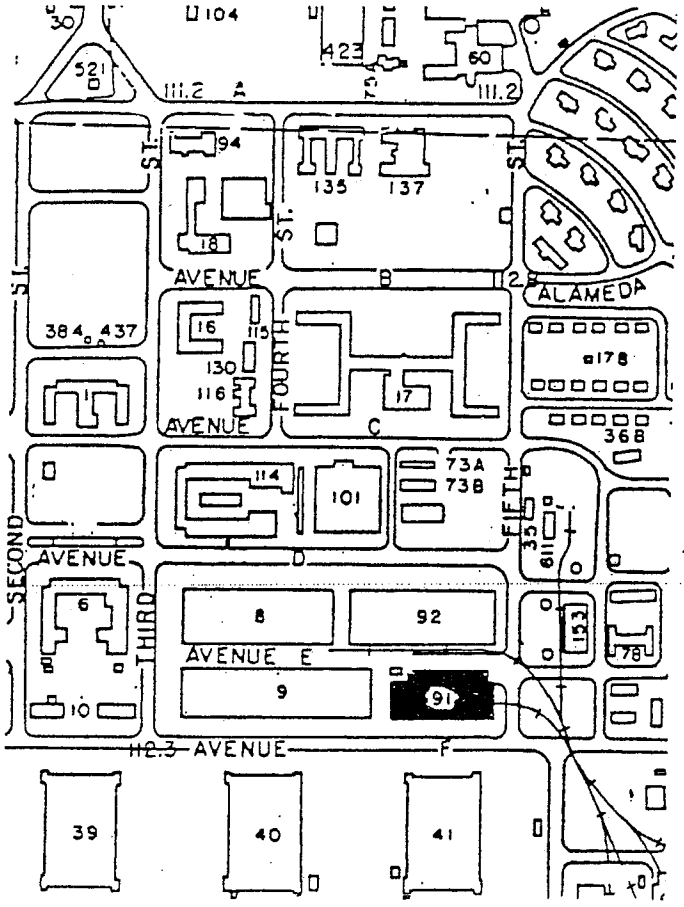
14. Construction date: 1942 Original location: same
15. Alterations: shed-roofed addition to N side in 1944
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Building 91 contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1942 as part of the central core of buildings on the base. Under Criterion C, the building is representative of the type of semi-permanent wood structure that is common on the base. An addition to the N side dates from 1944, within the period of significance; the building is otherwise unaltered and in good condition. It is associated with Building 92 to the north.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010026
HRI#
Trinomial

Page 1 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 92

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 92 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Packing/Shipping facility

P2 e. Other Locational Data: 650 Ranger Avenue; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 92 has a rectangular plan covering 89,018 square-feet, and is set upon a concrete foundation. A slightly gabled monitor roof tops the building in an east-west orientation with vent copulas along the ridge. The walls are clad in horizontal, toe-grooved wood siding. Fenestration along the building includes pairs of four-over-four wood-framed windows with four operable lights. Similar fixed windows run along the length of the clerestory. The south side of the building includes four metal overhead doors inset with metal personnel doors and flanked by windows (**Photographs 1, 2**). The north end is similar to the south end with the addition of a shed roof extension, which currently houses a bike shop (**Photograph 3**). A series of square posts support the shed roof and two-part hinged garage doors provide access on the north side. The east and west ends are similar; characterized by four 16-light windows above a central two-part vertical wood, bay delivery door, which is flanked by four additional sets of windows (**Photographs 1 and 4**). The west side also includes a caged metal stair that provides access to the roof.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010026
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Trinomial

Page 2 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 92

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Southeast corner, camera facing northwest, October 8, 2009.

Photograph 2: South side, camera facing northwest, October 8, 2009.

State of California — The Resources Agency
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Primary # P-01-010026
HRI#
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Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 92

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: North side, camera facing southwest, October 8, 2009.

Photograph 4: West side, camera facing northeast, October 8, 2009.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 92

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 92, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Contractors, Johnson, Drake and Piper constructed Building 92 in 1942 as a semi-permanent supply aircraft storehouse to support A&R activities. A rail line was located through the building, which now ends before the eastern entrance. Between 1944 and 1946 a lean-to shed roof structure was constructed at the center of the north side of the building. Between 1945 and 1953 the function of the building changed to a supply, packaging, and shipping building. From the 1960s and onwards the building was used as general warehouse and storage space. [1]

Evaluation

Building 92 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[2] The contributing elements of the district each retain adequate historic

[1] Building 92, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; United States Navy, "No. 1 Aerial View Alameda, CA," 1943, Box 27 NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme, California; United States Geological Society. *Alameda County*. Aerial Photograph. USGS: Washington, 1946; US Navy, *US Naval Air Station Master Shore Development Plan, Part III Section 2, General Development Plan Index of Structures*, Yard and Docks #582643, 13 August 1952, RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963,* Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5 , Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968,* Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California.

[2] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

State of California — The Resources Agency **Primary #** P-01-010026
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 92

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[3] These are detailed on the attached sheets, and include wood drop siding, rooftop monitors, and wooden industrial sash windows.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 92, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 92 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010 / June 2010

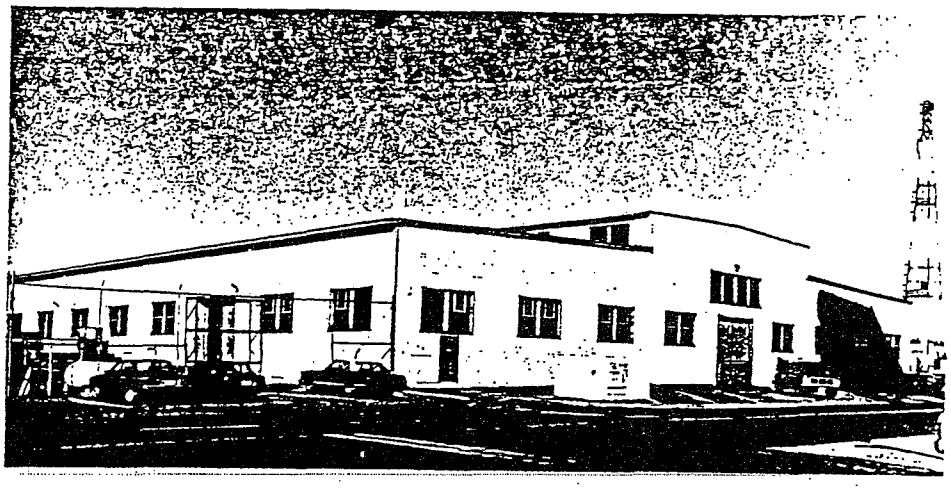
[3] Stephen Mikesell, *Guide to Preserving the Character of the Naval Air Station Alameda Historic District,* prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Bruno (1997).
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 92, Packing/Shipping facility
3. Street: Ave. D & Fifth St., **NAS Alameda Map:** N-26 City: Alameda Zip: 94501
County: Alameda code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story, wood-frame building with weatherboard siding and a rectangular plan 480 ft. long by 181 ft. wide by 34 ft. high. The roof has a very slight double pitch and monitors. The central section is raised above the lower wings and is fenestrated to light the interior. The symmetrical facade has high double doors in the center, above which are grouped 4 metal-framed windows with 16-light hopper sash. These standard windows are paired for the rest of the building; the same doors are also used. A fenced storage yard occupies the space between this building and Building 91 to the south.
8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

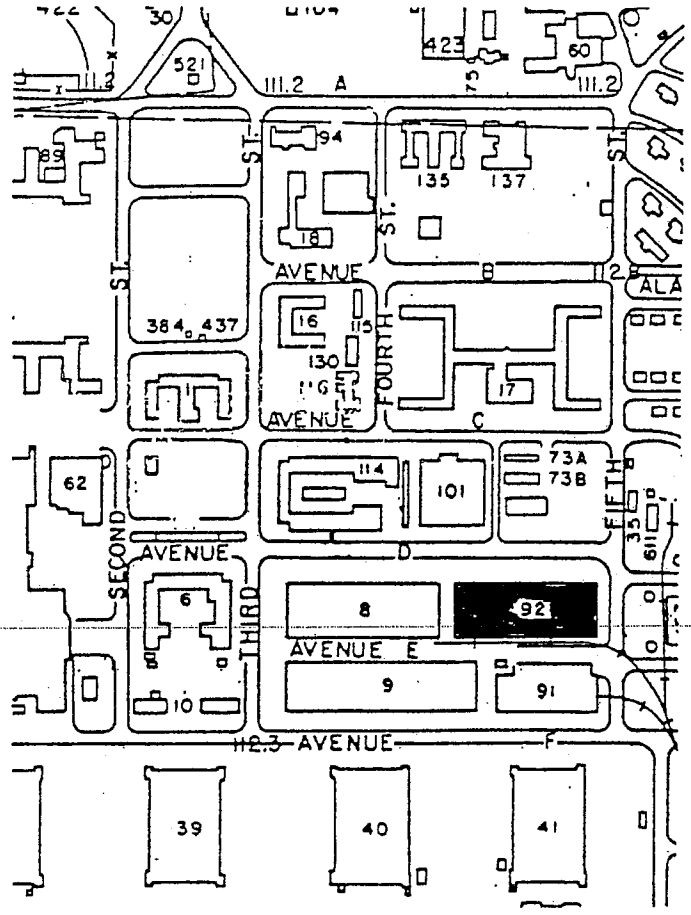
14. CONSTRUCTION DATE: 1942. ORIGINAL LOCATION: same
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 92 contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1942 as part of the central core of buildings on the base. Under Criterion C, the building is representative of the type of semi-permanent, wood-frame construction that is common on the base and is unaltered and in good condition.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010027
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Page 1 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 94

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 94 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Chapel

P2 e. Other Locational Data: 2790 Saratoga Street on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The chapel has an irregular plan measuring approximately 118 feet by 43 feet and containing 9,180 square feet. The building is covered with a complex system of hip roofs over building portions ranging from one to three stories. The roofs are covered with composite shingles and the walls are sheathed in horizontal wood boards placed flush with each other to create a smooth surface. The building is divided into a narthex at the west end and apse with tower at the east end. The nave between the two is narrower than the other portions. South of the nave between the narthex and apse is a large covered entry area.

The narthex is a single story at the western end of the building. The south side has a concrete stair to a pair of solid wood doors sheltered by a shed roof with knee braces. The west end of the narthex has a block of four rows of seven horizontal fixed windows individually recessed into the wall. The windows are glazed with textured glass. Stairs offset to the north lead to a pair of solid wood doors set flush with the wall. The north side of the narthex has three windows and a single wood door evenly spaced along the side. The windows are two over two wood double hung with wood trim. The door, located to the east of the windows, has a concrete stair with concrete sides. The solid wood door has a transom. A single two over two window is located on the east side north of the nave.

The nave is approximately two stories in height containing a tall single story. The north side has minimal ornamentation consisting of three banks of horizontal fixed windows recessed and evenly spaced in the wall in three by seven vertical groupings. The groupings are located in the upper level of the wall. A similar group of windows is located on the south side. The south side of the nave also has a single story porch along the full length of the nave. The flat porch roof is supported on square wood posts. A pair of solid wood doors leads directly into the nave from the porch. A second set of double doors leads from the porch into the apse. The porch is deeper towards the west providing additional coverage to the approach.

The apse is located at the eastern end. In the center of the apse where it joins the nave is a three story tower. The tower has a hip roof with a cross on the top. The north, east and south sides of the tower have groupings of horizontal windows evenly spaced and recessed into the wall. The windows are grouped in three columns seven windows tall. Surrounding the tower is a single story apse with hip roof. The south side of the apse has three evenly spaced windows which have been boarded up. The east side has four evenly spaced windows. Three are evenly spaced pairs of two over two double hung wood frame windows. A single two over two wood frame window is placed between the northern pair and the southern two pairs. The east end of the north side is set back approximately two feet from the west end. The western portion has a single flush solid wood door and a pair of two over two wood frame double hung windows. The eastern portion has a recess containing a single door with five horizontal lights and a door to an equipment closet. A single two over two wood frame window is located west of the recessed door.

The Chapel's interior was renovated multiple times in the 1960s and 1970s. Although these renovations included the installation of stained glass windows and wood paneling, the building retains the original plan within the sanctuary (**Photographs 4, 5**). The building is characterized by a large open sanctuary with an inset altar. The Navy altered the rest of the chapel extensively through its history.

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Page 2 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 94

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and M. Bunse, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Camera facing northwest, September 25, 2009.

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***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: Camera facing northeast, showing southern entry porch, September 25, 2009.

Photograph 3: Camera facing southeast, June 9, 2010.

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Photograph 4: 1945 photo of chapel before addition off west end.[1]

Photograph 5: 1945 photo of Chapel interior.[2]

[1] US Navy, "Chapel," #124-2, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[2] US Navy, "Chapel Interior," #130-4, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Photograph 6: Interior view of Chapel, December 16, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 64, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Contractors, Johnson, Drake and Piper constructed the Chapel in 1942 as a semi-permanent building. They broke ground on September 15, 1942 and the completed Chapel was dedicated on April 11, 1943. The Chapel was divided into two separate chapel spaces, the Main Chapel and the Roman Catholic Blessed Sacrament Chapel. Before completion of the building, services were held in the Station Theater (Building 18). In 1945 the Shannon Chapel was

constructed at the west end of the building adjoining the Main Chapel and was dedicated on October 28, 1945. It was used primarily for small weddings, evening vespers, weekday services, and to enlarge to capacity of the Chapel from 400 to 652 for holiday services with the use of an accordion door. In the late 1950s a Roman Catholic and two Protestant chaplains served the Station.[3]

During the late 1960s the Chapel was refurbished and stained glass windows were installed in the Shannon and Blessed Sacrament Chapels. In the early 1970s a Self-Help project was responsible for renovating the Station Chapel by remodeling the Chapel offices and entrance door, and converting the Shannon Chapel into a fellowship hall with a kitchen. In 1979 architectural firm Lewis and Schnieder, ALA designed a three-phase Chapel renovation carried out by Construction Battalion Unit 416. The first phase included building and hanging redwood screens on the sanctuary walls. Walls and ceiling were stripped in the Blessed Sacrament Chapel in the second phase for the installation of new fireproof materials that were then covered with hand-placed tongue-and-groove redwood strips. Two new stained-glass windows, created by William Baker, a retired naval aviator were installed in the Blessed Sacrament Chapel. A third stained-glass window, also by Baker, was slated for installation after a dedication ceremony and a fourth smaller window, salvaged from the USS Orinskany after decommissioning, was also installed. Installation of redwood wall paneling and a new pulpit and lectern in the Main Chapel completed the third phase.[4]

In terms of the number of services provided to the Station, 416 Catholic masses, 61 Protestant services, 4 Ecumenical services, and 10 Jewish services were held in 1973. The chaplains conducted 42 weddings, 16 funerals, 11 memorial services, 75 baptisms, 68 first communions, and 1,986 personal interviews and counseling sessions with military personnel and dependants the same year.[5]

Evaluation

Building 94 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[6] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[7] These are detailed on the attached sheets, and include smooth horizontal board

[3] Building 94, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1958*, Command History 6 of 25, 25 July 1959, Box 1 of 2, 5757-1b, Naval Command Histories, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 28.

[4] US Navy, *1969 Command History*, Command History 1969 folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes 1968 to 1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 2-1; "Last official act: Departing Chaplain opens Chapel," *The Carrier*, 14 October 1975. "NAS Chapel- A Beautiful Place to Worship," *The Carrier,* 27 April 1979.

[5] US Navy, *1973 Command History, NAS Alameda*, Unlabeled Folder contains 1973 Command History, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 12.

[6] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[7] Stephen Mikesell, *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).

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Page 7 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 94

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

surfaces of the building, hip roofs, emphasizing vertical elements, original two over two windows on the north side. The emphasizing vertical elements consist of 'stacked' groupings of windows in the tower, upper levels of the nave and at the west end of the narthex. The 1997 "Guide" indicates that the art glass windows are character-defining features, research indicates that these were added after the period of significance.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[8] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period.

Building 94, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 94 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse, C. Brookshear, H. Norby

***Date of Evaluation:** January 2010

[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

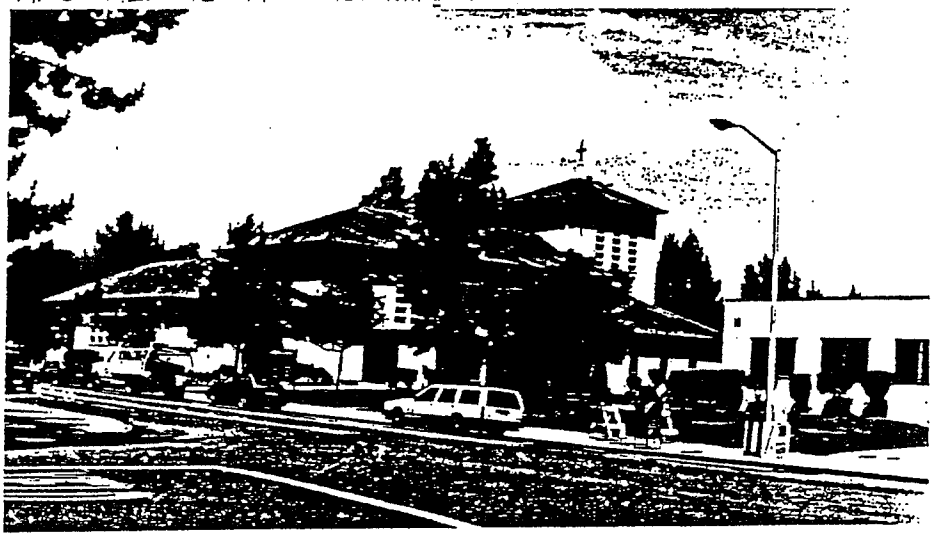
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1. & 2. Historic/Current name: Building 94, Chapel
3. Street: Ave. A & Third St., **NAS Alameda Map** J-25 City: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel: none

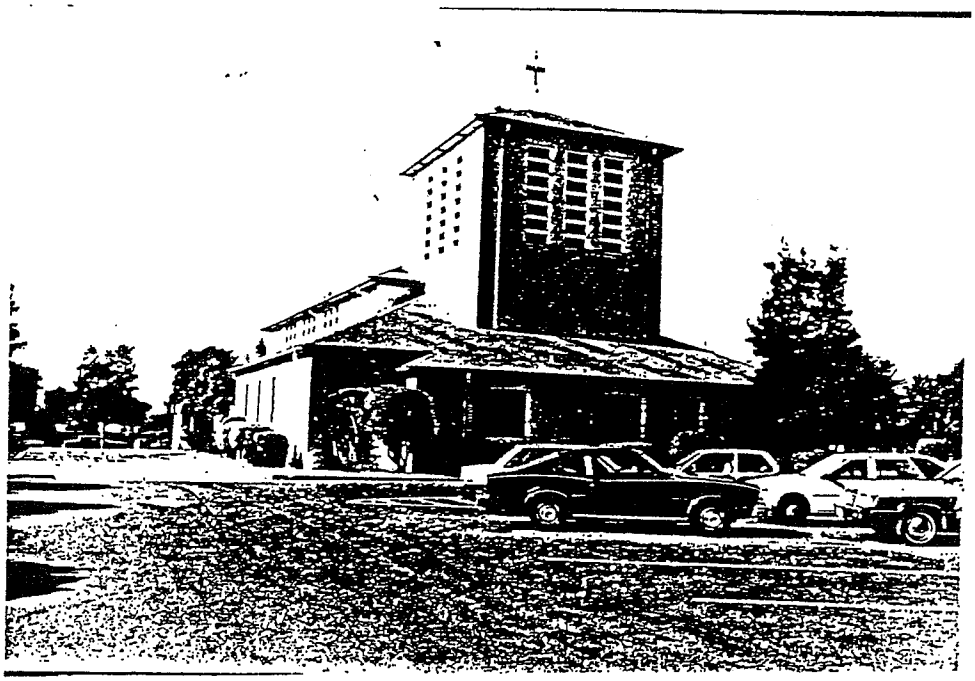
DESCRIPTION
6. Property category: District Number of resources documented: 85

7. Existing condition: a concrete building, 118 ft. long and 43 ft. wide, with an irregular T-plan composed of several elements which culminate in a square tower at the E end with a hip-roof surmounted by a cross. The hip-roofed nave rises above a one-story ground floor with a separate hip-roof that skirts the nave on the W end and the tower on the E end. The main entrance with double wood doors is on the S side of the chapel. A covered walk extends along the middle section of the S side from the entrance. The tower, nave, and W wall are fenestrated with vertical rows of small rectangular windows, 3 to a side in the case of the tower, and set in groups of three across and seven down on the nave walls. Other typical windows are paired and metal-framed with 4-light hopper sash.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

NAS ALAMEDA Building 92





HISTORICAL INFORMATION

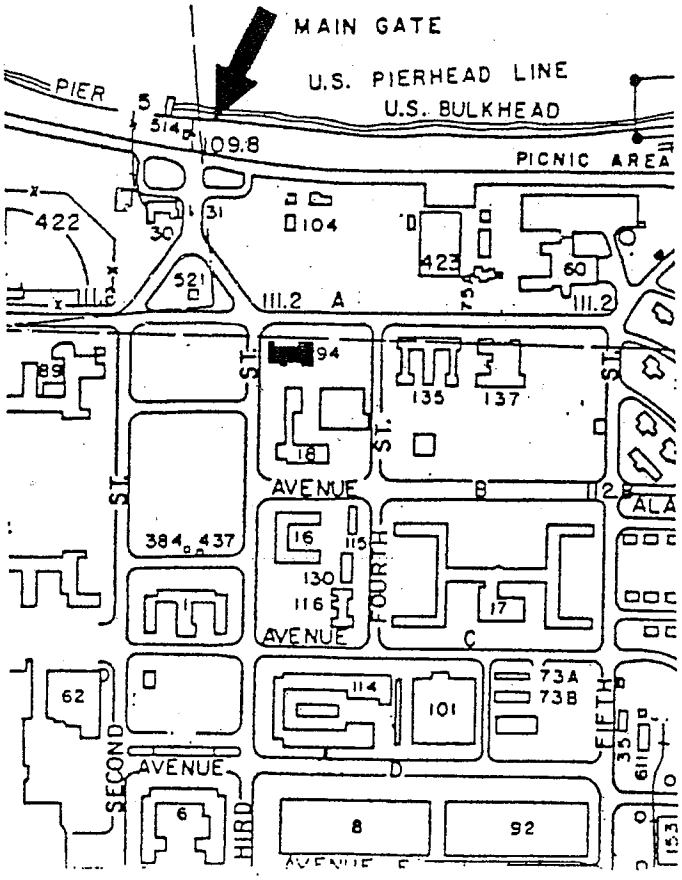
14. Construction date: 1943 Original location: yes
15. Alterations: a one-story addition to the front before 1945
16. Architect: U.S. Navy Bureau of Yards and Dock Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: The Chapel, Building 94, contributes to the NAS Alameda Historic District under Criterion A because it was built in 1943 as an addition to the early core of buildings on the base. Under Criterion C, the design reveals an intention to create a more traditional image for the chapel through the use of a hip-roof and hierarchical massing combined with a cubistic composition and other details such as the gridded windows. The chapel also retains a high degree of architectural integrity.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: *none*
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: *visual inspection*
25. Survey name: *Section 110(A)(2)*
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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

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

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

3.8. Character-Defining Elements of Building 60.

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

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

3.9. Character-Defining Elements of Building 94.

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

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

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011160 HRI# Trinomial

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 98

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 98 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Barrel Shed

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 98 is an 11,562 square-foot, rectangular building on a concrete foundation. It has a shed roof with the high side on the west side. The walls are clad in simple drop-lap, horizontal wood siding with matching corner boards. The north side includes a metal overhead door with an inset solid metal personnel door on the east side **(Photograph 1)**. The east half of the north end is enclosed by a chain-link fence that wraps around to the east side. The west wall has eight evenly placed metal framed, reinforced glass windows with a centrally placed overhead door similar to the one on the north side. The south side also has a similar overhead door located on the west end **(Photograph 2)**. The east end includes nine-fixed, single pane windows, the last two of which are above a small utility shed. The shed has a shed roof and matching horizontal wood siding. The east side of Building 98 includes a five-bay wooden addition. The north wall of the addition has two groups of three boarded up windows on its east side. On the main building's east side are two vents located in the top third of the building **(Photograph 3)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 98

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southeast, October 15, 2009.

Photograph 2: Southwest corner, camera facing northeast, October 15, 2009.

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Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 98

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Detail of north end of east side extension and east side of main building, camera facing northwest, October 15, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 98, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station operated vital functions during the Cold War, 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 layout and original construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] Similar to efforts made by the Army, the Navy adopted this master planning approach to

[1] 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

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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the station's original design axial and formal layout. In 1941, the Navy began construction of Building 13. In 1942, four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Building 98 was constructed by Johnson Drake and Piper as a Barrel Storage Shed.[4] It served as a storage facility during World War II and the Cold War. In 2001 the building served as the centralized hazardous waste accumulation point.[5] Alterations to windows and doors have been made in the intervening years.

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 – 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 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

[3] 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.

[4] Building 98, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[5] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 17: The Engine Testing and Hazardous Materials Storage Zone; Alameda Point, Alameda, California," January 2001.

State of California — The Resources Agency **Primary #** P-01-011160
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Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 98

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 98 was constructed in 1942 and reached its current configuration by 1945. Although construction of the Building 98 was part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District (1938-1945), the building lacks architectural significance and integrity of setting and feeling and does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, lack of historic integrity to the period of significance and the utilitarian building style prevents Building 98 from conveying any architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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.
>
> … 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.[6]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Building 98 was considered outside the boundaries of the district in an area containing buildings that lacked integrity and considerable post 1945 construction. These factors prevented the area from conveying the appearance of the station during the period of significance (1938-1945).[7] Early plans for the 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, the salvage facility, the locomotive repair shop, paint / oil storage, barrel storage shed (Building 98), and engine test cells. Research undertaken for this project in building plans, station maps, and aerial photographs indicates that this area was not a part of the original formal station plan. This area appears to have been designated for hazardous materials and future expansion. Expansion in this area did begin during World War II, but was utilitarian in style and lacked the architectural characteristics of the formal station plan seen in the NAS Alameda Historic District.

In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air

[6] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[7] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 98.

State of California — The Resources Agency **Primary #** P-01-011160
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 98

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

stations and Naval facilities around the nation.[8] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 98, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 98 performed standard storage functions found throughout the Navy.

Building 98 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** C. Brookshear, C. McMorris and R. Herbert

***Date of Evaluation:** January 2010 / July 2010

[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

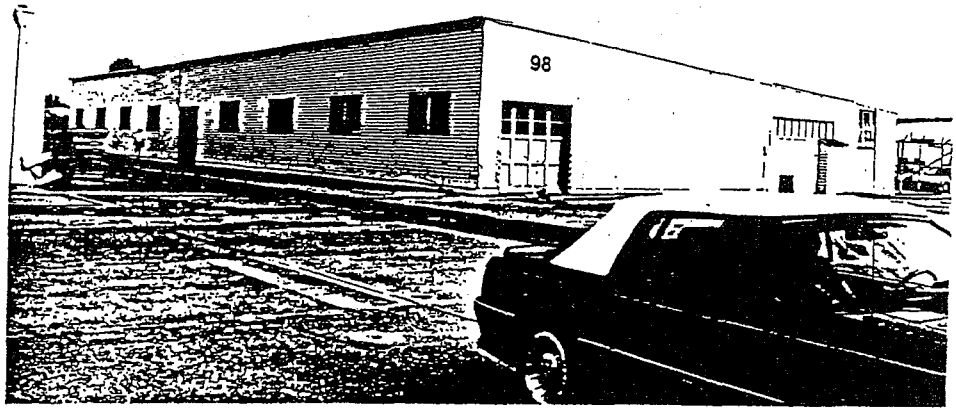
1.& 2. Historic/Current name: Building 98, Barrel Shed, Flammable Storage
3. Location: NAS Alameda Map: Q-28 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85

7. Existing condition: a one-story, wooden building, 180 ft. long, 47 ft. wide, and 18 ft. high, with a mono-pitched roof and a rectangular plan. The building has been enlarged on the N side. A variety of openings, including metal and glass doors for vehicles and wood doors for pedestrians are spaced around the building. Typical windows are paired and have wood frames with 4-light sash, but other types occur in the addition.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

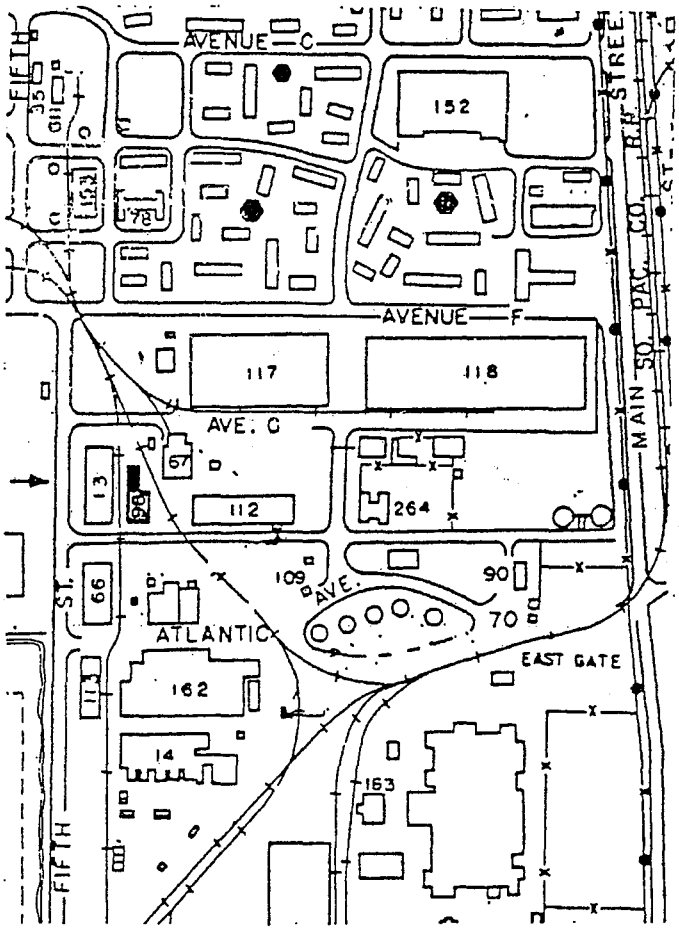


HISTORICAL INFORMATION
14. Construction date: 1942 Original location: same
15. Alterations: Addition on the N side.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION
18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context fully developed: yes

19. Context: Building 98 does not contribute to the NAS Alameda Historic District because it was altered after the period of significance and has lost integrity. It is located in a part of the base that no longer conveys the impression of the naval air station during the period of significance.

20: Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010029
HRI#
Trinomial

Page 1 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 102

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Ordnance Operations Building

P2 e. Other Locational Data: 1280 West Midway Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 102 has a rectangular plan and is clad in horizontal wood paneling with a flat roof. A concrete walkway leads to the main entrance on the north side of the building. Concrete stairs lead to a recessed wooden door with a single pane of glass; the door is flanked by three-over-one sidelights. Fenestration includes a pair of four light wooden windows. The east has a pair of four-light windows, three one-over-one ribbon windows, and a recessed entryway with wooden door and single-pane window (**Photograph 1**). The west side has three sets of four-light wooden windows. The south side has a four-light wooden window and two smaller one-over one wooden windows. A metal, exterior ladder is attached to the southwest corner of the building (**Photograph 2**). The 1992 report notes a decorative "NAS WEAPONS" metal sign, painted torpedoes surrounding the main entrance, and an iron chain fence with two metal shell casings, however all have been removed. The concrete foundations for the painted torpedoes remain, flanking the sidewalk at the base of the entry stairs (**Photograph 3**).

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

*P11. Report Citation: **(Cite survey report and other sources, or enter "none.")** JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010029
HRI#
Trinomial

Page 2 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 102

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs

Photograph 1: Camera facing southwest, October 6, 2009.

Photograph 2: Camera facing northeast, October 6, 2009.

State of California — The Resources Agency **Primary #** P-01-010029
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 102

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Camera facing southeast, October 6, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 102, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Contractors Johnson, Drake, and Piper constructed Building 102 in 1943 as a semi-permanent ordnance office near the northwest corner of Building 5. Building 102 was part of the Weapons Department as the Ordnance Operations Building. The mission of the Weapons Department in the 1970s was the procurement, receipt, storage, maintenance, and issue of all weapons, ammunitions, and explosives authorized for use in the support of Fleet units and tenant activities on the Station. Additional duties included operating the pistol firing range, the Station Armory, providing weapons for transshipment services and facilities, maintaining the Station Saluting Battery and rendering gun salutes as directed, and coordinating explosive ordnance disposal.[1]

[1] Building 102, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office

State of California — The Resources Agency **Primary #** P-01-010029
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 102

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 102 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[2] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[3] These are detailed on the attached sheets, and include smooth building surface, steel industrial sash windows, and curved concrete entry canopy.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 102, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 102 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse and H. Norby

***Date of Evaluation:** January 2010

Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, *Naval Air Station, Alameda, Command History 1979*, Unlabeled Folder contains 1978 and 1979 Command Histories, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[2] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[3] Stephen Mikesell, *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).

[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

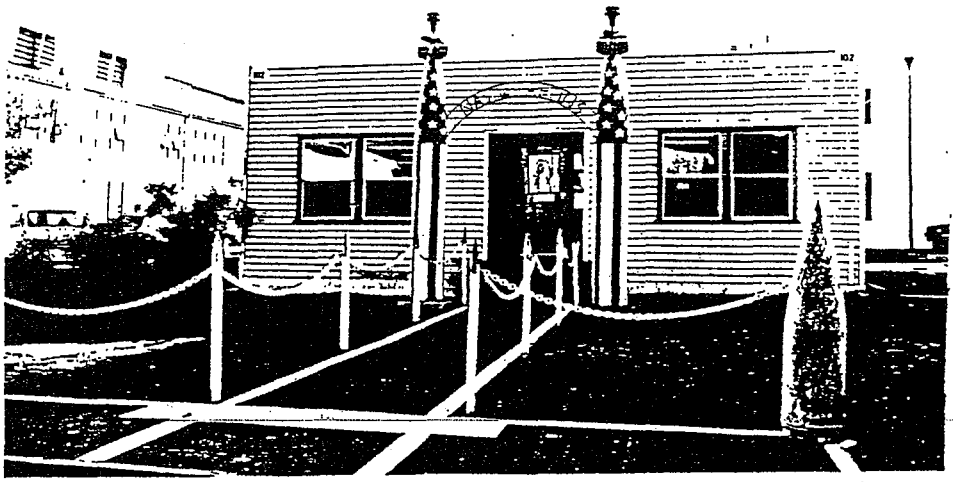
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

I. & 2. Historic/Current name: Ordnance Building 102
3. Location: NAS Alameda map M-20
City: Alameda Zip: 94501 County: Alameda Code: 001
4. UTM zone: Oakland West, CA, A B C D
5. Quad map No.: N3745-W122215 Parcel No.: none

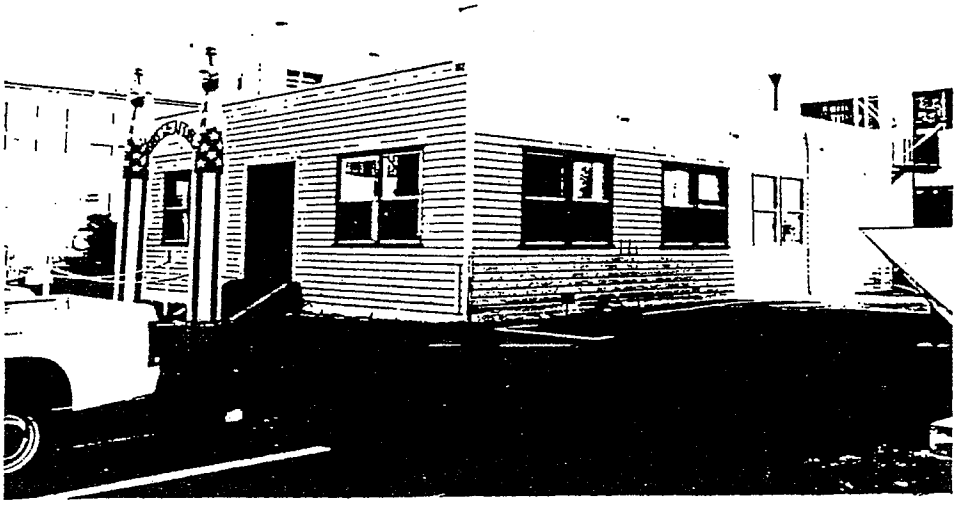
DESCRIPTION

6. Property category: District Number of documented resources: 85
7. Existing condition: a one-story, wood-frame building clad in weather-board siding with a flat roof and a rectangular plan, 51 ft. long x 38 ft. wide x 12 ft. high. The entrance is recessed within a plain, rectangular entryway raised by five steps and centered in the facade. The wooden door has a single light in the upper part and is flanked by wood panels with three lights each. On either side are typical windows, which are paired double-hung wood sash in wood frames. The entrance walk in front of the building has two torpedo shells, painted with stars and stripes and topped with glass lamps, which
carry an openwork metal sign between them with "NAS WEAPONS" in metal letters. A fence of metal posts with pointed tops supporting iron chains runs out to the sidewalk and ends with two shell casings.

8. Planning agency: WestNavFacEngCom
9. Owner: U.S. Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 102



HISTORICAL INFORMATION

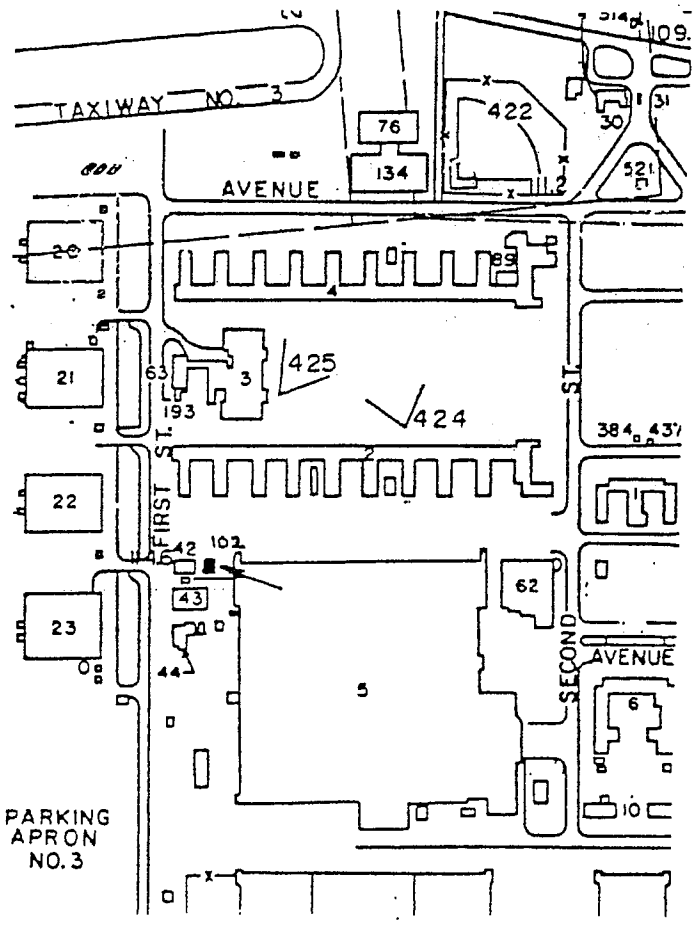
14. Construction date: 1943 Original location: same
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: Military property - 34.

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period:1938-1945
Property type: District Context formally developed: yes

19. Context: Building 102 contributes to the historic district of the NAS Alameda under Criterion A because it served as an ordnance building for the naval air station during the period of significance for the historic district from 1938 to 1945. This period encompasses the broad theme of the mobilization for and operations during World War II. Constructed as a semi-permanent structure, the building, which is unaltered, is representative of the type of straightforward wooden architecture that was typical of naval bases in the San Francisco Bay Area.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990, By: Sally B. Woodbridge, Organization: none, address: 2273 Vine St., Berkeley, CA 94709, (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

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Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 112

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 112 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Building 112

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 112 is a 288 feet by 100 feet wide rectangular wood frame building clad in horizontal wood siding with a low pitched gable roof covering 33,657 square feet. The west side has a centrally located two-part sliding door and a metal personnel door to the south. Fenestration includes two pair of two-over-three double-hung wood windows on the south end and a pair of two-light horizontal windows on the north end, one of which is boarded over. The south side has thirteen sets of two-over-three double-hung windows. The southwest end has a boarded over personnel entry, a wooden double door replacing a sliding wood door, a single sliding wood door, a wood door with four-lights above, a two-part sliding wood door and a single wood personnel door at the east end. Building 337 is located at the southeast corner of the building **(Photograph 1)**. The east side has a centrally located overhead door and a wood personnel door to the north **(Photograph 1)**. Access to the north side was restricted **(Photograph 2)**. The north side has seven boarded up window groups and two and two full length sliding door openings that have also been boarded up. A personnel door is located at the far east end.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***B14. Evaluator:** C. Miller; C. Brookshear; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing northwest, October 15, 2009.

Photograph 2: Camera facing southeast, October 15, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: 1960s Oblique aerial photograph of Building 112 facing south.[1]

B10. Significance:

This update form was prepared to provide additional information about Building 112, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and original construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[2] Similar to efforts made by the Army, the Navy adopted this master planning approach to

[1] "1960s Oblique Aerial," RG 181, 3195B-C, Box 21 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[3] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [4] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the station's original design axial and formal layout. In 1941 the Navy began construction of Building 13. The following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Contractors Cahill Brothers of San Francisco constructed Building 112 as a semi-permanent salvage transit shed in 1944. The building was used for storage, packaging, and shipping. Structurally the building appears unaltered since the 1960s **(Photograph 3)**. [5]

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements

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[2] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[3] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

[4] 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.

[5] Building 112, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings,"* July 1945, Box 232, RG#8,CEC/Seabee Museum, NBVC, Port Hueneme, 66.

of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[6]

Evaluation

Building 112 was part of the original period of construction on the station, and falls within the period of significance of the NAS Alameda Historic District (1938-1945). Although Building 112 has some association with the district's significance under NRHP Criterion A (CRHR Criterion 1), the alterations to the area of the station where the building is located prevent it from conveying its association with the World War II context. Furthermore, Building 112 is an undistinguishable example of a common building type and does not convey any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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.
>
> … 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.[7]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Building 112 was placed in the latter category because the area where the building is located was so altered through multiple changes over time that it no longer conveyed the impression of the early air station and did not contribute to the district. Early plans for the 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, the salvage facility, the locomotive repair shop, storage (like Building 112), and engine test cells. Research undertaken for this project in building plans, base maps, and aerial photographs indicates buildings that this area was not a part of the original formal station plan and that the area east of the Seaplane Lagoon on NAS Alameda was part of early plans for future expansion.[8] It is

[6] 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), 8-1.
[7] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[8] 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

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Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 112

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

also within an area of the station that includes buildings that have been relocated, altered, and newly constructed during the Cold War period. The area, which includes Building 112, therefore, does not convey its association with the context of World War II naval facilities in the Bay Area, and is not a contributing element of the historic district.

In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval 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.[9] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Individual buildings constructed during World War II, or World War II era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Building 112 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War eras. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 112, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because the Public Works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Although the building retains integrity to its period of construction, it was unremarkable in its use on NAS Alameda.

Francisco); JRP, "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.

[9] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

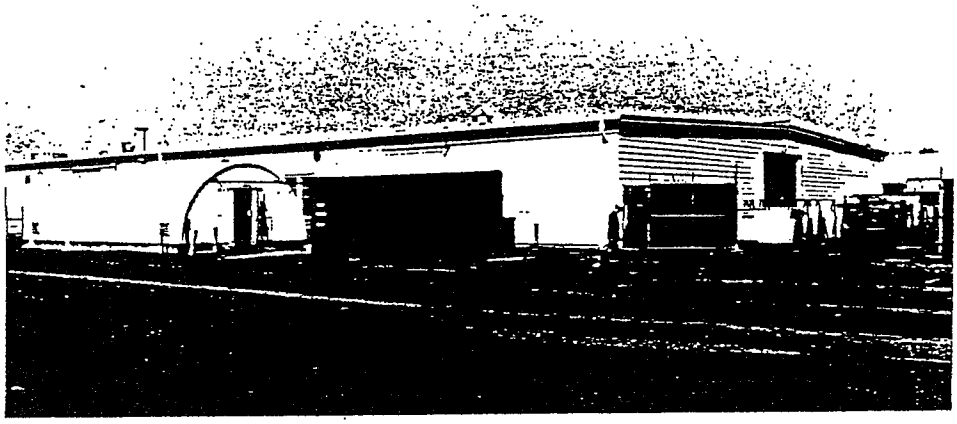
1.& 2. Historic/Current name: Building 112, Packing/Storage
3. Street: Ave. G, NAS Alameda Map Q-29 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

6. Property catefory: District Number of resources documented: 85
7. Existing condition: a one-story, wooden building clad in weatherboard siding with a nearly flat gable roof and a rectangular plan, 462 ft. long and 200 ft. wide. Doors are typically double and slide on tracks; windows have double-hung wood sash with 6-over-6 lights in wood frames.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

NAS ALAMEDA Building 112



HISTORICAL INFORMATION

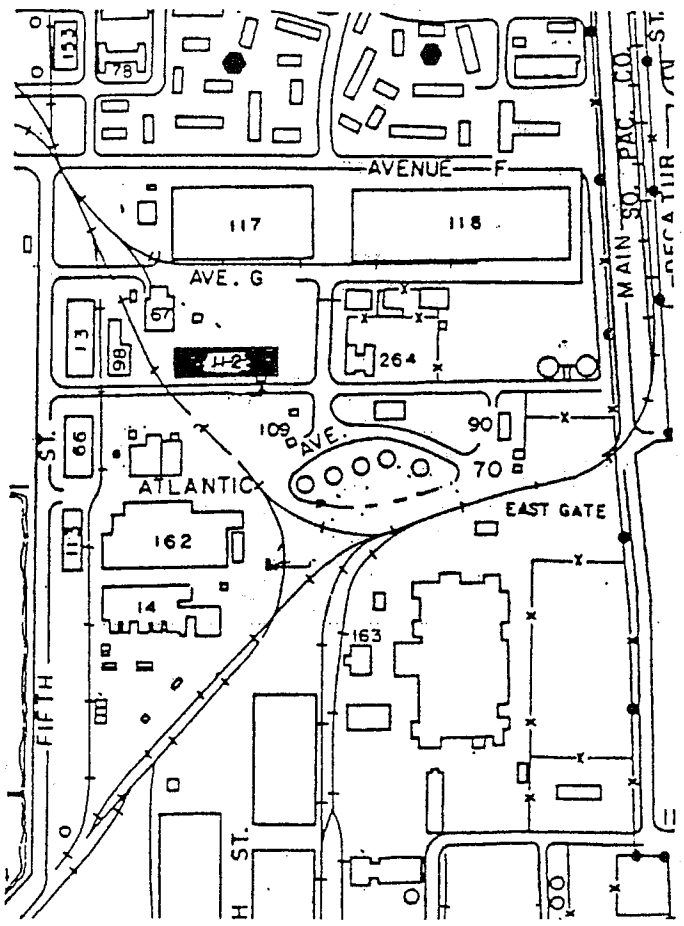
14. Construction date: 1944. Original location: yes
15. Alterations: minor exterior alterations to openings
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Although Building 112 was constructed in 1944 during the period of significance, it is located in an area that has changed and no longer conveys an impression of the early air station. Architecturally, the building is a utilitarian structure of the semi-permanent class and is not particularly representative of any type on the base; rather it is broadly related to large wooden industrial sheds that occur in a variety of settings. For these reasons, it does not meet Criteria A or C and thus does not contribute to the NAS Alameda Historic District.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



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Primary # P-01-011162
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Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 113

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 113 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Aircraft salvage and reclamation shop

P2 e. Other Locational Data: 450 West Atlantic Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 113 is a one-story industrial metal building with gable roof. The north end has metal industrial sash windows flanking a double sliding metal door with inset metal personnel door. Louvered vents are located above the sliding door **(Photograph 1)**.

The east side has double sliding metal doors on the north end flanked by four metal industrial sash windows. The south end of the east side has large exterior equipment vented through the side of the building flanked by four windows bays of louvered vents or industrial metal sash. A centrally located metal access ladder extends to a roof top staircase and railing **(Photograph 1)**.

The west side has ten window bays with metal industrial awning sash window with nine vents near the roofline on the north end **(Photograph 2)**. A metal personnel door with metal stoop is centrally located. The south side is the same as the north with an additional metal personnel door to the west.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and R. Flores, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southwest, October 15, 2009.

Photograph 2: Camera facing northeast, October 15, 2009.

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Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 113

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 113, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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.

formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars.[3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the original design axial and formal layout. In 1941 the Navy had constructed the initial portion of Building 13. The following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Building 113's 60 x 120 foot frame was purchased second hand at the cost of $114,128 in 1943 and erected on NAS Alameda by the Independent Iron Workers of Oakland.[4] It was used as an aircraft salvage and reclamation shop as part of the Overhaul Control Division (**Photograph 3**).

Photograph 3: Circa 1943 west side view of Building 113.[5]

In 1948 the building was moved in three sections to a location 300 feet west from its previous location (the present location of building 398) to act as a temporary shelter for jet engine overhaul. The cost to relocated, furnish, and install jet overhaul equipment was $78,800.[6] As a jet reaction engine shop, Building 113 had five shops within

[3] 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.

[4] Building 113, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[5] US Navy, Assembly and Repair Department, Salvage Building No. 118 photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

[6] "Bldg. 113 Moved To New Location," *The Carrier*, 20 August 1948, 5; US Navy, *History of U.S. Naval Air Station Alameda, 1 October 1947 to 30 June 1949,* Command History 2 of 25, 1Apr 1947- 1 Jul 1947, Box 1 of 2, 5757-1b, NAS Command History,

including: disassembly jets, zyglo inspection, cleaning shop, metal shop, and machine shop.[7] In the 1970s the San Francisco Fleet Maintenance Assistance Group (FMAG) had a gun/fire control shop located in the northwest corner of the building.[8]

Evaluation

Building 113 was constructed in 1943 and relocated in 1948. Although construction of the Building 113 was part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District, the building lacks architectural significance and integrity of setting and feeling and does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity and utilitarian building style prevents Building 113 from conveying any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original district boundaries were drawn to include areas which were a part of a formal station plan and shared architectural similarities. The original historic district significance discussion stated:

> 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.
>
> … 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.[9]

Building 113 was considered outside the boundaries of the district in an area containing buildings that lacked integrity and considerable post-1945 construction. These factors prevented the area from conveying the appearance of the station during the period of significance (1938-1945).[10] Early plans for the 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, the locomotive repair shop, paint / oil storage, engine test cells, and aircraft shops (Building 113). Research undertaken for this project in building plans, station maps, and aerial photographs indicates that the area east of the Seaplane Lagoon on NAS Alameda was part of early plans for future expansion.[11] Expansion in this area began

27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 47-48.

[7] J.L. Jensen and F.W. Schuler, brochure, n.d., Naval Air Station General, NAS Alameda Clippings Files, Alameda Free Library, Alameda, California.

[8] US Navy, Alameda U.S. Naval Air Station 1979 Base Directory, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 29.

[9] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.

[10] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 113.

[11] 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

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

during World War II, but was utilitarian in style and lacked the architectural characteristics of the formal station plan seen in the NAS Alameda Historic District. In addition, even though Building 113 retains integrity of design, it was moved, which further disrupts the integrity of the area. This movement occurred after the period of significance (1938-1945) and Building 113 does not meet the standards to be considered eligible as established under NRHP Criteria Consideration B.

The history of the station during the Cold War illustrates that Building 113, 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[12] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 113, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 113 performed standard aircraft maintenance activities found throughout the Navy.

Building 113 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** M. Bunse; C. Brookshear; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

Francisco); JRP, "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.

[12] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

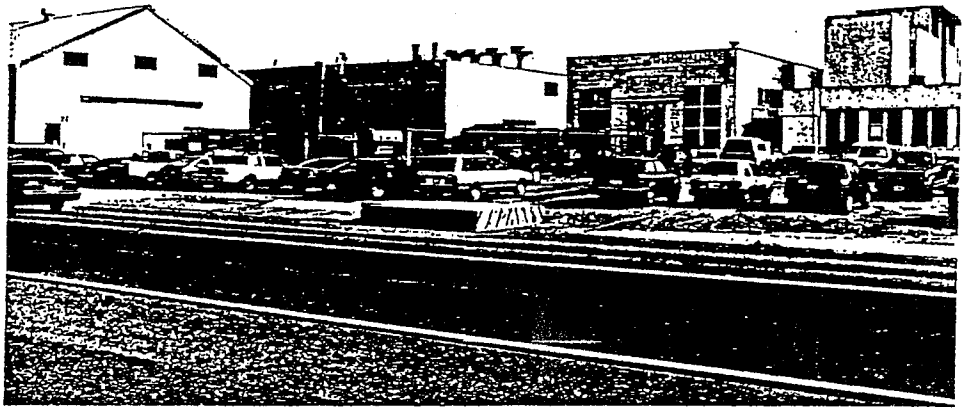
1. & 2. Historic/Current name: Building 113, Shipping and repair.
3. Street: Fifth St., **NAS Alameda Map** R-28 City: Alameda Zip: 94501
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story building with corrugated metal siding, a gable-roof and a rectangular plan, 201 ft. long by 61 ft. wide, and 16 ft. high. Metal doors that slide on a track set at the height of the roof eaves are on both ends. On either side of the doors are paired, metal-framed windows with multiple hopper sash; these windows are standard for the rest of the building along with smaller vents set under the roof eaves.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

NAS ALAMEDA Buildings 112, 162 & 14



HISTORICAL INFORMATION

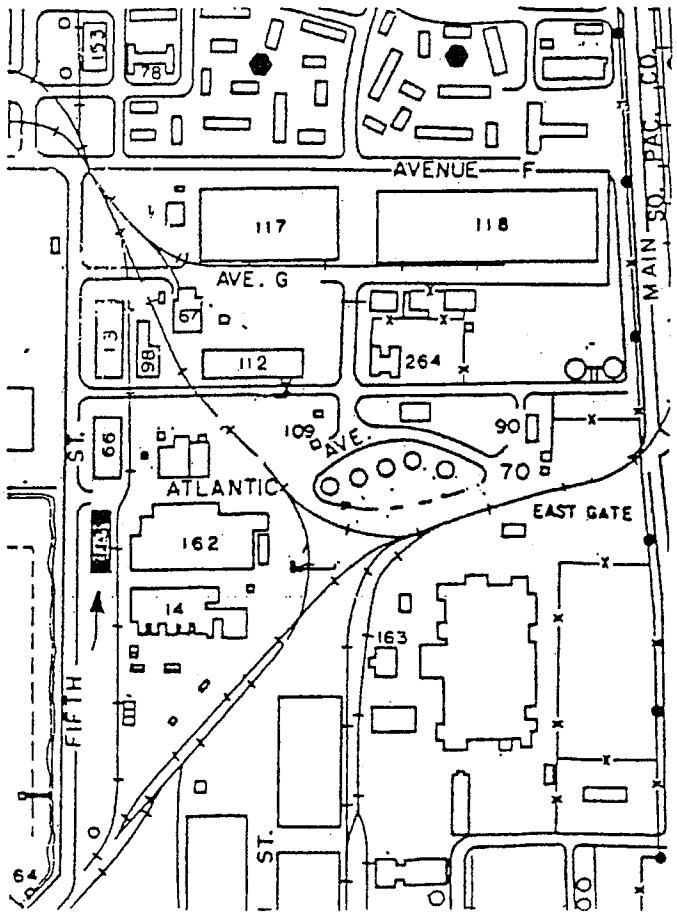
14. Construction date: 1943. Original location: yes
15. Alterations: none visible
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Nay bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Contest: Although Building 113 qualifies for the NAS Alameda Historic District under Criteron A because of its construction date of 1943, it is judged to be non-contributing because it is a building of no distinction by itself or as a type and, furthermore, is located in an area of the base which has undergone considerable change and thus no longer conveys a clear impression of the air station during the period of significance.

20. Sources: NAS Alameda
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 , By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Trinomial

Page 1 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 114

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 114 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: PW Office-Maintenance Shop

P2 e. Other Locational Data: 801 W. Ranger Avenue; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 114 is an irregular U-shaped building with two setbacks in the southwest and northwest corners. The building covers 76,895 square feet. It has a flat parapet roof, horizontal wood siding, and a concrete foundation.

South Wing: The south wing is two stories and rises to two and a half stories at the west end. The east end of the south wing has five pairs of six-light wood framed windows along its second story. The first floor has three shed roof door shelters and a gabled shed roof addition at the south end. From north to south the roofs shelter a set of double doors, a single door with a set of six-light windows adjacent to it, and a double door attached to a boarded up window opening (**Photograph 2**).

Beginning on the east end, the south side has an exterior metal staircase leading to a second story metal personnel door with attached six-light window. A pair of six-light windows follow on the second story above a boarded up doorway and windows. A building seam separates the building and is followed by two sliding windows on the second story and a single personnel door and adjacent boarded up window opening. A second building seam precedes the metal roll-up door with inset personnel door. The majority of the side is characterized by eleven double sets of four-by-seven windows spanning both stories. These irregularly spaced windows are interspersed with single metal personnel door and narrow boarded up window opening separate the sixth and seventh window bays. The seventh window is followed by a sliding door with four-by-four panels of which the top panels are glass. A personnel door separates the last window from the others. At this point the height of the building extends upward and this section is characterized by six wood framed two-over-two windows on the second story and two sets of three-by-three paired windows set in wood frames on the first floor.

The east end of the north side has a northward extension (**Photograph 3**). This section of the building is characterized by four-by-three windows interspersed with personnel doors with transom windows. There is a shed roof addition at the northeast corner of corrugating metal with a corresponding sliding door. Sliding doors are located on the north and west sides of the extension. The main section of the building is characterized by multiple shed roof additions of corrugated metal, which often shelter personnel entrances and windows. Fenestration includes both four-by-three and three-by-three wood framed windows interspersed among the sliding and personnel doors. Two of the sliding doors are wood paneled with inset personnel doors and the top row of panels is glazed. The third sliding door has the series of glazed panels but lacks the personnel door. Most of the individual personnel doors include transom windows. The western end increases in height and has a row of five wood framed, double hung windows in its second story. That corner also has a set of double metal personnel doors.

Southwest corner of the building has two setbacks, the first of which is two window bays deep and the second spans four window bays (**Photograph 4**). These setbacks are characterized by two-over-two wood framed windows. The first setback has a single metal personnel door on the second floor accessed by a metal exterior stairwell.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-010030 HRI# Trinomial

Page 2 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 114

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

West Wing: The west wing of Building 114 is two stories high and characterized by rows of wood framed, double hung windows on both floors (**Photograph 5**). The centralized main entrance is recessed within a shed roof extension supported by square wood posts. The entrance includes metal framed, glazed double doors flanked by fixed and transom lights.

The east side of the west wing is characterized by 15 double hung windows and three replacement casement windows and a centrally located metal louver vent all along the second story (**Photograph 6**). The first floor includes two-over-two windows interspersed among double metal personnel doors and single wood personnel doors, two of which have shed roof overhangs. Adjacent to one of the personnel doors is a set of mechanical equipment which extends up to the second floor. The north end of this side includes two small, boarded window openings.

Northwest corner of the building has two setbacks, the first is two window bays deep and the second is a series of six side by side windows deep (**Photograph 7**). The setbacks include rows of two-over-two wood framed windows on the first and second stories. The first setback also includes a metal exterior stairwell that leads to a metal personnel door on a second floor. The first floor has a metal personnel door, with a square transom window, in the corresponding location.

North Wing: The west end of the north wing is characterized by two-over-two wood framed windows along the second story and two pairs of nine light windows on the first floor (**Photograph 8**). An exterior metal staircase leads to the metal and glazed personnel door beneath the shed roof extension. The main section of the building lowers in height and includes a large series of pairs of four-over-seven wood framed windows interspersed with paneled sliding doors. The eastern section includes a divided paneled and glazed sliding door flanked by pairs of four-over-five wood framed windows.

The east end includes a flat roof, concrete addition. This has a central sliding door with inset personnel door and six five-over-four fixed windows. The addition also has a large metal pipe extending from the roof of the building.

The south side of north wing has a southern extension at its east end (**Photograph 9**). This section of the building is includes pairs of three-over-two and four-over-two wood framed windows among mostly boarded up personnel entrances. A large sliding door remains to the west with two-over-three glazing. The east end of the extension includes a second story window and fire escape platform. The west side of the extension includes large metal dust collector machinery, a small sliding door, and a three-by-three window. Fenestration along the main section of the south side includes three-by-four, three-by-three, three-by-five- and five-by-four windows with wood frames (**Photograph 10**). There are also four wood personnel doors, two with transoms, and one with a louver vent. Additionally, there are two boarded up former personnel door openings. This side has three sliding doors, two are metal and one wood with boarded up top panels. The west end of the wing rises to include five two-over-two windows in its second story.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Camera facing northeast, June 9, 2010.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: Camera facing northwest, December 16, 2009.

Photograph 3: North side of South Wing, camera facing southeast, October 8, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Photograph 4: Southwest setbacks, camera facing northeast, October 7, 2009.

Photograph 5: West Wing, camera facing east, October 7, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Photograph 6: East side of West Wing, camera facing northwest, October 8, 2009.

Photograph 7: Northwest setbacks, camera facing south, October 7, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Photograph 8: North Wing, camera facing southeast, October 7, 2009.

Photograph 9: South extension on North Wing, camera facing northeast, October 8, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Photograph 10: South side of North Wing, camera facing northeast, October 8, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 114, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Stolte, Inc. of Oakland constructed Building 114 in 1944 for a total cost of $246,621.23. This building housed the Public Works office and served as a maintenance building. Building 114 was part of the original station plans for NAS Alameda developed in 1939. The original building plans included a variety of maintenance shops along the first floor in the eastern portion of the building. The western end of Building 114 was divided into offices and supply rooms, and the second floor consisted of a series of smaller offices and storage rooms. In 1967, the main entrance to

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Building 114 was modified. This included the addition of wood-framed transom windows around a double door entry, this has since been changed to the metal-framed entrance currently on the building. Building 114 saw more unspecified alterations in 1991, which were likely internal changes since the building retains its original footprint and many of the windows and door appear to be original.[1]

Public Works included seven divisions including Administration, Engineering, Maintenance Control, Housing, Maintenance, Utilities, and Transportation. The Public Works Department was in charge of the design, construction and maintenance of public works project and utilities. This included material handling equipment, aircraft support equipment and the public units within the East Bay Navy Family Housing Complex. By October 1944 many of the shops within Building 114 were operable including a typewriter shop and a time keeping section. In addition, Public Works provided advanced courses in pipefitting, sheet metal and electrical instruction. In general, Public Works programs included base expansion measures, for example the 1952 runway modifications and new construction of the engine overhaul and repair shop were funded and run by the Public Works Department.[2]

In the late 1960s, efforts to consolidate areas resulted in the relocation of offices and shops into Building 114. The Housing and Maintenance areas closed their lawn mower shop and relocated the facilities into the Master Tool Room within Building 114. By 1968 the Wage and Classification and Special Programs Division and Employment Division has staff located within Building 114 as well as dispersed elsewhere on base. The Environmental Protection/Ecology Office was established in 1971 and was located in Room 203 of Building 114 as of 1979.

Restructuring on base dramatically increased during the 1970s and 1980s. By 1973 Public Works was one of the departments affected by the Shore Establishment Realignment, which reduced personnel ceilings in non-tenant operations. Following this change, the Public Works Department became the Public Works Center San Francisco Bay, which serviced for several Naval Facilities in the bay area. While Public Works continued to dominate Building 114, a few additional departments were moved out of the building beginning in the mid-1980s. In May 1985, The Naval Legal Services Office Detachment relocated from Building 114 to Building 1. Additional renovations to Building 1 resulted in the Environmental Office moving from Building 114 in 1993. The recent building card designates four major divisions within Building 114, which continued to be dominated by Public Works facilities. As of 2008, the Public Works Office and Maintenance Shop included a 2,127 square-foot office equipment and repair shop, a 30,606 square-foot public works shop, 29,568 square-foot public works maintenance storage, and administrative offices covered the remaining 14,594 square-feet.[3]

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[1]Building 114, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Bureau of Yards and Docks, U.S. Naval Air Station Alameda California Firehouse, Garage and Public Works Shop and Transmitter Building, General Plot Plan, Yards and Docks #133881, November 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda California; "43,575: June 1949, brought to date 4/25/74, Building #114," Building Plan, Aperture Card no. 43,575, BRAC PMO West Caretaker Site Office, Treasure Island; "43,574: June 1949, brought to date 3/1974, Building #114 First Floor Plan," Building Plans, Aperture Card No,m 43,574, BRAC PMO West Caretaker Site Office, Treasure Island; "43,579: June 1949, to date 4/3/1974, Building #114, Second Floor Plan," Building Plan, Aperture Card no. 43,576, BRAC PMO West Caretaker Site Office, Treasure Island; "959,663: 2/7/1967, NAVFAC Modification to the Main Entrance Door of Building No. 114," Building Plans, Aperture Card no. 959,663, BRAC PMO West Caretaker Site Office, Treasure Island; United States Navy, Internet Naval Facilities Assets Data Store (iNFADS), 2008.

[2] United States Navy, *1971 Command History*, Command History 1971 folder, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); Trudy Forster, "The Public Works," *The Carrier*, 20 October 1944; "Air Facilities Dominate '51 – '52 Public Works Programs," *CEC Bulletin* Vol.6 No. 4, April 1951, 108-110.

[3] United States Navy, *1968 Command History, 1973 Command History, 1974 Command History, 1975 Command History, NAS Alameda*, Command History 1968, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968 to 1997, RG 181, NARA (San Francisco); United States Navy, *1967 Command History*, Command History 10 of 25 folder, Box 1 of 2, 5757-

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 114 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[4] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the building were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[5] These are detailed on the attached sheets, and include wood drop siding, flat roof, horizontal orientation, steel industrial sash and remaining wooden sash windows.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 114, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 114 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010

1b, Naval Air Station Command History, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco); United States Navy, Internet Naval Facilities Assets Data Store (iNFADS), 2008.

[4] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

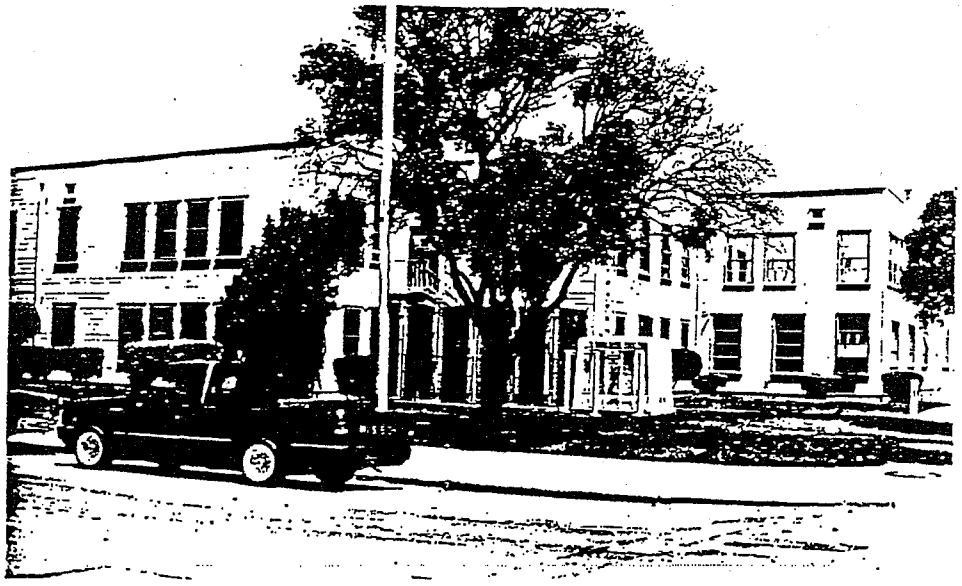
[5] Stephen Mikesell, *Guide to Preserving the Character of the Naval Air Station Alameda Historic District*, prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Bruno (1997).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1. Historic/Current name: Building 114, Public Works/ Maintenance Shop
3. Street: Third St., **NAS Alameda Map** M-25 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION
6. Property category: District Number of resources documented: 85

7. Existing condition: a two-story, wood frame building clad in weatherboard siding with a flat, parapeted roof and a U-plan. There are a variety of openings on both levels, including wooden doors on both levels and metal doors for vehicles; typical windows are metal-framed with multi-light hopper sash. The exterior has had some alterations but integrity is still high.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 114

HISTORICAL INFORMATION

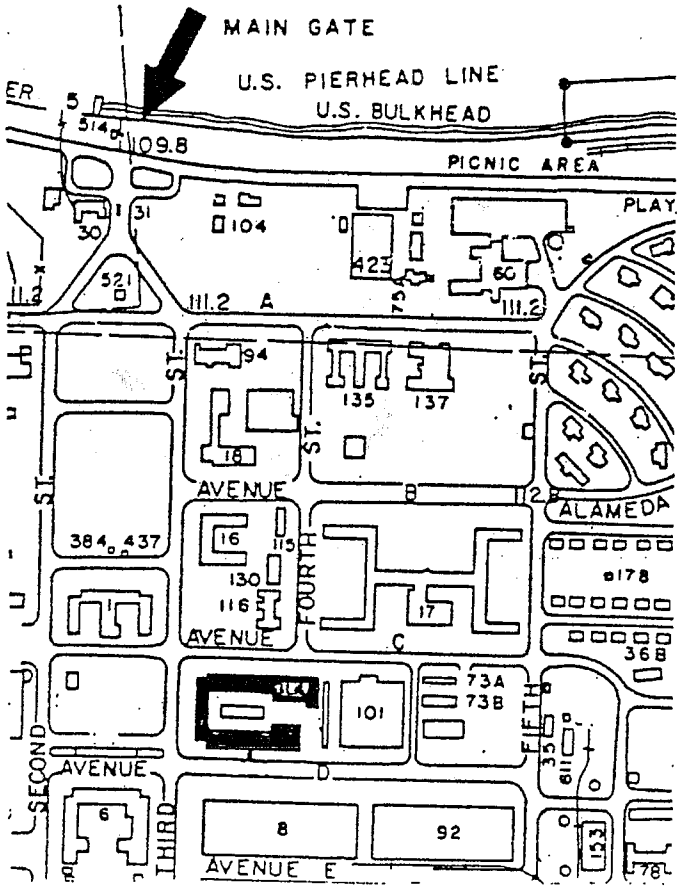
14. Construction date: 1944 Original location; yes
15. Alterations: minor exterior alterations to openings
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic Attributes: military property - 34

SIGNIFICANCE AND EVALUATION

19.Theme: The development of U.S. Navy bases in the S.F. Bay area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Building 114 contributes to the NAS Alameda Historic District because it was built in 1944 as part of the central core of buildings and has served as the Public Works facility since that time. Under Criterion C, the building is represectative of the utilitatian, semi-permanent class of buildings that is common on the base and, despite some exterior alterations, retains a high degree of integrity. The building is also located in an area that retains a strong impression of the naval air station during the period of significance.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: 1990
24. Survey type: visual inspection
25. Survey name: 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010031
HRI#
Trinomial

Page 1 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 115

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 115 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Ambulance Garage

P2 e. Other Locational Data: 2601 Todd Street; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 115, measuring 2,784 square feet, has a rectangular plan clad in drop wood siding with a flat parapet roof with metal coping at the top of the parapet walls. The south wall is plain. The east wall has six one-car garage bays with replacement roll up doors facing Todd Street (**Photograph 1**). To the north is a group of three two-over-two double hung wood windows with a three light wooden door with a shed roof wooden porch with wooden posts at the north end (**Photograph 2**). The north wall a pair of two two-over two double hung wood windows with two small louvered vents above (**Photograph 3**). The west wall has two replaced wooden personnel doors with a wooden shed roof porch and wooden braces. Fenestration includes a boarded up window with louvered vent above, and five single pane wood hopper windows with four louvered vents below (**Photograph 4**). All doors and windows are wood framed.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and M. Bunse, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010031
HRI#
Trinomial

Page 2 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 115

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Southeast corner, camera facing northwest, September 25, 2009.

Photograph 2: East entrance detail, camera facing southwest, September 25, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Primary # P-01-010031
HRI#
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Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 115

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: North side, camera facing southeast, September 25, 2009.

Photograph 4: West side, camera facing southeast, September 25, 2009.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 115

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: 1945 photograph of Building 115.[1]

B10. Significance:

This update form was prepared to provide additional information about Building 115, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Contractors Johnson, Drake and Piper constructed Building 115 in 1944 as a semi-permanent ambulance garage to serve the adjacent Dispensary (Building 16). It continued with its original use until the 1970s when it was relegated to a vehicular garage. More recently is has been used for office and storage space. [2]

[1] US Navy, 1954 NAS Alameda Yearbook**,** Oakland History Room, Oakland Public Library, Oakland, California.

State of California — The Resources Agency **Primary #** P-01-010031
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 115

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 115 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[3] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. The architectural significance of Building 115 was recorded by the previous studies (attached).

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 115, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 115 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse and H. Norby

***Date of Evaluation:** January 2010

[2] Building 115, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; United States Navy, *P-164*, 1974; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 12: The Medical and Commercial Zone; Alameda Point, Alameda, California," January 2001.

[3] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

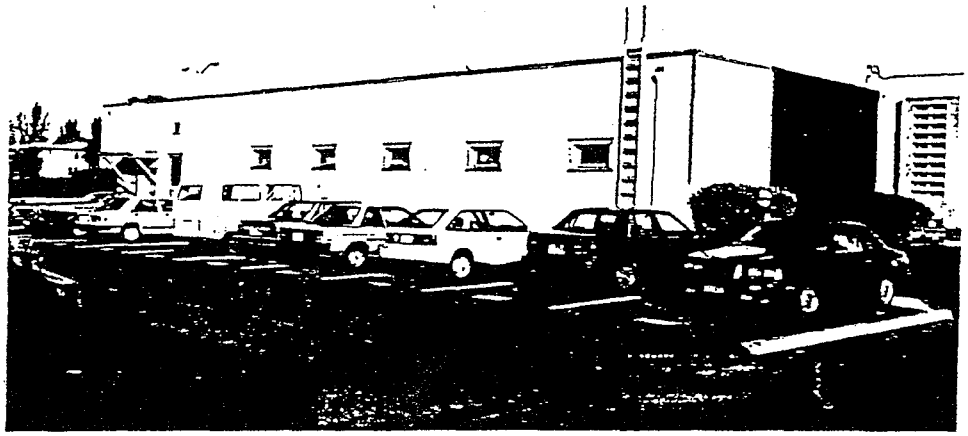
1. & 2. Historic/current name: Building 115, Ambulance Garage
3. Street: Fourth St. NAS Alameda Map L-24 **City:** Alameda **Zip:** 94501
County: Alameda **Code:** 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W112215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story wooden building with a parapeted, flat roof and a rectangular plan, 50 ft. by 92 ft. and 30 ft. high. The east side of the building has seven wooden garage doors with five square lights and a wooden entrance door; the west side has five small wood-framed windows with single hopper sash and three wooden entrance doors sheltered by a pent roof. The building appears unaltered and in good condition.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

NAS ALAMEDA Building 115



HISTORICAL INFORMATION

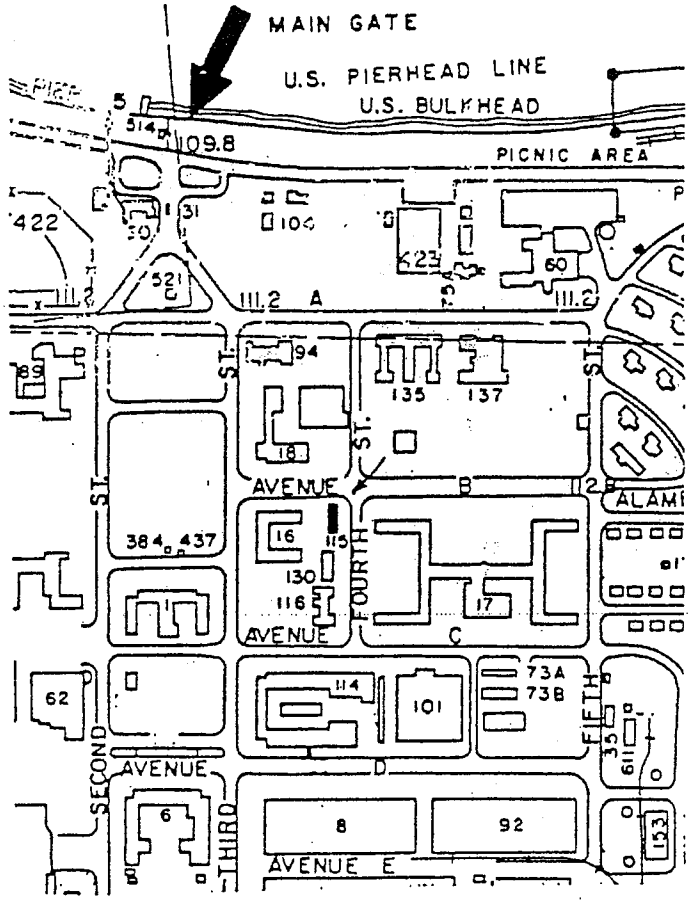
14. Construction date: 1943 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District. Context formally developed: yes

19. Context: Building 115 contributes to the NAS Alameda Historic District under Criterion A because it was built during the period of significance in the central core of the air station and is associated with the adjacent Medical Clinic, Building 16. Under Criterion C it is representative of the utilitarian type of wooden construction common on the base.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 227 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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CONTINUATION SHEET **Trinomial**

Page 1 **of** 4 ***Resource Name or #** (Assigned by recorder): Building 116
***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 116 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Rehabilitation Center

P2 e. Other Locational Data: Fourth Street and Avenue C on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 116 is a one-story building with a roughly "I"-shaped footprint covering 7,178 square feet. The building has a flat roof with a metal flange. The building has horizontal wood siding with horizontal grooves, and rests on a board-formed concrete foundation. There are small rectangular louvered vents in the parapet and the concrete foundation. On both the north and south sides of the building there are nine, wood two-over-two evenly-spaced windows.

A small central wing between the north and south wings distinguishes the west side of the building. On the north wing, there are three windows – one permanently boarded up and two temporarily boarded up. On the west face of the northern wing, there are wooden stairs leading to a small porch and a single, boarded-up door. Above the door is an asphalt roll shed roof supported by a knee brace, and adjacent to the door is a single, boarded up window. On the south face of the northern wing, there are three one-over-one wood-frame windows. The southern wing of the west side is similar to the northern wing, with the three one-over-one wood-frame windows appearing on the wing's north face. In the central wing, there are two windows on the south face and one window on the west face; on the north face, wooden stairs lead to a solid wood door. Between each of the three wings, there are four one-over-one wood windows – all of which are boarded up.

On the east side of the building, the features of the northern and southern wings are identical to the features on these wings on the west side of the building. The east side lacks the small central wing that can be found on the west side. Instead, there are three pairs of two-over-two wood frame windows centrally located. On either side of the three pairs of windows are two pairs of panned window doors covered with a shed roof supported by a knee braces. Wooden stairs led to both of these doors.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and M. Bunse, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southeast, September 25, 2009.

Photograph 2: Camera facing northwest, September 25, 2009.

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B10. Significance:

This update form was prepared to provide additional information about Building 116, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Contractors Johnson, Drake and Piper constructed Building 116 in 1943 as a semi-permanent barracks for corpsmen. Between 1943 and 1950 the building was classified as a lecture hall and courses held included an intelligence course for combat training of Officers and Enlisted Men and Photo Interpretation. An Apprentice School was housed in the building until it relocated to Building 101 in March 1950. In the 1960s the building was used as a driving school. In 1964 the Bureau of Naval Personnel began funding a high school driver education program for young military personnel who did not have the opportunity to take drivers training before entering the service. This was the first such training course provided on a naval base in the northwestern United States. In the 1970s the building became the Alameda Counseling and Rehabilitation Effort (CARE), which provided drug and alcohol counseling, rehabilitation, and education for Navy personnel. The center's services, however, were not limited to substance abuse prevention. Over the years the building served as a sort of community center, providing training workshops, individual and group counseling, crisis intervention, referral services, a reference library, and a place for various groups, including 12-step anonymous groups, a place to meet.[1]

[1] Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings*, July 1945, Box 232, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme; Building 116, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data*, NAVDOCKS *P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California, 2976; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5 , Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California, 7192; United States Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 January 1950 - 30 June 1950, 1 Oct 1963-30 Sep 1964*, Command History 7 of 25, 1 Oct 1960-30 September 1964, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco);US Navy, *Naval Air Station, Alameda, Command History 1979*, Unlabeled Folder contains 1978 and 1979 Command Histories, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco), 115.

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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder): Building 116
***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 116 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[2] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. The architectural significance of Building 116 was recorded by the previous studies (attached).

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 116, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (Criterion A / CRHR Criterion 1), or an historically significant individual of that era (Criterion B / CRHR Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 116 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010

[2] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1.Historic/Current name: Building 116, Rehabilitation Center
3.Street: Fourth St. & Ave. C, **NAS Alameda Map** L-25 City: Alameda Zip: 94501
County: Alameda Code: 001
4.UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION
6. Property category: District Number of resources documented: 85

7. Existing condition: a one-story, wood-frame building, 234 ft. long, clad in weatherboard siding with a flat, parapeted roof and an irregular, key-shaped plan. The building has wooden entrance doors; typical windows are wood-frame with 4-light, hopper sash.

8. Planning agency: WESTNACFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Zoning: none
12. Threats: none

HISTORICAL INFORMATION

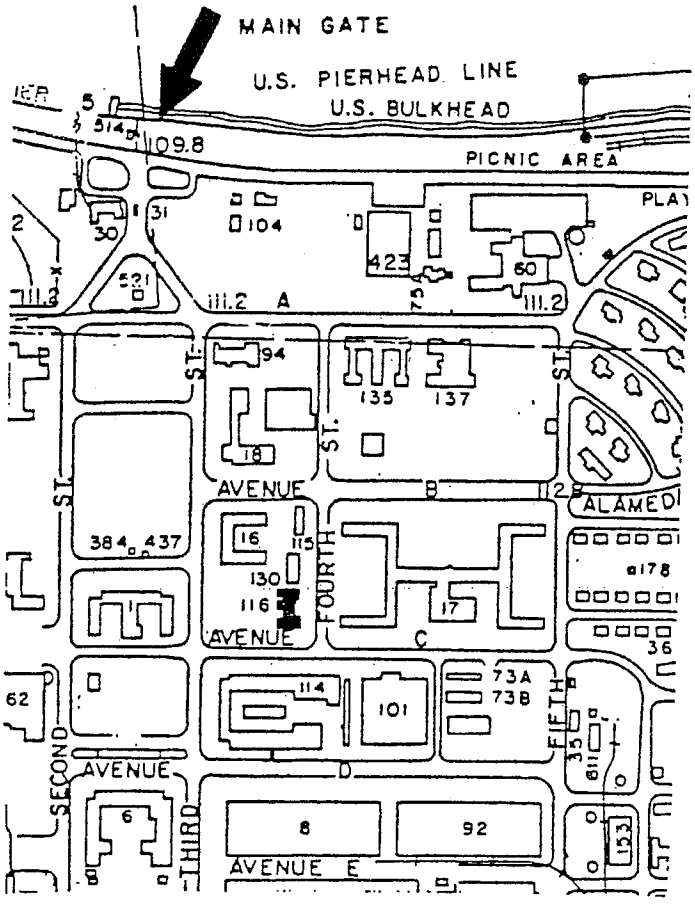
14. Construction date: 1943 Original location: same
15. Alterations: none

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 116, the Rehabilitation Center, contributes to the NAS Alameda
Historic District under Criterion A because it was built in 1943 as part of the central core of buildings on the base and continues to serve its original function. Under Criterion C, the building is typical of the utilitarian, semi-permanent class of structures common on the base and is unaltered. It is located in an area that still conveys a strong impression of the air station during the period of significance.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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Page 1 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 117

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 117 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

P1. Other Identifier: Storehouse

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 117 is a large rectangular warehouse covering 106,403 square feet. It has a moderate pitched, front gable roof of composited rolled material. The building is divided into three parts with two dividers extending through the roof. Rising from the concrete foundation are vertical grooved metal siding walls with coordinating corner boards. There is a metal addition of bays along the north side. Wood posts support the shed roof extension. Some of the bays have been boarded over or have corrugated metal sheets to enclose them. The east and west sides include large metal roll-up doors and an adjacent metal personnel door. The south side shows the division of the building into three distinct parts. The western section includes a sliding wood panel door and a metal and glass door under a shed roof. The middle section includes two sets of paired three-over-three double hung windows, a single three-over-three double hung window, and two six-over-six double hung windows. There is an adjacent metal personnel door and wood paneled sliding door, all of which is located under a shed roof extension. The eastern section has no fenestration.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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P5a. Photographs:

Photograph 1: Camera facing northeast, October 15, 2009.

Photograph 2: Showing open bays, camera facing southwest, October 15, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 117, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and original construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon and Seaplane Hangars, in an area that was not in within the station's original design axial and formal layout. In 1941 the Navy began construction of Building 13. The following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98) along with the shipping warehouse (Building 105, since demolished). Building 112 was built in 1944. Contractors, Cahill Brothers of San Francisco constructed Building 117 in 1943 as a semi-permanent warehouse. In 1953 contractors Anderson-Haglund Company added a lean-to shelter to the north side of the building for the Supply Department. In 1965 the building was converted to pallet rack storage for bulk material to increase the storage capacity and accessibility of material in the warehouse.[4]

Evaluation

Building 117 was part of the original period of construction on the station, and falls within the period of significance of the district: 1938-1945. Although Building 117 is associated with the district's significance under NRHP Criterion A (CRHR Criterion 1) for its contribution to the nation's defense during World War II, the alterations to the area of the station where the building is located prevent it from conveying its association with the World War II context. Furthermore, Building 117 lacks individual integrity and the utilitarian building style prevents Building 117 from conveying any architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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.
>
> … 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.[5]

[3] 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.

[4] Building 117, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; "Public Works Busy on Contracts," *The Carrier*, 20 July 1951; US Navy, *History of the U.S. Naval Air Station, Alameda, California*, 1 April 1965-30 September 1965, Command History 8 of 25, Box 1 of 2, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 8.

[5] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.

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The buildings considered not eligible as contributing elements of the district were either built outside the period of significance or those built within the period of significance (i.e., post-1945), or those built within the period of significance that had lost integrity through alteration. Building 117 was placed in the latter category because the buildings were so altered through multiple changes over time that they do not contribute to the district.[6] Early plans for the 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, the salvage facility, the locomotive repair shop, storage (like Building 117), and engine test cells. Research undertaken for this project in building plans, base maps, and aerial photographs indicates that while the buildings were originally constructed during the period of significance, many exterior and interior changes have been made since that time. A shed roofed addition was added to the northern side of the building in 1953 diminishing the integrity of design, materials, feeling and association. Removal, alteration and replacement of other buildings in the area have impacted the integrity of setting, feeling and association. Building 117, therefore, does not convey its association with NAS Alameda operations during World War II, and is not a contributing element of the historic district.

The history of the station during the Cold War illustrates that Building 117, 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 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, or man in space sites. Nor did they play a historically significant role in Naval 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.[7] Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 117, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it lacks 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Building 117 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** C. Miller; C. Brookshear; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

[6] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 117.
[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

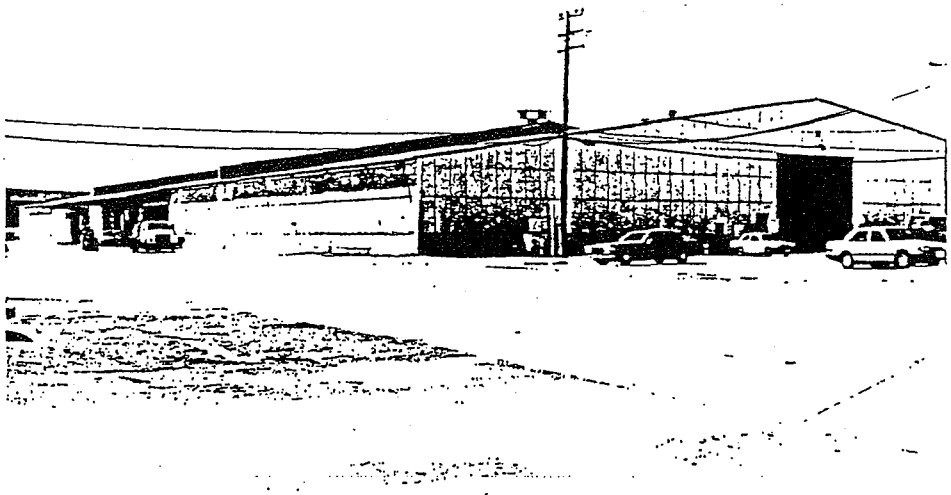
1. & 2. Historic/Current name: Building 117, storehouse.
3. Street: Between Ave. F and Ave. G, **NAS Alameda Map** City: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85

7. Existing condition: a one-story, rectangular building, 462 ft. long, 200 ft. wide, and 34 ft. high, with a low-pitched gable roof and corrugated metal siding. Large, metal sliding doors are set in the ends; a variety of openings occur randomly in other parts of the building, but most of the wall-area is blank.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

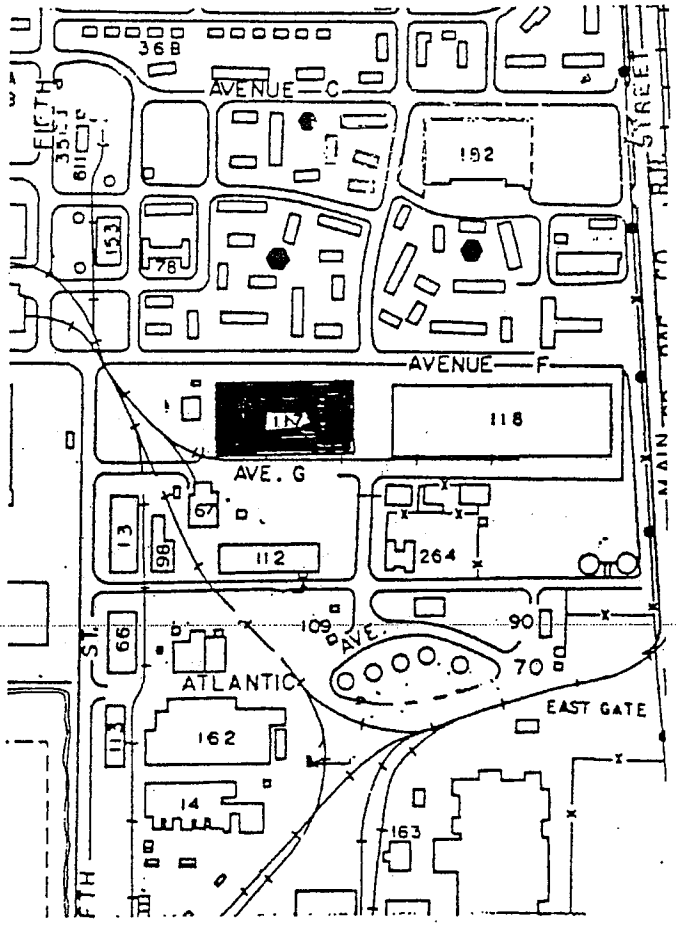
14. Construction date: 1943 Original location: yes
15. Alterations: no major alterations, but the building was damaged during the Oct. 1989 earthquake.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 117 is judged not to contribute to the NAS Alameda Historic District despite its date of 1943, both because it sustained damage during the 1989 earthquake and because it is a undistinguished example of a common building type located in an area that has been much altered and no longer conveys a clear impression of the base during the period of significance.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural HIstorian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



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Page 1 **of** 8 ***Resource Name or #** (Assigned by recorder) Building 118

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 118 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Storehouse

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 118 is a large rectangular warehouse covering 170,849 square feet. It has a moderate pitched gable roof of rolled composite material with raised skylights in the western portion. The building is divided into four sections and has a shed roof addition to the north. The west side has a large metal roll-up door and an adjacent metal personnel door **(Photograph** 1).

The south side shows the clear division into four sections **(Photograph 2)**. The first section, furthest west, has a double metal louvered door with louver vents. A large sliding door rests under a shed roof extension, a second smaller shed roof extension above the adjacent metal personnel door. The second section includes a sliding wood door, a louvered vent, a boarded window opening, and a shed roof extension over two large boarded window openings, a sliding door with an inset personnel door and adjacent metal personnel door. Beneath the rooftop division between the second and third sections are two boarded up doorways with shed roofs above them. The third section has a small shed roof over a single metal personnel door. It is followed by a raised concrete walkway covered by a flat, shingled, metal roof supported by square posts. The roof addition covers a series of unevenly spaced, boarded-up door openings. Seven single doors are unevenly spaced along the south side and one window section is now faced in faux brick. The east end of the third section also has build-in planters and a seating area outlined by vertical wood fencing. The covered walkways extend through the fourth section of the south side, breaking briefly for a reversed shed roof extension over the main entrance of double doors. The are seven additional single doors and two more double door sets along this section. The main entrance has a partially tiled concrete ramp and is flanked by similar planter boxes.

The covered walkway from the south side wraps around to cover almost half of the east side of Building 118 **(Photograph 3)**. The east side also includes five single doors, two double doors, and one window. Two vents are located above the flat roof line and a large vent is further north. The far north side shows two shed roof additions, the first is metal siding with a six light window and the second is a wood addition with a boarded-up doorway and a vent.

The wood addition runs the length of one section of the building's north side **(Photograph 4)**. The wood addition is on top of a concrete pad, with vertical wood siding and a boarded up doorway. There is a central recessed section that includes a set of double metal doors. West of the recessed doorway is another boarded-up doorway as well as boarded-up vents. The west side of the extension has a small ground level door and boarded-up vent. The second section of the north side has vertical wood siding with a vented double metal door and two single doors next to an external fan unit. The remainder of this section includes a series of unevenly spaced single and double doors and vents. The last two sections on the north side include open bays supported by square metal posts **(Photograph 5)**. Near the western end is a section of plywood that covers two of the bays. Some of the bays in the last section include rolled-up overhead metal doors.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011164
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Page 2 **of** 8 ***Resource Name or #** (Assigned by recorder) Building 118

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Camera facing northwest, showing west side, October 15, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: Camera facing northwest, showing south side, October 15, 2009.

Photograph 3: Camera facing northwest, showing east end, October 15, 2009.

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 4: Camera facing southwest, showing north side, October 15, 2009.

Photograph 5: Camera facing southeast, showing north and west sides, October 15, 2009.

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Page 5 **of** 8 ***Resource Name or #** (Assigned by recorder) Building 118

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 118, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and original construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon and the Seaplane Hangars, in an area that was not in within the station's original design axial and formal layout. In 1941 the Navy began construction of Building 13. The following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98) along with the shipping warehouse (Building 105, since demolished). The warehouse Building 117 was built in 1943 and Building 112 was constructed in 1944. Contractors, Cahill Brothers of San Francisco constructed Building 118 as a semi-permanent warehouse in 1944. Stock Upkeep, which was in charge of structural spares, moved their storeroom to the building upon completion. The Requisition and Order Section also established their main office in the building.[4]

In 1965 and 1966 many changes to the building occurred with the addition of the new Navy Exchange and Retail Service center constructed by Wilco Construction Company of San Francisco. Previously located in Building 2, the new Exchange included a retail store, barber shop, beauty shop, tailor shop, laundry and dry cleaning outlets, watch repair, optical, personnel services center, cafeteria, and beverage outlets. General offices were located adjacent to the prior existing service station, garage, and Green Thumb and Country store. The 48,000 square foot Exchange was the largest under one roof in the continental United States.[5] In 1966 the Navy Exchange warehouse was relocated from Building 361 to the new 23,000 square foot warehouse adjacent to the Exchange complex in Building 118 and 72,000 feet of warehouse space was released to Navy Transportation Coordinating Office (NAVTRANSCO). In the late 1960s and early 1970s the retail center and shops within were remodeled and an additional 10,000 feet was added to the main retail store to house additional shops such as a photo studio, a uniform shop, additional clothing departments, self-service department flower shop, sewing center, television repair, and others. In 1975 a loading dock was constructed for $16,500.[6]

The mission of the Navy Exchange was to provide a convenient and reliable source for authorized persons to purchase, at the lowest practicable cost, articles and services required for their well-being and contentment; to provide, through profits, a source of funds to be used for the welfare and recreation of Naval Personnel; and to promote the morale of the command through the operation of a well-managed, attractive and serviceable Exchange. The Exchange was composed of 15 separate functional departments, each of which contributed individually to the

[3] 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.

[4] "Stock Upkeep Established in Bldg. 118," *The Carrier*, 2 June 1944.

[5] US Navy, *History of the U.S. Naval Air Station, Alameda, California*, 1 April 1965-30 September 1965, Command History 8 of 25, Box 1 of 2, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 17-Addendum to Section 9, Part 1

[6] US Navy, *History of the U.S. Naval Air Station, Alameda, California*, 1 April 1966-30 September 1966, Command History 8 of 25, Box 1 of 2, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 8-Addendum to Section 9, Part 1; US Navy, *Naval Air Station, Alameda, Command History 1973*, Unlabeled Folder contains 1973 Command History, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco), 10; US Navy, *Naval Air Station, Alameda, Command History 1969*, Command History 1969, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco), 17-2; US Navy, *1975 Command History*, 6, Unlabeled folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco).

achievement of the overall mission of the Exchange. Each manager was responsible for operation of the department at the Alameda Exchange as well as the operation of the same department at all of the branches including NAS Concord, Naval Regional Medical Center Oakland, NCS Stockton, Naval Station Treasure Island, NAS Fallon, Nevada, and a store at Naval Radio Station Dixon.[7]

Evaluation

Building 118 was part of the original period of construction on the station, and falls within the period of significance of the NAS Alameda Historic District (1938-1945). Although Building 118 has some association with the district's significance under NRHP Criterion A (CRHR Criterion 1), the alterations to the area of the station where the building is located prevents it from conveying its association with the World War II context. Furthermore, Building 118 lacks individual integrity and the utilitarian building style prevents Building 118 from conveying any architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated,

> 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.
>
> … 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.[8]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alterations. Building 118 was placed in the latter category because the area where the building is located was so altered through multiple changes over time that it no longer conveyed the impression of the early air station and did not contribute to the district.[9] The building itself has been heavily modified with the addition of the Exchange in 1965-1966 and no longer appears as it did at its period of construction. Early plans for the 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, the salvage facility, the locomotive repair shop, storage (like Building 118), and engine test cells. Research undertaken for this project in building plans, base maps, and aerial photographs indicates buildings within the location have been relocated, altered, and new buildings constructed during the Cold War period. The area, which includes Building 118, therefore, does not convey its association with the context of World War II, and is not a contributing element of the historic district.

[7] US Navy, *1967 Command History*, Command History 10 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco), 23-1; US Navy, *Naval Air Station, Alameda, Command History 1974*, Unlabeled Folder contains 1974 Command History, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco), 66.
[8] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[9] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 118.

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DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 8 **of** 8 ***Resource Name or #** (Assigned by recorder) Building 118

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval 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.[10] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 118, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Building 118 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** C. Miller; C. Brookshear; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

[10] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

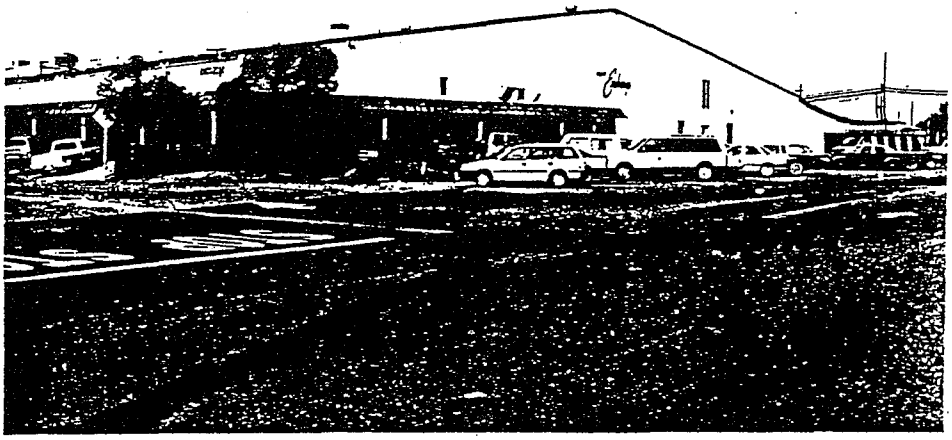
1. & 2. Historic/Current name: Building 118, Exchange and storehouse.
3. Street: Between Aves. F & G, **NAS Alameda Map** O-31 City: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85

7. Existing condition: a one story, rectangular-plan building, 742 ft. long by 200 ft. wide, and 34 ft. high., with a gable-roof and corrugated metal siding. Covered walkways with wood posts wrap around the SE and NE corners of the building. A variety of openings occur at random around the building envelope.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

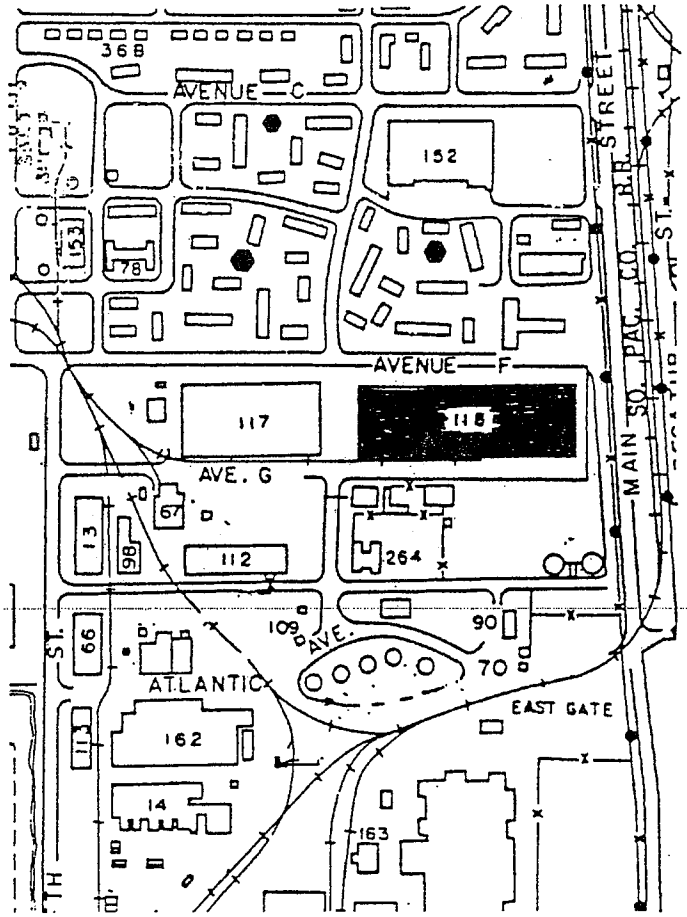
14. Construction date: 1944. Original location: yes
15. Alterations: Many exterior alterations to openings and additions of covered walkways; earthquake damage from Oct. 1989.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy base in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 118 is judged not to contribute to the NAS Alameda Historic
District despite its date of 1944, because it is an undistinguished example of a common buidling type that has been much altered over time. Furthermore, the building is located in a much changed area that no longer conveys a clear impression of the base in the period of significance.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011165
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 119

P1. Other Identifier: McDonalds

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 119 was constructed in 1985 and covers approximately 4,700 square feet. There is a mansard roof covered in composition shingles with open eaves. It has an irregular rectangular footprint with concrete walls and a knee-high brick apron which surrounds the building. The building has anodized plate glass windows and personnel doors which are boarded **(Photograph 1 and 2)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, December 11, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1985, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. McMorris and R. Flores
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 12/11/09

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 119

B1. Historic Name: McDonalds
B2. Common Name: McDonalds
B3. Original Use: McDonalds B4. Present Use: Not in use
***B5. Architectural Style:** Commercial/Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1985

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

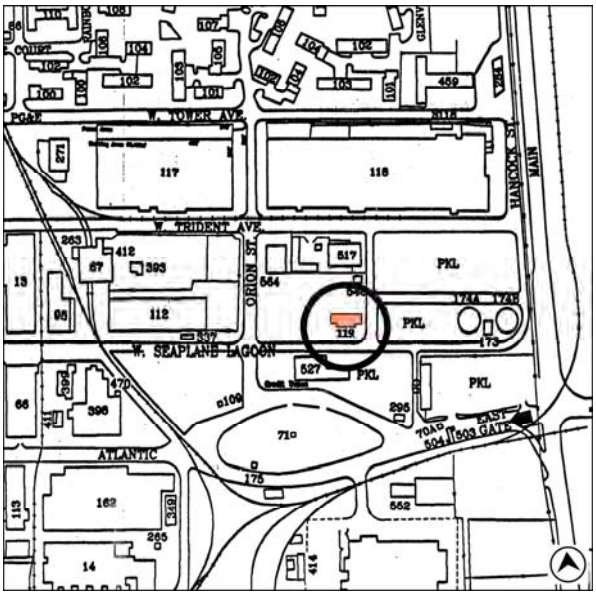
Building 119 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** C. McMorris and H. Norby

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011165
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 119

***Recorded by:** C. McMorris and R. Flores ***Date:** December 17, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 119 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

The Navy Exchange had Building 119 constructed in 1985 in what used to be a parking area for the surrounding shops. The building served as a McDonald's Restaurant from the time it opened in 1985 until the base closed.[1]

Evaluation

Building 119 was built during the last decade of Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval 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. [2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building retains some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development

[1] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 8: The North Central Recreational Zone; Alameda Point, Alameda, California," January 2001; "Gala Grand Opening of McDonald's Onboard NAS," *Carrier*, September 6, 1985.
[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Primary # P-01-011165
HRI#
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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 119

***Recorded by:** C. McMorris and R. Flores ***Date:** December 17, 2009 ☒ **Continuation** ☐ **Update**

of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for buildings constructed during the 1980s at naval stations and commercial construction in general during at that time (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while this McDonald's restaurant served a beneficial function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing southeast, December 16, 2009.

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Primary # P-01-010033
HRI#
Trinomial

Page 1 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 130

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 130 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Medical Lab, Low Pressure Chamber

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 130 is a 10,248 square-foot, two-story rectangular building set upon a concrete foundation. It has a flat, parapet roof that is accessed via an exterior wood stairway and metal extension ladder on the south side. The walls are clad in smooth horizontal wood siding with corner boards. Located on the east façade is the main entrance consisting of a single aluminum-framed glazed door with metal pipe railing. The remaining windows consist of two-over-two metal-framed lights along the second story, the first story windows on the east side are boarded up **(Photograph 1)**. The north side includes an exterior metal staircase to the second-story metal personnel door, which is flanked by additional two-over-two windows **(Photograph 2)**. In the west corner of the north side is a freight door with four vertical panels and four remaining textured glass windows in the upper portion. The other personnel door on the first floor of the north side is boarded up. The west side includes a series of windows on the second story similar to the main façade, with them situated as singles or in pairs. The first story has multiple boarded up windows including six window opens on the southern end that are half the height of the others. There is one slightly offset boarded personnel entrance with a concrete stoop. North of the door opening is metal vent structure. The south side includes the external wooden staircase. The second story has four sets of windows, some of which are missing panes. A double metal personnel door is located in the lower east end of the south side and it has metal machinery adjacent to it that connects to the building with metal piping running to the roof.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and C. Brookshear, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing northwest, December 16, 2009.

Photograph 2: North end, camera facing southwest, December 16, 2009.

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Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 130

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Camera facing northeast, September 25, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 130, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

In 1951 the Altitude Training Unit was reactivated and Building 130, the low pressure chamber, underwent reconversion and served all Fleet Air Units in the Twelfth Naval District, ships in the Bay Area, and NASA flight personnel. The Altitude Training Unit conducted a program of oxygen and night vision indoctrination of flight

personnel at the base. Later called the Aviation Physiology Training Unit, it was deactivated in 1961 and moved to NAS Lemoore. The Enlisted Personnel office was located in the building in the 1950s.[1] In 1972 a quarter of the building housed the Thrift Shop (Sea Bag) which moved from Building 135. In 1974 the building also contained a 2,784 square foot laboratory and 5,240 square feet for applied instruction.[2]

In the late 1950s a Disease Vector Control Center was established at Alameda and in the early 1970s the name was changed to DVECC. In the 1990s, DVECC occupied Building 130. The mission of the DVECC was pest management, pesticide evaluation, dispensing pesticide equipment, collecting information on significant pests in the area of command, and conducting local and on-site training to properly administer pesticides. This included preventive measures of disease like malaria, dengue fever, and Lyme disease through the eradication of mosquitoes and other disease carrying insects. DVECC on NAS Alameda served the United States from west of the Mississippi to the Indian Ocean. DVECC later moved to Bangor, Washington.[3]

Evaluation

Building 130 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[4] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. The architectural significance of Building 130 was recorded by the previous studies (attached).

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[5] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure at NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 130, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (Criterion A / CRHR Criterion 1), or an historically significant individual of that era (Criterion B /

[1] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1958*, Command History 6 of 25, 25 July 1959, Box 1 of 2, 5757-1b, Naval Command Histories, 27 Volumes, 1940-1992, RG 181, NARA (San Francisco), 17; US Navy, *Command History 1 Oct 1961- 31 Mar 1962 Part IV*, Command History 7 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco), 6; US Navy, *Alameda Naval Air Station Introductory Brochure*, 1958, Box 2 of 22, 5757-1b, RG 181, NARA (San Francisco), map page at end.

[2] US Navy, *P-164*, 1974, Box 67, RG 8, CEC/Seabee Museum, NBVC, Port Hueneme, California.

[3] US Navy, *1992 NAS Alameda Base Directory*, Box 2 of 22, 5757-1b, RG 181, NARA (San Francisco), 38; Kaylee LaRocque, "Local Command Keeping Sharp Eye on Insects, Disease," *Jax Air News*, June 6, 2002, http://www.jaxairnews.com/stories/060602/mil_bugs001.shtml.

[4] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

CRHR Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War Era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 130 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse and H. Norby

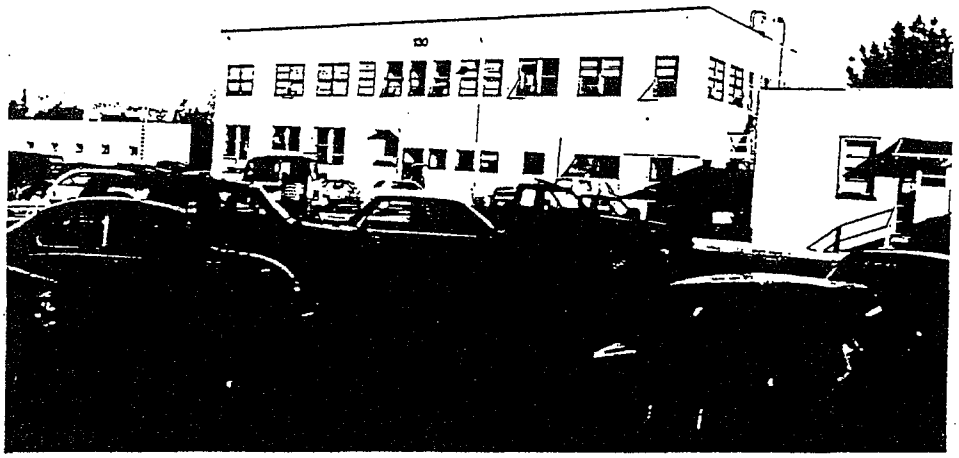
***Date of Evaluation:** January 2010

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1. & 2. Historic/Current name: Building 130, Medical Lab
3. Street: Fourth ST. **NAS Alameda Map** L-24 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION
6. Property category: District Number of resources documented: 85

7. Existing condition: a two-story, wood building with weatherboard siding, a flat, parapeted roof and a rectangular plan, 102 feet by 50 feet. Wooden entrance doors are located on the first and second stories; the latter are reached by metal stairs with metal railings. Typical windows are single and paired metal, hopper sash with two-over-two lights. Minor alterations have been made to the openings; the condition of the building is good.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of owndership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 130

HISTORICAL INFORMATION

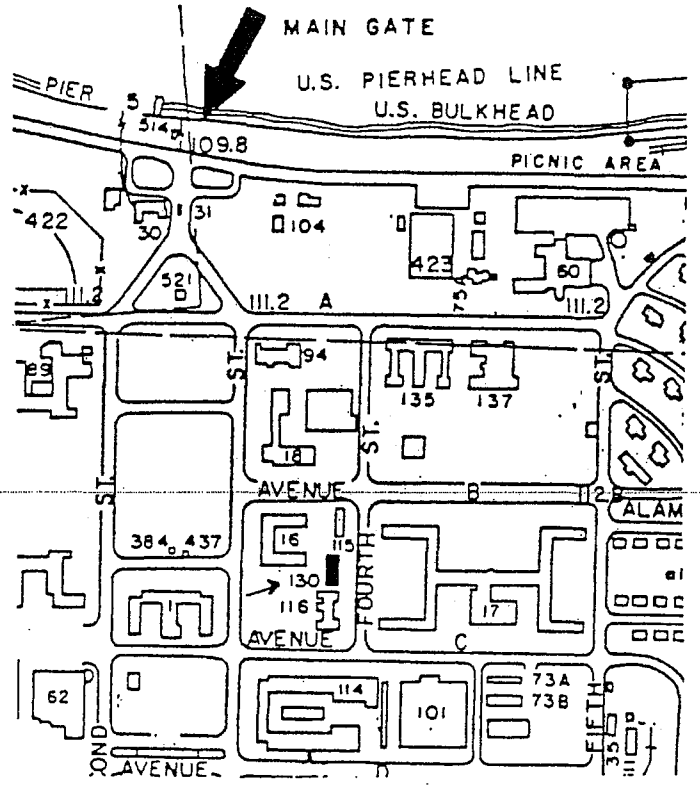
14. Construction date: 1944 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 130, a Medical Lab, contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1944 in the central core area, which still conveys a strong impression of the air station during the period of significance. Under Criterion C, the building belongs to the semi-permanent class of wooden structures on the base and is representative of a type in terms of its roof, materials, and fenestration, that is found in the area, as, for example in Building 116 next door.

20. Sources: NAS Alameda
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011166
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 133

P1. Other Identifier: Radio Receiver Building

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 133 is a 586-square-foot building with a square plan. It has a flat roof with a wide overhang. The walls are clad in horizontal wood siding with coordinating corner boards. The north façade has a centralized double metal door with boarded-over window openings on either side **(Photograph 1)**. A small stoop with wood side railing leads to the entrance. The west side of the building has two evenly spaced boarded-over windows. The south side has a second set of double doors on the west end and a vent located on its east end.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing south, October 14, 2009

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1945, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/13/2009

P10. Survey Type: (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011166
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BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 133

B1. Historic Name: Radio Receiver Building
B2. Common Name: Radio Receiver Building
B3. Original Use: Radio Receiver Building B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1945

***B7. Moved?** ☐No ☒Yes ☐Unknown **Date:** Between 1946-1949 **Original Location:** North of airfield
***B8. Related Features:** Airfield

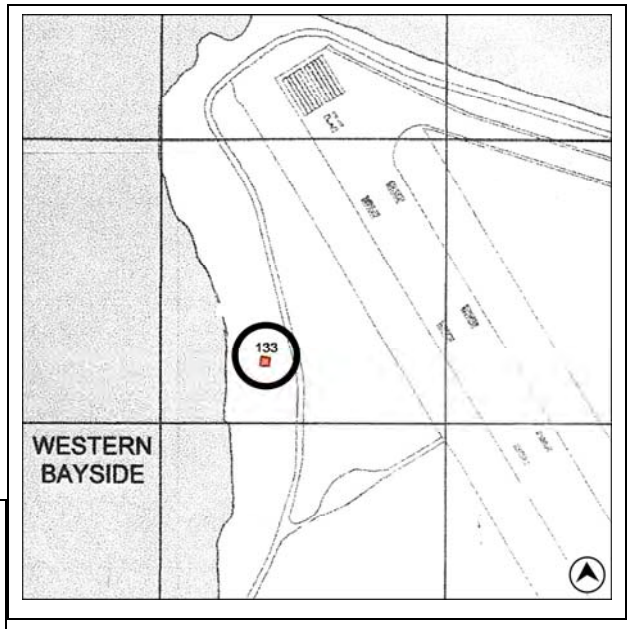
B9a. Architect: Unknown b. Builder: Public Works Dept., NAS Alameda
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 133 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess sufficient historic significance for individual listing under the NRHP or CRHR criteria, and lacks integrity to the NAS Alameda Historic District.

Building 133 was constructed within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992; however, it is not within the district boundaries and was not evaluated as a potential contributor. This form was prepared to: 1) re-evaluate the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 133

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance:

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Building 133 was constructed by the Public Works Depart of NAS Alameda in 1945 as a semi-permanent Communications Radio Receiving building and contained a homing beacon. It later served as an air traffic control radio facility. Between 1946 and 1949 the building was moved from the north end of the airfield to its present location west of the airfield on newly filled land for the expansion of the Station. There does not appear to be exterior modifications.[1]

Evaluation

Building 133 was part of the original period of construction on the station, and falls within the period of significance of the district: 1938-1945. Although Building 133 is associated with the district's significance under NRHP Criterion A (CRHR Criterion 1) for its contribution to the nation's defense during World War II, the alterations to the airfield prevent it from conveying its association with the World War II context. Furthermore, Building 133 lacks individual integrity and the utilitarian building style prevents Building 133 from conveying any architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). Research undertaken for this project in building plans, base maps, and aerial photographs indicates that while the building was originally constructed during the period of significance, the building has been relocated from its World War II location and not longer retains integrity of location, association and feeling. Plus, the airfield has been reconfigured resulting in a loss of Building 133's association with the historic district. Building 133, therefore, does not convey its association with NAS Alameda operations during World War II, and is not a contributing element of the historic district.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have

[1] Building 133, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 1: The Western Landfill Zone; Alameda Point, Alameda, California," January 2001; Building 133, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1949," RG12, BuDocks Naval Shore Activities-12th Naval District, 1942-54- Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California; United States Geological Society, Alameda County, Aerial Photograph, USGS: Washington, 1946.

important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[2]

In the larger context of the naval operations in California and nationwide during the Cold War, the Public Works / Infrastructure function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations during the Cold War. The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the building was moved between 1946 and 1949, affecting its integrity of location and setting. The building has not achieved significance under NRHP Criterion Consideration B (and similar CRHR special consideration) for moved buildings.

[2] 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), 8-1.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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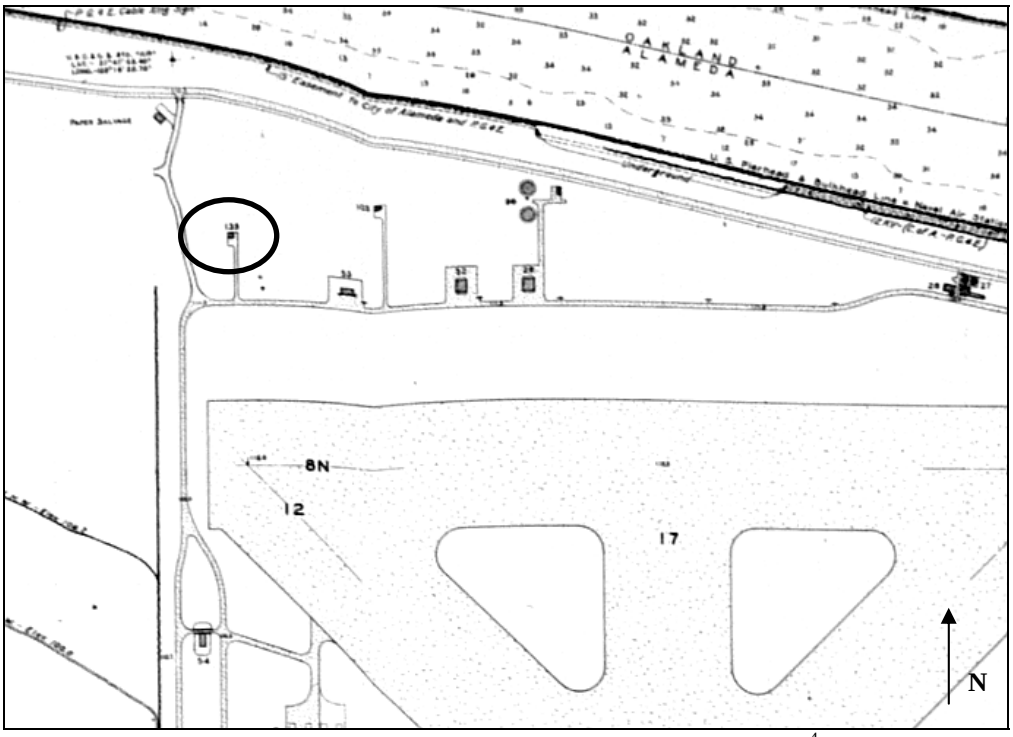
***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):



Photograph 2: Original location of Building 133 circled.[4]

[4] US Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1944," RG12, BuDocks Naval Shore Activities-12th Naval District, 1942-54- Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California.

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Primary # P-01-010034
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Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder)**:** Building 135

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 135 is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Community Facilities

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built in 1944, Building 135 is a large building with three branches extending from the main building, creating an "E" shaped plan. This two-story, wood framed structure rests on concrete piers and covers a total of 33,114 square feet. The building has a very low-pitched, asphalt shingle, hipped roof with exposed eaves, exposed wooden beams, and two ventilation cupolas on each section of the building. The main section of the building faces north with an east-west orientation. The building is characterized by wood siding and two rows of two-over-two double hung windows with wooden frames. Throughout the building most of the first floor windows are boarded up, but the second story windows remain intact. Four concrete steps with metal handrails lead to the boarded up double entryway on the north side.

The east wing has extensions at the northeast and southeast ends **(Photograph 1 and 3)**. The northeast extension includes a recessed entry door with a shed roof. A series of boarded window openings run along both stories of the east wing. The south end of the east wing includes a personnel door and boarded window opening. A wooden porch with railing and a shed roof with overhanging fiberglass, and metal doors with single lights characterize the U-shape between the east and central wings.

The center wing has double wooden entry doors with single lights on the southern end **(Photograph 1 and 4)**. A wood ramp and landing provide access to the first floors doors. The second floor staircase has been removed, but the single personnel door and shed roof extension remain. Two wooden ramps lead to single personnel doors on the west side of the center wing.

The west wing has single personnel doors located on both stories on the south side. The ramp and staircase to access the doors have been removed **(Photograph 1 and 4)**. Similar to the east wing, the west wing has slight building extensions on its northwest and southwest sides **(Photograph 5)**. A set of five stairs lead to a recessed wood door with a single light and a boarded transom under a shed roof extension on the north end of the west side of the west wing.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and M. Bunse, JRP Historical Consulting LLC, 2850 Spafford Steet, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder)**:** Building 135

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Building 135, west wing (far left), central (center), east wing (right), facing northwest, October 6, 2009.

Photograph 2: Building 135, main entrance on north side of building, facing south, October 6, 2009.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Building 135, east wing, facing northwest, October 6, 2009.

Photograph 4: Building 135, west wing (left) and central wing (right), facing northwest, October 6, 2009.

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Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder)**:** Building 135

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: Building 135, west side of west wing, facing northeast, October 6, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 135, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Building 135 was constructed in 1944 as a temporary building to house the Bachelor Officers' Quarters (BOQ). By 1956 the Navy had begun to use the first floor of the west wing as an all denominational Sunday School as well as a Station Nursery. By 1963 in addition to the BOQ, Sunday School and nursery, the building was also being used as offices for Moral, Welfare and Recreation (MWR). In the 1960s as more families moved onto the base the Navy began to enlarge its community services in Building 135. They began a pre-school with qualified teachers in addition

to refurbishing the childcare center. In 1968 a thrift shop began to operate there as well. By 1972 there was a functional Youth Center with its own arts and crafts room and space was provided to other childrens organizations such as the Boy and Girl Scouts of America. Additionally the Navy also set aside 80 square feet for a Fire Protection Pump Station. In 1974 the Red Cross and Navy Relief moved their offices in Building 135. The BOQ was still located in 135 but had diminished from occupying the original 64,000 square feet to 8,805 square feet.[1]

Uses of the Building in 2001 included a chaplain's office, the Navy/Marine Corps Relief Society, the Red Cross, a childcare center, education offices and classrooms, and equipment rental offices.[2]

Evaluation

Building 135 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[3] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. The architectural significance of Building 135 was recorded by the previous studies (attached).

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore, no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 135, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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

[1] "New Sunday School Building Opens At NAS on Jan. 29," *The Carrier*, 27 January 1956; "Station Nursery May Be Answer To Parents Babysitter Problem," *The Carrier*, 10 August 1956; and United States Navy, "History of US Naval Air Station, Alameda, 01 Nov 1940 to 31 Dec 1958," 7, NAS Command History 1940-1958, 5757-1b, Box 1 of 2, RG 181, National Archives and Records Administration-Pacific Region (San Francisco); Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1942 - 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; "NAS Nursery School Opens September 13," *The Carrier*, 9 September 1965; "Child Care Center to Open June 7," *The Carrier*, 31 May 1968; US Navy, *Naval Air Station, Alameda, Command History 1972*, Unlabeled Folder, Box 2 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco), 8-2.

[2] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 15: The Bachelor Officers' Quarters Zone; Alameda Point, Alameda, California," January 2001. Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1942 - 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California.

[3] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder)**:** Building 135

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Criterion B / CRHR Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 135 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010

HISTORIC RESOURCES INVENTORY
IDENTICICATION AND LOCATION

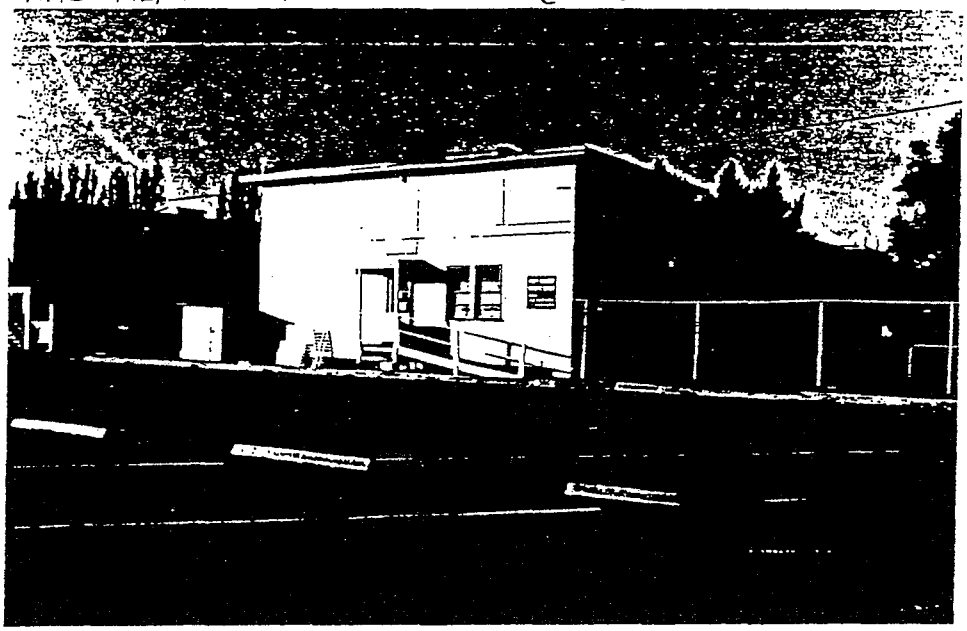
1. & 2. Historic/Current name: Building 135, Community facilities
3. Street: Ave. A, **NAS Alameda Map** L-24 City: Alameda Zip: 94501
Country: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a two-story, wood-frame building with weatherboard siding and a very low-pitched hip-roof with monitors. The E-shaped building has wooden doors with glazed sections and fire doors on the upper story at the ends of the wings that are reached by flights of wooden steps. Typical windows have 4-light, wood, hopper sash in wood frames. The total length of the building is 198 feet; the front is 28 feet wide.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10: Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

NAS ALAMEDA Building 135

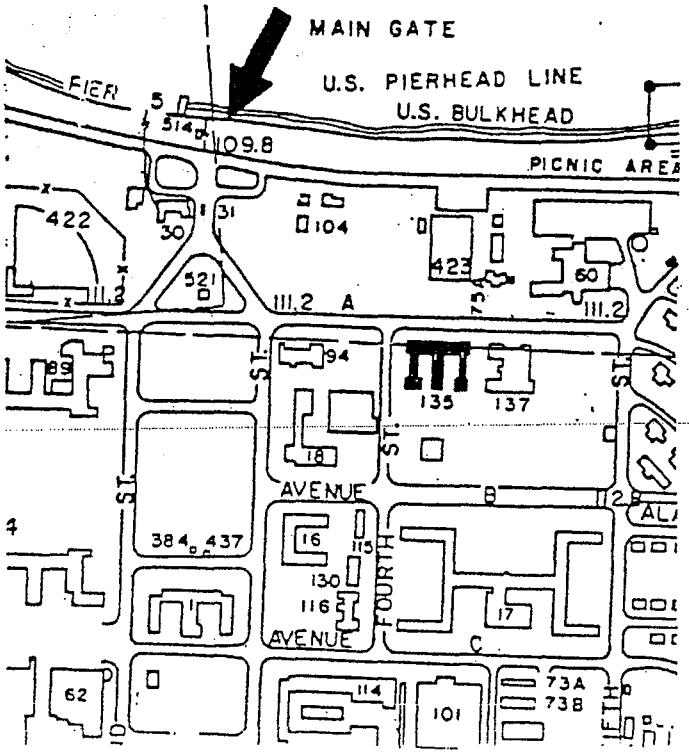


HISTORICAL INFORMATION
14. Construction date: 1944 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION
18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 135 was constructed in 1944 near the end of World War II and therefore qualifies for inclusion in the NAS Alameda Historic District under Criterion A. Under Criterion C, the building also contributes because it is representative of the type
of wood-frame construction used for the semi-permanent class of building on the base and remains unaltered and in good condition. The building also contributes to the streetscape on Avenue A, an important axis near the Main Gate, and reinforces the impression of the naval air station as it was during the period of significance.

20. Sources: NAS Alameda
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010035
HRI#
Trinomial

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder)**:** Building 137

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Recreation Storage Facility

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 137 has an irregular shape with multiple extensions with a 'T' shaped second story covering 27,346 square feet. Overall the building rests on a concrete base; it has a flat roof with open eaves and exposed beams capped by wood fascia. The walls are clad in horizontal wood siding and many of the windows are now boarded up (**Photograph 1**).

The east side of the building includes concrete steps and a ramp that lead to metal personnel doors. A wood shingle shed roof extends over the doors. The north half of the windows are boarded up on this side, however, it does have a sliding wood bay door. The remaining fenestration includes three pairs of two-over-two wood frame windows. Between the first and second story is a half-story with clerestory windows topped by a flat roof that has a moderate overhang with exposed eaves and rafters (**Photograph 2**).

The north side of Building 137 creates a U-shape with building extensions on the east and west and a second story exists above the entrance (**Photograph 3**). The buildings main entrance is a recessed double metal entry door flanked by decorative wood paneling. The entryway has a shingled shed roof extension supported by square wood supports. Windows along the first floor are boarded up and a single double hung window on the second story remains; its pair has been boarded up.

The west side creates a large U-shape around an outdoor patio area (**Photograph 4**). A two-story tower extension is also located within the U-shape. The south side extension is two stories with a boarded up doorway facing west. The north side extension is a single story with rows of boarded up windows and a single personnel door within the U-shape and boarded windows on the west end. A single metal personnel door faces west within the U-shape of the building.

The south side of the building is two stories high with rows of two-over-two double hung windows on both stories, most of which are boarded up (**Photograph 5**). A metal double personnel door is located at the east end and has a metal vent placed above it. A single metal personnel door is located west of the double entry. Centrally located is a single sliding door next to a large metal vent extending out from the building.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder)**:** Building 137

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Building 137, facing northwest, October 6, 2009.

Photograph 2: Building 137, east side with clerestory, camera facing west, October 6, 2009.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Building 137, Main entrance, camera facing southwest, October 6, 2009.

Photograph 4: Building 137, showing west side, camera facing northeast, October 6, 2009.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: Building 137, south side, camera facing northeast, October 6, 2009.

Photograph 6: May 1945 photo of main entrance on north side of Building 137.[1]

[1] US Navy, "BOQ & Mess," #124-1, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Building 137, to asses if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Louis C. Dunn Construction Company of San Francisco constructed Building 137 in 1945 as a semi-permanent building for a Bachelors Officers Quarters Mess and galley. Between 1953 and 1963 the function of the building changed to general storage and an electronics communication maintenance shop. A Non-Commission Officers Club was located in the building from the late 1960s until it moved to Building 32 in 1974. The auditorium was used for Navy Wives' Club meetings, parties, and other social events.[2]

In the late 1960s the Family Services Center relocated to the building and renamed it the Community Center. The Family Services Center mission was to assist military personnel to find civilian or military housing. In the early 1970s a youth and community center were opened and the building was also used by special interest groups for classes and instruction. A package store was also located in the building and in the late 1970s the Navy Exchange Vending Department moved from Treasure Island to NAS Alameda in Building 137 to reduce operation costs. The building has a sporadic history as a teen center in the 1960s, 1970s, and 1990s.[3]

[2] Building 137, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5 , Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; US Navy, *US Naval Air Station Master Shore Development Plan, Part III Section 2, General Development Plan Index of Structures*, Yard and Docks #582643, 13 August 1952, RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1.

[3] US Navy, *Naval Air Station, Alameda, Command History 1977*, 1976-1977 Command Histories folder, Box 2 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 8-2; US Navy, *Naval Air Station, Alameda, Command History 1967*, Command History 9 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA (San Francisco), 34.

State of California — The Resources Agency **Primary #** P-01-010035
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder)**:** Building 137

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 137 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[4] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. The architectural significance of Building 137 was recorded by the previous studies (attached).

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[5] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 137, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (Criterion A / CRHR Criterion 1), or an historically significant individual of that era (Criterion B / CRHR Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 137 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010

[4] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

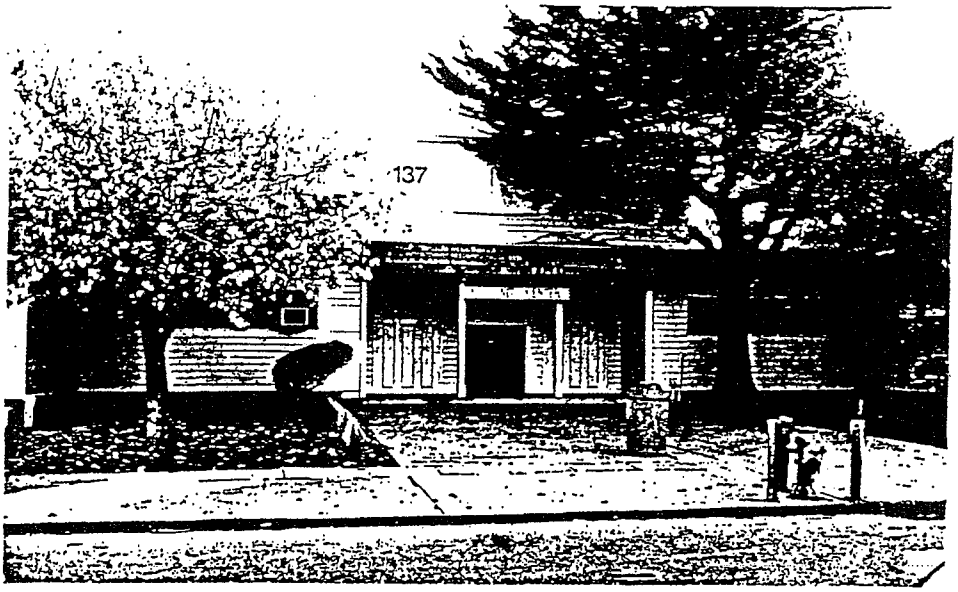
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 137, Recreation storage facility
3. Street: Ave. A NAS Alameda Map J25 City: Alameda Zip: 94501
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: an irregular, rectangular, wood-frame building composed of various elements, some of them storehouses, of different heights. The building is clad in weatherboard siding and the different elements have flat roofs. The front part of the building has offices and other spaces with a variety of windows, most of which are wood-framed and have wooden hopper sash with multiple lights. Entrance doors are wooden.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 137

HISTORICAL INFORMATION

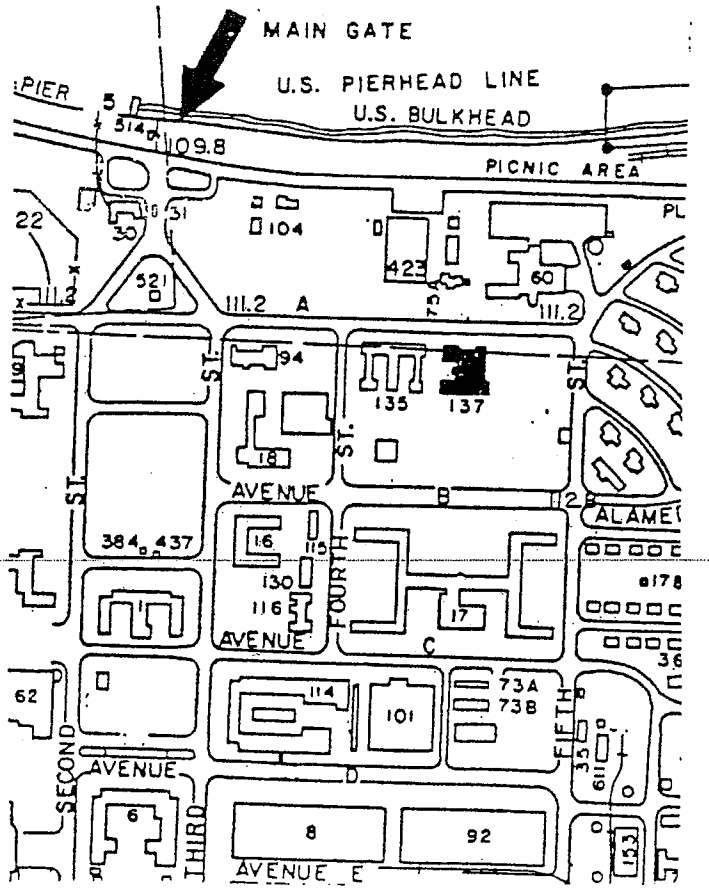
14. Construction date: 1945 Original location: yes
15. Alterations: minor changes to openings that do not effect integrity
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 137 contributes to the NAS Alameda Historic District because it was constructed in 1945 in the period of significance and retains a high degree of physical integrity. Architecturally, it is representative of the type of semi-permanent wooden buildings that were built on the base in the first half of the 1940s. It also contributes to the streetscape on Avenue A which is an important cross axis near the Main Gate.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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Primary # P-01-011167
HRI#
Trinomial

Page 1 **of** 11 ***Resource Name or #** (Assigned by recorder) Building 152

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Building 152 is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Commissary

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 152 is two stories with a rectangular plan that measures 368 feet by 222 feet totaling 106,949 square feet. The east side of the building is clad in horizontal wooden siding on the upper level with a deep, flat roof over a full front porch on concrete encased metal posts (**Photograph 1**). The lower half of the building wall is concrete with the upper half of masonite or asbestos shingles. Two sets of concrete ramps are located to the north with metal and wooden rails. Three entries are now boarded over, as are all openings on the bump-out located halfway along the first story portion (**Photograph 2**). A pair of metal utility doors are located at the northeast end. The east side of the building is predominately a loading dock area on a raised concrete platform with ramps at the east and west ends. The eastern end is clad in masonite or asbestos siding with a wide overhang roof. A personnel door with glass window pane and ten one-over-one hopper ribbon windows comprises the east end (**Photograph 4**). The middle section of the east side is the loading dock area with twelve metal supports. The recessed area of the loading dock has two pairs of metal doors, two refrigerator units, a plywood delivery office, and one overhead door (**Photographs 5 through 8**). The west end of the south side has paired two-over-two windows and a pair of metal doors with a cantilevered wooden roof on the east end over the raised concrete delivery dock (**Photograph 9**).

The west side of the building has a board formed concrete base with remnants of concrete piers and masonite or asbestos shingles. The south end is one-story with evenly spaced paired two-over-two windows with a shed awning wood shelter with knee brackets over a personnel door that lacks stairs (**Photograph 10**). The western two-thirds of the west side is two-stories with evenly spaced paired windows on the second story that are boarded over. Four three-quarters height doors with transoms are located between window pairs. One three-quarter height utility door is located on the first floor as well as a sliding plywood door with concrete ramp near the north corner. A concrete platform as the north corner has a set of metal double doors with louvered vents to a boiler plant (**Photograph 11**). The two doors flank a pair of two-over-two windows.

The north side of the building is two-stories with a boxed overhang along the majority of the length of the building on the second story that is clad in horizontal wood siding (**Photograph 12**). The first story is clad with masonite or asbestos shingles. Along the length of the north side there are irregularly spaced two-over-two windows with metal security grills that are predominately paired and evenly spaced. Three recessed two-bay delivery areas with asphalt ramps are located approximately in the center section of the north side. The two bays on the east end have three pairs of windows and a pair of metal doors. The western bay has a six-over-five panel overhead door and two personnel doors (**Photograph 13**). There are two docks with concrete platforms with pairs of personnel doors and suspended protective roofs. Two single personnel doors are located toward the west end of the north side.

The 'U' shaped second story along the west and built behind the north and south sides of horizontal wood siding, is constructed of corrugated fiberglass with personnel doors and a variety of multi-pane window styles. Located within the 'U' are an additional three buildings, two are rectangular and the center has a square plan with square addition to the south side, with window groups of three and four.

State of California — The Resources Agency
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CONTINUATION SHEET

Primary # P-01-011167
HRI#
Trinomial

Page 2 **of** 11 ***Resource Name or #** (Assigned by recorder) Building 152

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: East side, camera facing northwest, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: East side entrance, camera facing northwest, November 12, 2009.

Photograph 3: Southeast corner, camera facing northwest, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 4: East end of south side bay, camera facing north, November 12, 2009.

Photograph 5: South side bay, camera facing north, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 6: South side center bay, camera facing north, November 12, 2009.

Photograph 7: South side bay, camera facing north, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 8: South side west end of bay, camera facing north, November 12, 2009.

Photograph 9: West end of south side, camera facing northeast, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 10: Southeast corner, camera facing northeast, November 12, 2009.

Photograph 11: Northwest corner south wall detail, camera facing southeast, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 12: Northwest corner, camera facing northeast, November 12, 2009.

Photograph 13: Center of west side, camera facing southeast, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 14: East end of north side, camera facing southwest, November 12, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 152, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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.

Building 152 was built in 1945 by the Louis C. Dunn Construction Company of San Francisco as a semi-permanent building. The commissary originally occupied 35 percent of the first floor, the Navy Exchange store occupied 25 percent, and 40 percent of the first floor and the entire second floor was entirely public works storage. After closure for remodeling the Commissary Store reopened in July 1951 and the expanded retail store occupied 25,000 square feet of the first floor. The Commissary was renovated again in 1957. In 1963-64 automatic entrance and exit doors were installed and the ramp on the front of the store added. In 1971 the front and north side of the building was remodeled and a covered area for shopping carts was added. In 1981 part of the building was rehabilitated by the Seabees, Self-

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Help, PWC and other contracts for use as a barracks by personnel of tenant organization, Ship Intermediate Maintenance Activity (SIMA).[1]

NAS Alameda is typical of military bases because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities like the Commissary through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Building 152 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Evaluation

Building 152 lacks individual integrity due to alterations over time, which prevents Building 152 from conveying any significance it may have had under NRHP Criteria A and C (CRHR Criteria 1 and 3). The original historic district significance discussion stated:

> 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.

[1] Building 152, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 July 1951- 31 December 1951*, Command History 4 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Dick Haight, "Commissary Completes Modernization," *The Carrier*, 12 July 1957; US Navy, *Addendum to Part 9, History of the U.S. Naval Air Station, Alameda, California, 1 Oct 1963- 30 Sep 1964*, Command History 7 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, NARA, Pacific Region, (San Francisco); US Navy, *1971 Command History*, 2, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA, Pacific Region, (San Francisco); US Navy, *Naval Air Station, Alameda, Command History 1981*, Unlabeled Folder contains 1981 Command History, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, NARA, Pacific Region, (San Francisco).

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> … 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.[2]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Building 152 was placed in the latter category because the buildings were so altered through multiple changes over time that they do not contribute to the district.[3] Alterations include the addition of automatic entrance and exit doors, the ramp on the front of the store in the 1960s, the front and north side of the building was remodeled and a covered area for shopping carts was added in the 1970s, and the rehabilitation of Building 152 in the 1980s. Research undertaken for this project in building plans, base maps, and aerial photographs indicates that while the buildings were originally constructed during the period of significance, many exterior and interior changes have been made since that time. Building 152, therefore, does not convey its association with NAS Alameda operations during World War II, and is not a contributing element of the historic district.

The history of the station during the Cold War illustrates that Building 152, 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period.

In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building retains some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

Building 152 does not meet the criteria for listing in the NRHP individually, nor is it located within or a contributor to the NAS Alameda Historic District.

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010 / July 2010

[2] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[3] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 152.
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

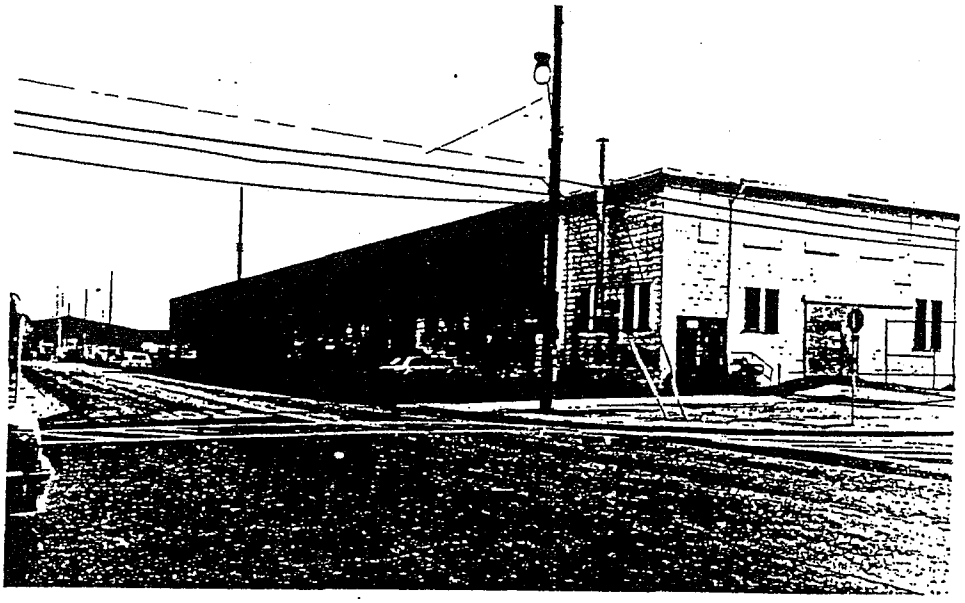
1. & 2. Historic/Current name: Building 152, Commissary Warehouse
3. Street: Ave. C NAS Alameda Map M31 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

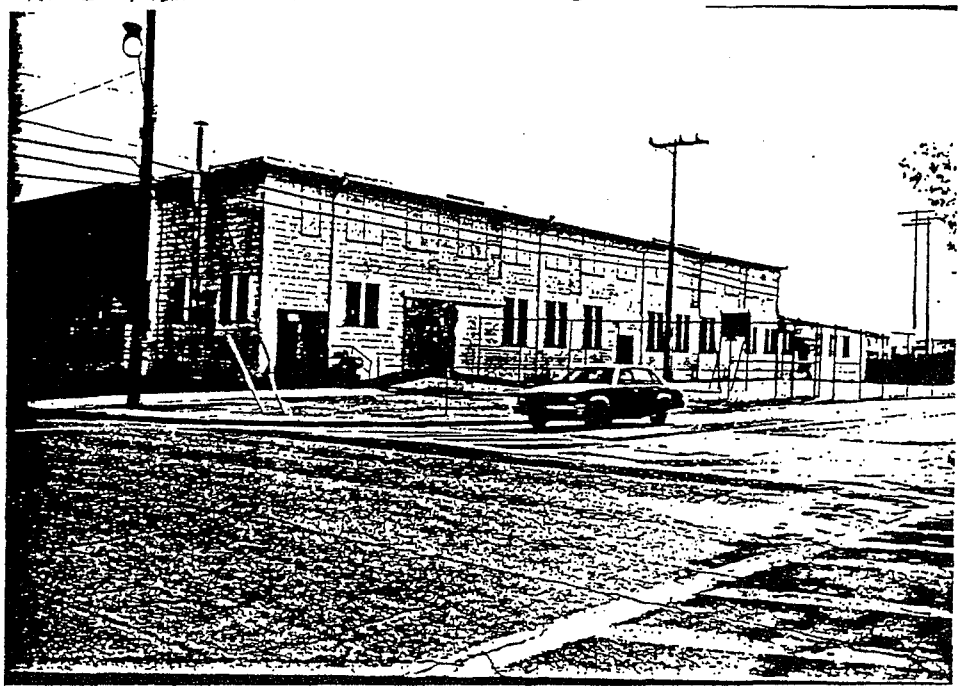
6. Property category: District Number of resources documented: 85

7. Existing condition: a two-story, wood-frame building, 368 ft. long, 222 ft. wide, and 28 ft. high, with weatherboard siding, a flat roof, and a rectangular plan. There are two types of doors, metal doors that slide on tracks attached to the walls for trucks and double metal and glass doors for people. Typical windows are double-hung wood sash with 8-lights in wood frames. The upper floor openings are boarded; a series of 10 wooden storage units have been added to the upper floor on the N side.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 152



HISTORICAL INFORMATION

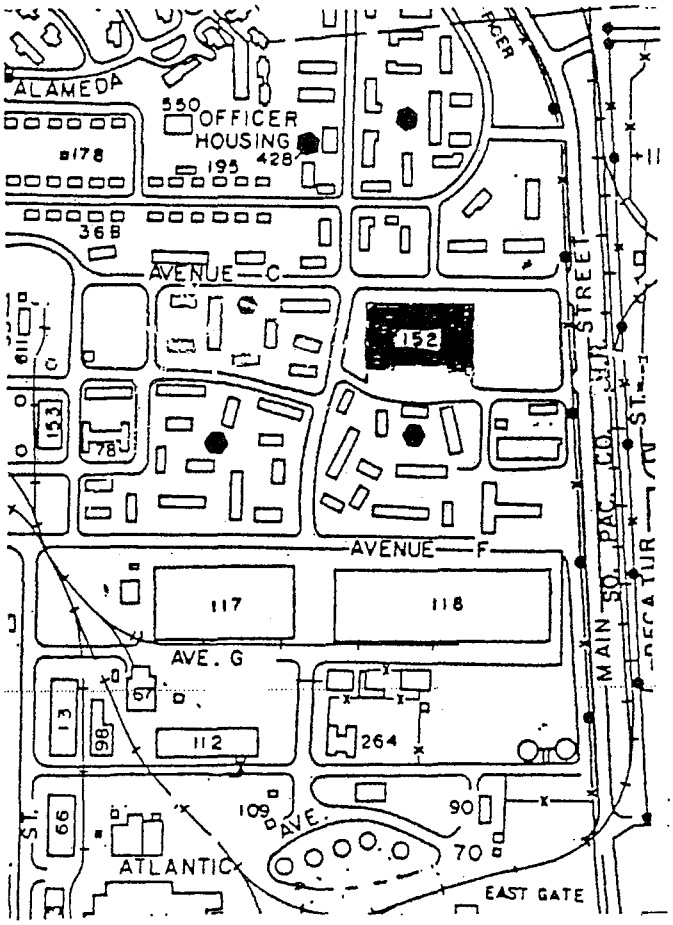
14. Construction date: 1945 Original location: yes
15. Alterations: Upper floor altered by closing in openings in the 1970s.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context fully developed: yes

19. Context: Building 152 was built in 1945 at the end of the wartime period as a semi-permanent class building. Numerous alterations over time have resulted in a loss of integrity disqualifying the building as a contributor to the historic district.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: 220 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodridge Organization: none
Address: 2273 Vine St. Berkeley, Ca (4709 Phone: (415) 848-4356



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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is not eligible for listing in the NRHP, either individually nor is it located within the NAS Alameda Historic District. It has a NRHP status code of 6Z.

P1. Other Identifier: Engine Accessory and Overhaul Facility

P2 e. Other Locational Data: 400 West Atlantic Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 162 is a roughly rectangular plan wood frame structure with a long one-story addition on the north side, one-story addition at the northeast corner, and a bump out at the southwest corner **(Photograph 1)**.

The bump out on the west side has two rows of ribbon windows with shed roof awnings and external pipe venting. The north side of the bump out has a metal double personnel door **(Photograph 2)**. The west side of the main building has two rows of ribbon windows and shed roof awning that wrap around the corner to the north. A wooden staircase extends to the upper level corner to a personnel door with three light transom. A wooden ladder leads to the roof of the west bump out. A large roof vent is located at the northwest corner **(Photograph 2)**. The north side of the main building has a boarded up entrance with a pair of double metal doors, a single metal door, and other openings boarded up with six fixed transom windows. A personnel door is located on the east as well A flat roof canopy is located above the entrance doors **(Photograph 3)**.

The one-story industrial flat roof addition on the north side has two sliding metal doors with one inset personnel door, two narrow metal utility doors, and a wooden double door, all of which are irregularly placed on the north wall. A series of 49 ribbon windows with shed roof awning is located in the upper level. A three-window wide clerestory is located on the roof with single pane fixed windows on the east and west sides **(Photograph 4)**. A wooden double personnel door is located on the east end **(Photograph 5)**.

The east end of the north side has two wooden double personnel doors **(Photograph 5)**. Two staircases lead to doors on the upper level with a ribbon window and shed roof awning on the same level **(Photographs 5 and 6)**.

The northeast corner of the building has a one-story concrete addition with a one-half story on the northwest end. On the north side is a single metal personnel door located on the one-half story end with a double metal personnel door with four two-part sliding windows covered with metal mesh on the east end. Fenestration on the east side includes three groups of sliding windows with metal mesh, the southern most group flanks a metal personnel door. The south side has a metal double personnel door with exterior ladder for roof access in the west corner. Large roof venting is located on the roof **(Photograph 7)**. The remainder of the east side has a double metal personnel door and with a series of irregularly shaped and placed openings that have been boarded over. A fenced in metal utility box on a concrete slab is located at the southeast corner **(Photograph 7)**.

The south side has four irregular sized sliding metal equipment doors that are irregular placed, three of which have an inset personnel door. A wooden sliding equipment door at the southeast corner has been replaced with a metal overhead door **(Photograph 8)**. A metal overhead door and four metal personnel doors, one being a double door, are located on the ground level. An exterior metal staircase leads to a metal personnel door on the upper level **(Photograph 9)**. Fenestration at the upper level includes twelve single fixed pane windows, six of which are covered. Three shed roof metal structures for enclosing external equipment are located on the south side, one of which has been removed **(Photograph 9 and 10)**. Four groups of three louvered vents are located near the roof line.

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***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and R. Flores, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Northwest corner, camera facing southeast, October 15, 2009.

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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: Bump out on west side, camera facing southeast, October 15, 2009.

Photograph 3: North entrance detail, camera facing south, October 15, 2009.

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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 4: North side addition, camera facing southeast, October 15, 2009.

Photograph 5: Addition and north wall detail, camera facing south, October 15, 2009.

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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 6: Northeast corner, camera facing southwest, October 15, 2009.

Photograph 7: Northeast addition and east wall, camera facing northwest, October 15, 2009.

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Photograph 8: South wall at southeast corner, camera facing northwest, October 15, 2009.

Photograph 9: South wall detail, camera facing northwest, October 15, 2009.

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***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

Photograph 10: South wall at southwest corner, camera facing northeast, October 15, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 162, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] Similar to efforts made by the Army, the Navy adopted this master planning approach to design

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 6-1 – 6-4;

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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars.[3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the original design axial and formal layout. In 1941 the Navy had constructed the initial portion of Building 13. The following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Building 162 was constructed in 1945 as an engine overhaul shop by Stolte Incorporated of Oakland. Between 1945 and 1950 an addition with a clerestory was built on the north side of the building. Between 1953 and 1955 accessory overhaul was moved to Building 162 from Building 113 when it became necessary to install additional fuel control testing equipment. Operations within the building were classed as high hazard industrial operations and included a paint shop, cylinder and piston shop, blower, power case and nose-section sub-assembly, plating shop, clearing shop, welding and metal repair, carburetor shop, and pump and valve shop.[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 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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.

[3] 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.

[4] Building 162, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, *US Naval Air Station's Photograph Album, Alameda, California*, c.1953, Oakland History Room, Oakland Public Library, Oakland, California; William P. Burke, "Plan Hazardous Test Building," *The Carrier*, 17 June 1955; US Navy, "Department of the Navy Public Works Program FY 1956," National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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Page 9 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 162

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

In July 1973, San Francisco Fleet Maintenance Assistance Group (FMAG) was established on NAS Alameda to improve the material condition of the fleet. Building 162 housed the administrative, repair, planning and supply offices and the following branches and shops: Mechanical branch with internal combustion engine, AC&R, valve and pump, sandblast/ acid dip, ship force tool issue shops; Electrical branch with motor and generator, outside electric and interior communications shops; and Electronics branch with electronics and electronic warfare shops.[5] Between 1973 and 1987, San Francisco Fleet Maintenance Assistance Group (FMAG) was renamed the Shore Intermediated Maintenance Activity (SIMA). The mission of SIMA was to provide ship repair services beyond the capability of ship's forces, but below the level of complexity requiring a shipyard. Secondary missions include providing shore duty and training to sailors who spend most of their time at sea as well as training reserve personnel during weekends and while on active duty. SIMA included 41 shops grouped into six divisions on NAS Alameda which included: Hull, Machinery, Electrical Repair, Electronics and Combat Systems, Diving and Salvage, and Deck and Aviation Division.[6]

Evaluation

Building 162 was constructed in 1945 with an addition between 1945 and 1950. Although construction of the Building 162 was part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District (1938-1945), the building lacks architectural significance and integrity of setting and feeling and does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity and utilitarian building style prevents Building 162 from conveying any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original district boundaries were drawn to include areas which were a part of a formal station plan and shared architectural similarities. The original historic district significance discussion stated:

> 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.
>
> … 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.[7]

Building 162 was considered outside the boundaries of the district in an area containing buildings that lacked integrity and included considerable post-1945 construction. These factors prevented the area from conveying the appearance of the station during the period of significance (1938-1945).[8] Early plans for the station do not include some support /

[5] US Navy, *Alameda U.S. Naval Air Station 1979 Base Directory*, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 29.
[6] US Navy, *1992 NAS Alameda Base Directory*, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 38; US Navy, *Naval Air Station, Alameda, Command History 1987*, 1987 Command History folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[7] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.
[8] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 162.

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, the locomotive repair shop, paint / oil storage, engine test cells, and engine overhaul shop (Building 162). Research undertaken for this project in building plans, station maps, and aerial photographs indicates that the area east of the Seaplane Lagoon on NAS Alameda was part of early plans for future expansion.[9] Expansion in this area began during World War II, but was utilitarian in style and lacked the architectural characteristics of the formal station plan seen in the NAS Alameda Historic District. Building 162 was also constructed in the final year of the period of significance and it not as closely associated with the period as the other buildings within the district constructed at the beginning of the period of significance. In addition, Building 162 itself lacks integrity of design, materials and workmanship due to the 1945-50 addition.

In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in naval 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.[10] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 162, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 162 played a role in the operations of the station, but while it served this function on NAS Alameda during the Cold War era and serviced technologically sophisticated aircraft and engines – it did not play a significant role in their research, design, testing and evaluation, functions that might have imbued it with exceptional significance.

Building 162 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** C. Brookshear; M. Bunse; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

[9] 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, "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.

[10] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

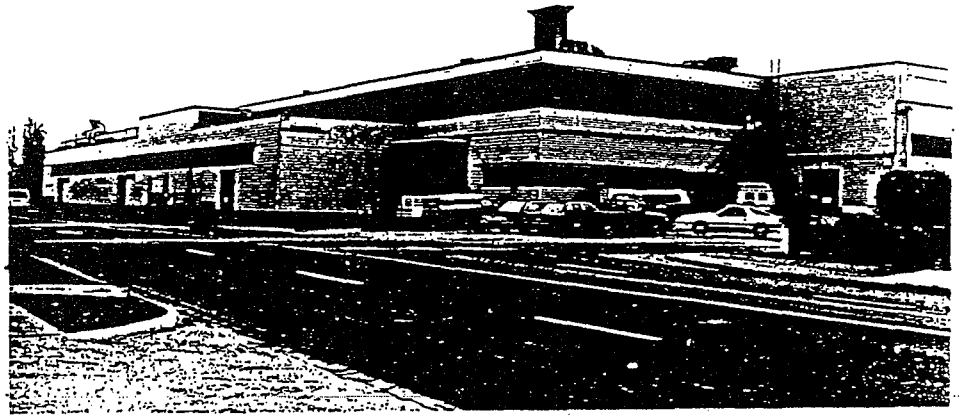
1.&2. Historic/Current name: Building 162, Engine Accessory Ovehaul Fac.
3. Location: NAS Alameda Map M-31 City: Alameda Zip: 94501
County: Alameda Code:001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

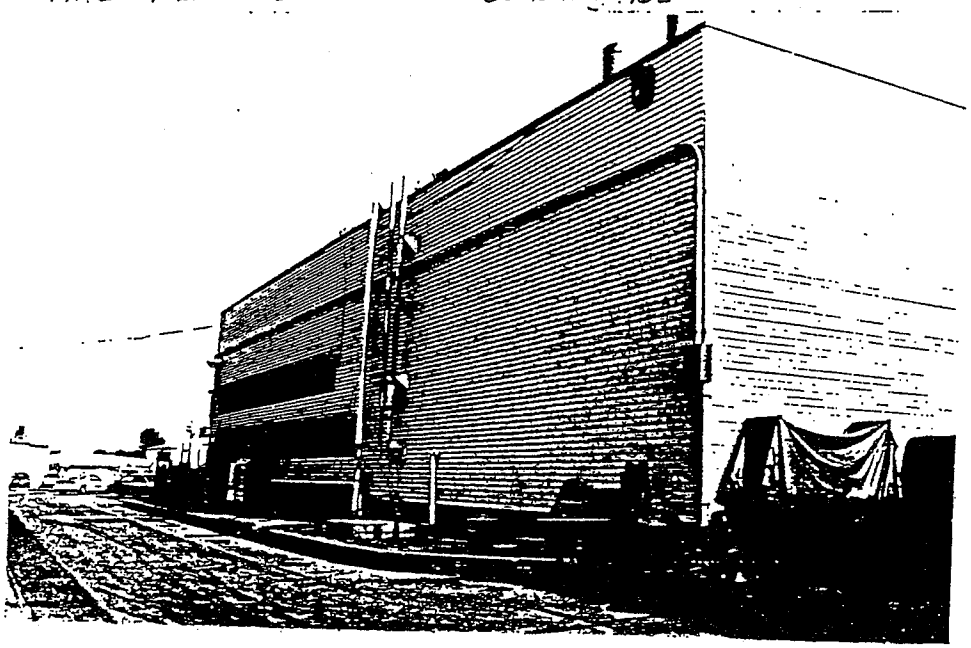
6. Property category: District Number of resources documented: 85

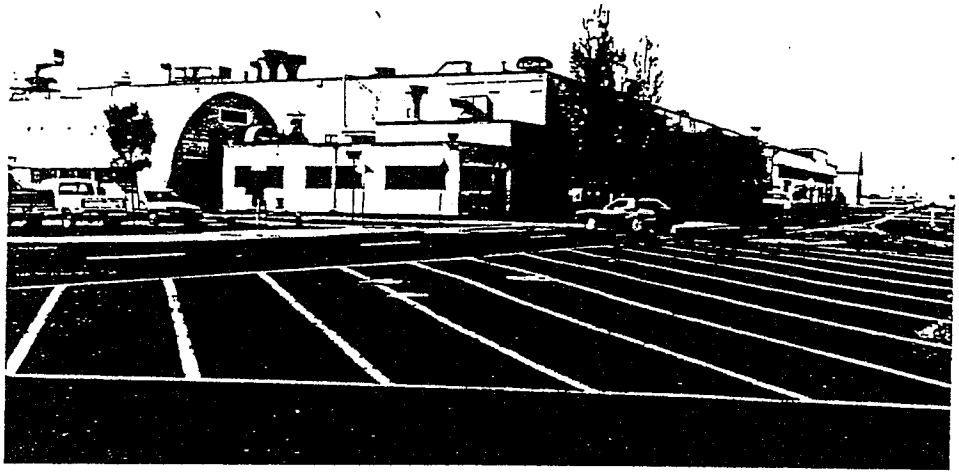
7. Existing condition: a very large, irregularly shaped building, 361 ft. long and 182 ft. wide, with a flat parapeted roof and weatherboard cladding: additions of various heights are mainly on the N and W sides. The windows are typically arranged in bands and are metal-framed with multiple-light hopper sash. The variety of doors includes double, metal sliding doors on tracks and wood doors.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of owndership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 162





HISTORICAL INFORMATION

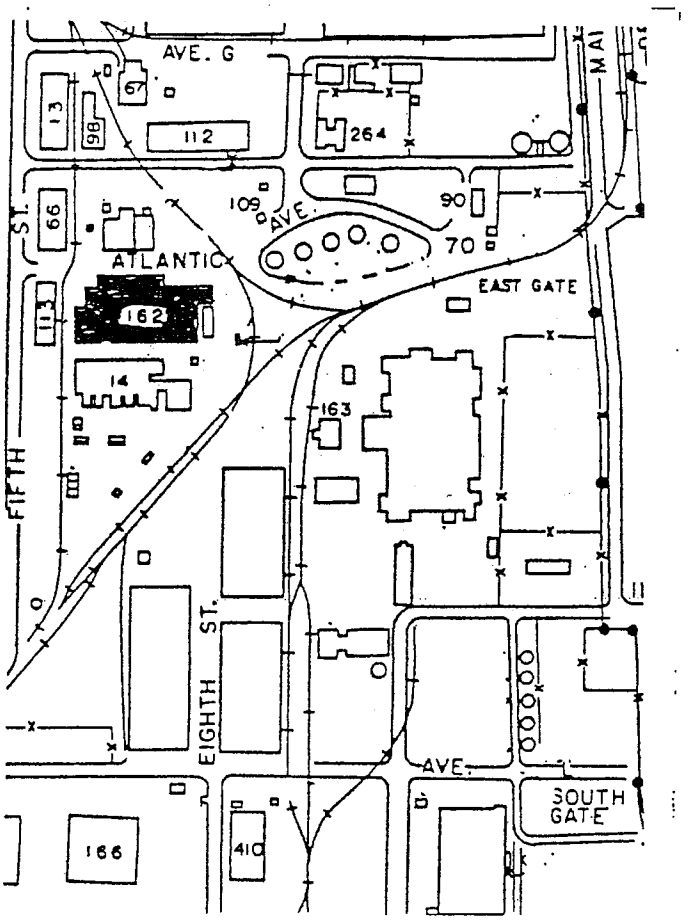
14. Construction date: 1945. Original location: yes
15. Alterations: several large exterior additions to the east and north sides made since 1945, most recently in 1985.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Building 162 does not contribute to the NAS Alameda Historic District because of additions and alterations made in the postwar period. The building also stands in a part of the base that has changed and no longer conveys the impression of the air station in the period of significance.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By.: Sally B. Woodbridge Organization: none
Address 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-009967
HRI#
Trinomial

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 163

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is not eligible for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District and has a NRHP status code of 6Z.

P1. Other Identifier: H.C. Hacke Chemical Works

P2 e. Other Locational Data: Orion Street; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 163 is a one-story rectangular brick building measuring 131 feet by 56 feet, with a total square footage of 12,156 with additions on the north and west sides and an arched frame roof with stepped parapets on the north and south facades. The east side has a centrally located six light wood sliding door with inset personnel door and a metal overhead door on the north end **(Photograph 1)**. Fenestration includes three sets of fixed multiple-pane metal windows. The north side has a corrugated metal shed roof addition with wood personnel door facing east and six sets of two-part single-hung aluminum windows **(Photograph 1)**. The west side of the south addition has a sliding metal door with inset personnel door and louvered vent **(Photograph 2)**. A six light wood sliding door with inset personnel door is centrally located on the west side matches the east entrance door **(Photograph 3)**. A sheet metal addition with shed roof on the second to last window bay to the south has a personnel door on the west wall **(Photograph 4)**. Fenestration includes four five-over-ten fixed industrial windows. The south side has a bay on the west side with inset wooden personnel door. Two shed roof corrugated metal additions of varying heights are located on the east end of the south wall **(Photograph 5)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-009967
HRI#
Trinomial

Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 163

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Camera facing southwest, October 14, 2009.

Photograph 2: Camera facing southeast, December 16, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-009967
HRI#
Trinomial

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 163

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: West side, camera facing east, October 14, 2009.

Photograph 4: Additions on south and west walls, camera facing northeast, October 14, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-009967
HRI#
Trinomial

Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 163

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: Camera facing northwest, October 14, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 163, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The western end of Alameda was predominately tidal lands prior to the establishment of NAS Alameda. A series of industrial complexes were built in the area in the late nineteenth and early twentieth century. Building 163 is located on the previous site of the Pacific Coast Borax Company that was built in 1893 and in operation until 1931.[1] H.C. Hacke of Alameda purchased site of the former Borax works and planned to establish his own chemical works there in 1937. Hacke, born in 1866, began his career as a clerk in the chemical business and eventually owned his own chemical wholesale company. He planned to spend $100,000 to construct a plant near the former Borax works. Historical mapping, however, indicates Hacke only completed one building, Building 163, by 1939. According to newspaper accounts Hacke had anticipated a growth in industry associated with NAS Alameda development.[2] The Navy acquired the building with purchased land in 1944 and removed the borax plant buildings and other structures in the area. Under Navy ownership, the building was used as a Public Works Equipment and Maintenance shop as well

[1] Sanborn-Perris Map Company, *Alameda,* New York: Sanborn-Perris Map Company, 1897, 1941, 1948; IT Corporation, "Final Comprehensive Guide to the Environmental Baseline Survey, Alameda Point, Alameda, California," June 29, 2009, 6-13.

[2] "Alameda to be Site of $100,000 Plant," *Oakland Tribune,* December 28, 1937; US Army Corps of Engineers, *San Francisco Quadrangle,* (Washington, DC: War Department, 1939); United States Navy, *NAS Alameda Alt. 5000 feet horizontal distance 10,000* [air photo], 15 March 1942; *Mosaic Map of Alameda, California Alt. 8,250,* [air photo], 17 June 1943, Department of the Navy Bureau of Yards and Docks, Box 27 Noy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme; US Census Bureau, Manuscript Census 1900, City of Alameda, Enumeration district 318 sheet 5A; . US Census Bureau, Manuscript Census 1920, City of Alameda, Enumeration District 14, sheet 5B.

as an industrial chemical storehouse until around 1948.[3] Later it was used for aircraft maintenance. In the late 1960s, the building housed Plant Maintenance for Building 360.[4] The Navy added lean-to additions on the north and south ends between 1966 and 1976.[5] The name "The H.C. Hacke Chemical Works" is painted on the building, which pre-dates the Navy's use.

Evaluation

Building 163 was constructed in 1939 prior to the expansion of NAS Alameda into the area and is not significant individually for associations prior to Naval involvement. Building 163 is not associated with the development of industry in the City of Alameda (NRHP Criterion A / CRHR Criterion 1), nor is the building associated with any significant people (NRHP Criterion B / CRHR Criterion 2). The Hacke chemical works was in operation for only a short period before the Naval station expanded into the area. Previous chemical works in the area, notably the Borax Company, had already established the industry in Alameda. H.C. Hacke, himself, was an entrepreneurial businessman with moderate success. The building is an example of modest early twentieth century industrial architecture and is not significant under NRHP Criterion C/ CRHR Criterion 3. In addition, the building has been altered since its construction in 1939, and does not retain integrity of design.

The additional information provided by this study does not alter the evaluation made by Woodbridge for the World War II period. Although Building 163 was incorporated into the development of the station, and falls within the period of significance for the NAS Alameda Historic District, the building is not a contributor. While utilized for station activities during World War II it lacks integrity of setting and feeling and does not convey its potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity, lack of association with the station plan and utilitarian building style prevents Building 163 from conveying any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated,

> 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.
>
> … 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.[6]

[3] Building 163, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.
[4] USGS, *San Francisco*, Washington: USGS, 1942; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 22: The Southeastern refinery and Heavy Industrial Zone Parcel 134: Old Alameda Point, Alameda Point Alameda, California, Contract No. N62474-93-D-2151, Delivery No. 0034," January 2001, 3; Betty Godzinski, untitled article, *The Carrier*, 1 November 1968.
[5] United States Geological Survey, Alameda County, Aerial Photographs (USGS: Washington, 1966); 1976 Printed Aerial, Drawer 136 General Development Maps, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.
[6] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.

State of California — The Resources Agency **Primary #** P-01-009967
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 163

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☐ **Continuation** ☒ **Update**

Building 163 was considered outside the boundaries of the district in an area containing buildings that lacked integrity and considerable post 1945 construction. These factors prevented the area from conveying the appearance of the station during the period of significance (1938-1945).[7] Research undertaken for this project in building plans, station maps, and aerial photographs indicates that this area was not a part of the original formal station plan. The building was constructed prior to the station by a private party, further disassociating it from the station plan. The Navy acquired this area during expansion in 1944. In addition, Building 163 itself lacks integrity of design, materials and workmanship to either the pre-station era or period of significance (1938-1945) due to the 1966-76 addition.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[8] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 163, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 163 performed standard storage functions and housed maintenance activities found throughout the Navy.

Building 163 does not meet the criteria for listing in the NRHP individually, nor is it located within the NAS Alameda Historic District, and has a NRHP status code of 6Z.

***B14. Evaluator:** C. Brookshear

***Date of Evaluation:** January 2010 / July 2010

[7] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Building 163.
[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

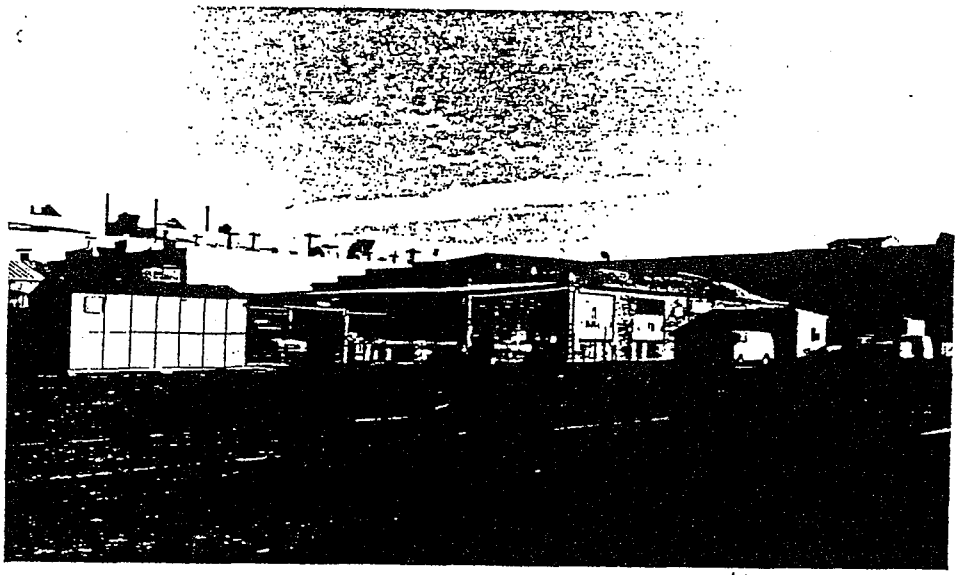
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.&2. Historic/Current name: Building 163, Equipment Maintenance
3. Location: NAS Alameda Map S-29, NAS Alameda. City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story, rectangular, brick building, 131 ft. by 56 ft. and 14 ft. high, with a stepped parapet on the N end. Several shed-roofed additions in metal and other materials have been added to the building sides, which have a variety of doors and windows.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

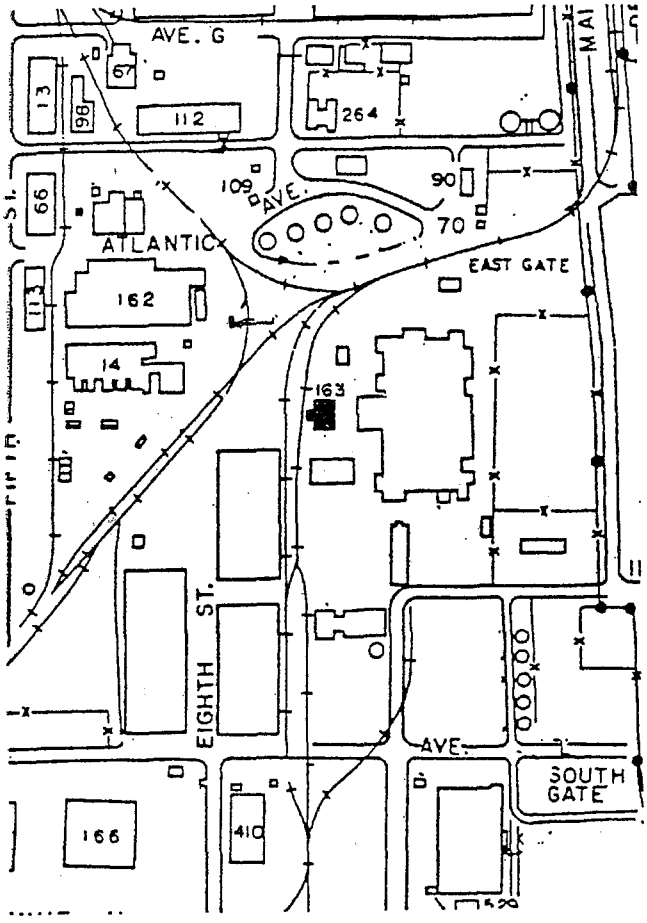
14. Construction date: 1939 Original location: yes
15. Alterations: Shedlike additions to N and W sides; openings altered.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Although this unreinforced brick building of 1939 is one of the earliest buildings on the base, it does not contribute to the NAS Alameda Historic District because it has lost integrity through alterations. Moreover, it is located in an area that has also changed and no longer conveys a strong impression of the early naval air station.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011169
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 164

P1. Other Identifier: Water Treatment Facility

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 164 has a rectangular footprint and is a single-story building on a concrete pad with a low side-gabled roof of composition shingles. It has T-111 type siding and aluminum sliding windows on all four sides. There is a wooden personnel door with a shed roof extension on the west side **(Photograph 1)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing south, December 11, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1960, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. McMorris and R. Flores
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 12/11/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011169
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 164

B1. Historic Name: Water Treatment Facility
B2. Common Name: Water Treatment Facility
B3. Original Use: Water Treatment Facility B4. Present Use: Unknown
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1960
***B7. Moved?** ☐No ☐Yes ☒Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

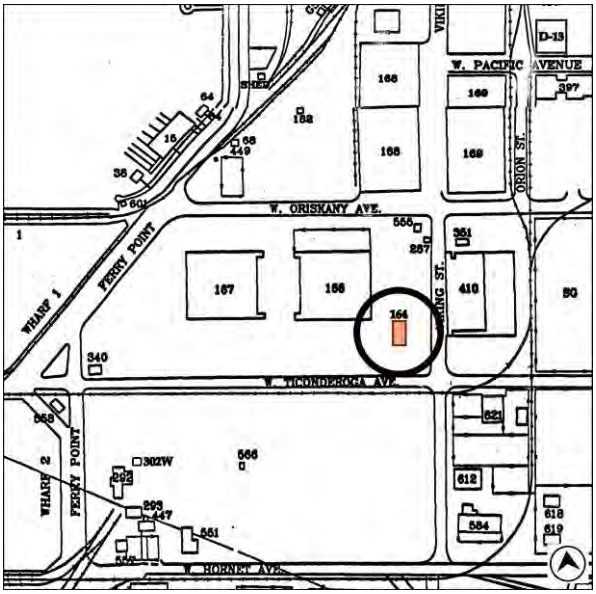
This water treatment facility, Building 164, is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. McMorris and J. Freeman
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011169
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 164

***Recorded by:** C. McMorris and R. Flores ***Date:** December 17, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Navy building records state that Building 164 was constructed in 1960 as a water treatment facility and later used as a portable Public Works administration building. However, this building has a modern appearance, and it does not appear at this location in historic aerial photographs or base plans. It is on the 1993 base plan at this location and is listed as a transportation trailer. A building appears in the vicinity in a 1985 aerial; however, that building is oriented east to west. It is possible this building was moved from a different location; however, it is likely, given its appearance and its current use, the building was built more recently and given a building number from an older, possibly demolished building.[2]

Evaluation

Building 164 is listed as having been constructed during Cold War era, and would have been part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval operations overseas; rather, NAS Alameda performed functions in support of

[1] 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), 8-1.
[2] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164*, Volume IV, Districts 12 through 14, 1963, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 19: The Dock Support Services Zone Parcel 154: Buildings 167, 72B, 164, 155 and 304 and Open Space Areas; Alameda Point, Alameda, California," January 2001; Naval Facilities Engineering Command Southwest, Aerial Photograph, "A-38_AV-2655-3-13_5-13-1985," and "1993- A-33_5009-2-1_9-30-1993-Images from the Navy-D2."

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 164

***Recorded by:** C. McMorris and R. Flores ***Date:** December 17, 2009 ☒ **Continuation** ☐ **Update**

operations similar to those undertaken at other air stations and Naval facilities around the nation.[3] In the larger context of the naval operations in California and nationwide during this period, the public works function of this building would not have played a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building function was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is utilitarian in design, materials, and construction methodology and is relatively common for naval stations or industrial facilities (NRHP Criterion C / CRHR Criterion 3). This building does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 164 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011170
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 175

P1. Other Identifier: Transformer House

***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** ; **¼ of ¼ 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:
Atlantic Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 175 is an eleven feet by nine feet wooden building with shed roof located near the East entry to the station. The south side has a pair of double metal utility doors with louvered vents at the bottom and a small louvered vent on the west side level with the top of the doors. The west and west sides are plain (**Photographs 1** and **2**). The north side has two fixed windows and two louvered vents near the base of the wall.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1943, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011170
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 175

B1. Historic Name: Transformer House
B2. Common Name: Transformer House
B3. Original Use: Transformer House B4. Present Use: Electrical Distribution Building
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1943

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 175 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Building 175 was constructed within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992; however, it is not within the district boundaries and was not evaluated as a potential contributor. This form was prepared to: 1) re-evaluate the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes. (See Continuation Sheet.)

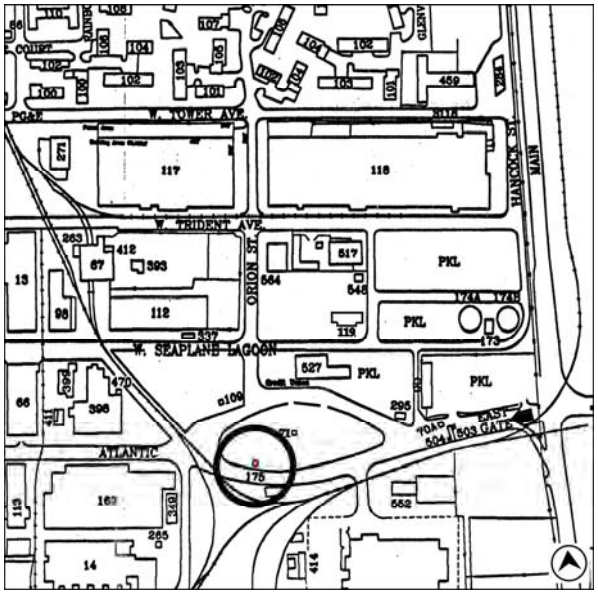
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010 / June 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011170
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 175

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Building contractors Johnson Drake and Piper built Building 175 in 1943. The building, 116 square feet, originally served as an electrical transformer house and continued to be used in this function. There have been no additions to the building.[1] For many decades Building 175 was situated adjacent to an area used for subterranean aviation gas storage tanks. The landscape area in which it sits was redeveloped in the 1970s and 1980s. Installation of the decorative landscape at the East Gate began in 1977. A movement began in 1983 to further develop the East Gate because it was the primary entrance used by military personnel and it lacked appropriate signage as well as the desired aesthetics for a major entry to the base. In 1987, as part of the redevelopment of the East Gate, Construction Battalion 416 ("Seabees") constructed the concrete foundation and pedestal for the new plane monument (Building 71) along with a new plaque mount northeast of the structure.[2]

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique to NAS Alameda or the military and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[3]

[1] Building 175, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; P-164, 1963 edition, Archives Box 38 CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 17: The Engine Testing and Hazardous Materials Storage Zone, Parcel 131, Building 175, Alameda Point, Alameda California," January 2001.

[2] D. Wilson, "Naval Air Station Alameda East Gate Improvements Planting Plan," (1977), File 141, Landscape Plans, Maps and Plans Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; "Base Exterior Architecture Plan, Naval Air Station Alameda," Archive Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Y.S. Wan, "Naval Air Station Alameda A-7 Pedestal East Gate Plans, Sections & Details," (1986), File 141, Landscape Plans, Maps and Plans Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California

[3] 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), 8-1.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 175

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Individual buildings constructed during World War II, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. Building 175 did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Evaluation

Building 175 was built during World War II operations on NAS Alameda, as a part of the infrastructure serving the station during the war and the subsequent Cold War era. In the larger context of the naval operations in California and nationwide during this period, the Infrastructure function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Infrastructure such as Building 175 is needed to support modern urban activities, and its ubiquitous nature renders it secondary in the context of station operations. The building retains some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the building is situated outside the boundaries of the NAS Alameda Historic District (determined NRHP eligible). The building is not a contributor to the historic district because it lacks sufficient historic significance and it is not within an area that has sufficient historic integrity to convey the significance of the historic district within its period of significance (1938-1945).

In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. In the larger context of the naval operations in California and nationwide during this period, the Infrastructure function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011170
HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 175

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Camera facing southwest, October 14, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011171
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** Building 191

P1. Other Identifier: Storage Racks

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 191 is a 5,000 square foot rectangular, gable end two-story building measuring 125 feet by 40 feet located within the courtyard of Building 114. The east end exterior is clad with horizontal wood siding with a centrally located door with wood stoop and shed roof flanked by a group of three two-over-two double hung wooden windows **(Photograph 1)**. A wooden louvered vent is located in the gable. The east end of the south wall is also clad in wood siding with a two-over-two double hung window. A concrete and metal staircase leads to a second story pipe balcony interrupted by a full height storage bay near the west end **(Photographs 2 and 3)**. The south side is composed of 25 structural bays for storage; many of the lower bays have vertical wood double doors. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Southeast corner, camera facing northwest, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1944, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)

ntensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011171
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 191

B1. Historic Name: Public Works Office and Maintenance Shop
B2. Common Name: Storage Racks
B3. Original Use: Storage and Locksmith Shop B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1944; unknown alterations

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

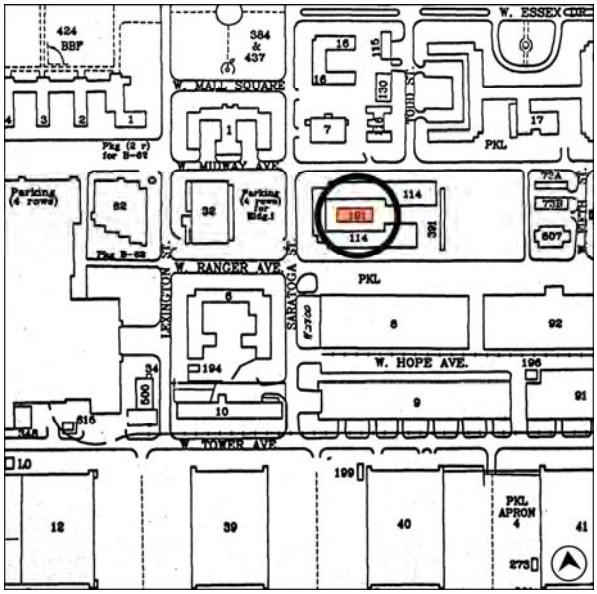
B9a. Architect: US Navy b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 191 does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Building 191 is located within the boundaries of the NAS Alameda Historic District identified by Sally B. Woodbridge as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992, however, this building was not evaluated as a potential contributor at that time. This form: 1) re-evaluates the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included as a contributor to the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes.

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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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:** Cheryl Brookshear

***Date of Evaluation:** January 2010 / June 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011171
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 191

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The west wall is open with metal and wood construction resting on concrete piers and pipe balcony with a west-east oriented central corridor on the first and second levels **(Photograph 3)**. The north side also has 25 storage bays with a mixture of plywood and vertical wood double doors. The east end of the north side mirrors the south.

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 Navy constructed Building 191 in 1944 as a semi-permanent building. The majority of the building consists of storage racks for material used in the workshops of adjacent Building 114. The east end of the building was the locksmith shop area. The building was expanded between 1963 and 2001 from 4,519 square feet to 5,000 square feet.[1]

Evaluation

In terms of Building 191's place within the existing NAS Alameda Historic District, this evaluation concludes that it is not a contributing resource. Although construction of Building 191 occurred during of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District (1938-1945), it is an undistinguished example of a common building type and does not convey potential association with the district's historic significance. Furthermore, its common utilitarian design and its later modifications through expansion of the building between 1963 and 2001 diminish its historic integrity and its ability to convey significance associated with the historic district's period of significance. The original historic district significance discussion stated:

> 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 contextual [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

[1] Building 191, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; *P-164*, 1963 edition, Archives Box 38, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 13: The Central Light Industrial Zone; Parcel 76: Building 191; Alameda Point, Alameda California," January 2001; United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

> 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.
>
> …. 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.[2]

The buildings considered non-contributors were those within the district that were either built outside the period of significance (i.e., post 1945) or those built within the period of significance that had lost integrity through alteration. Building 191 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles either during World War II. Research undertaken for this project in building plans and other sources indicates, Building 191 was not a part of the early station plans and was built in the final year of the district's significance. The obscure placement of the building prevents it from contributing to the overall district appearance. The building is also not constructed in the prevalent district style. For these reasons it is considered a non-contributor to the district.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve 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 Navy facilities around the nation.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 191, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 191 supported a shop which in turn supported fleet operations, thus it is not directly associated with significant activities of the Cold War.

[2] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 1-2, 11-12.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011171
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 191

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: South side, camera facing northwest, October 8, 2009.

Photograph 3: Southwest corner, camera facing northeast, October 8, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011171
HRI#
Trinomial

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 191

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Northeast corner, camera facing southwest, October 8, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010036
HRI#
Trinomial

Page 1 **of** 3 ***Resource Name or #** (Assigned by recorder) Building 193

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). This building is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Commissary Office

P2 e. Other Locational Data: On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 193 is a 1,000 square foot building connected to the north side of Building 63. Built on a concrete foundation, it is a wood-frame building with composite roll siding clad in stucco. The concrete shed roof trimmed with wood has a one-foot overhang on the west side. Fenestration includes boarded-up windows of various sizes around the building. Single personnel doors on the west and east sides have boarded-up transom windows and a wooden shed roof above the doors. Wooden stairs and handrails are missing from the east side. At square cove is recessed into the northeast corner of the building.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Camera facing northeast, October 6, 2009.

State of California — The Resources Agency **Primary #** P-01-010036
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 2 **of** 3 ***Resource Name or #** (Assigned by recorder) Building 193

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: Camera facing southwest, October 6, 2009.

B10. Significance:

This update form was prepared to provide additional information about Building 193, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of Naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

American Electric Construction Company of San Francisco built Building 193 as a semi-permanent commissary office in 1944 behind the back of the Mess Hall Galley (Building 3). Uses have included bakery storage, a typewriter repair room, fire department storage, and administrative offices.[1]

[1] Building 193, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Zone

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010036
HRI#
Trinomial

Page 3 **of** 3 ***Resource Name or #** (Assigned by recorder) Building 193

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

Building 193 was built during the initial construction of the station, and is a contributing element of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[2] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. The architectural significance of Building 193 was recorded by the previous studies (attached).

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 193, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not individually possess Cold War-era significance, Building 193 remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** M. Bunse and H. Norby

***Date of Evaluation:** January 2010

Analysis Data Summary Phase 2A Sampling Zone 9: The Enlisted Barracks Zone; Alameda Point, Alameda, California," January 2001.

[2] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

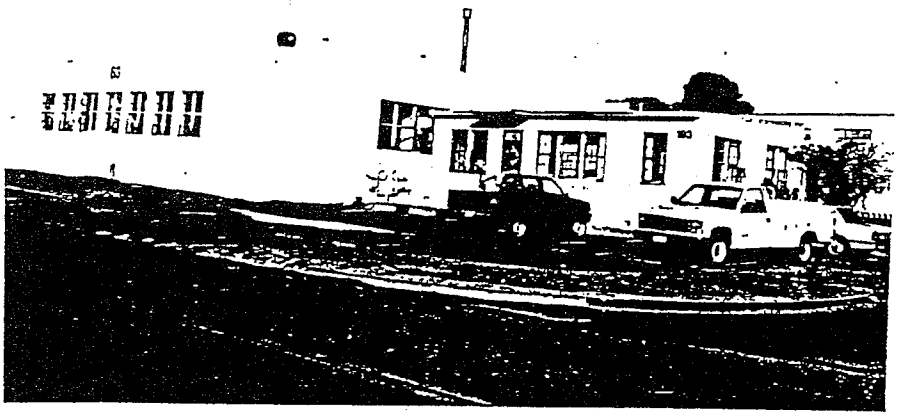
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 193
3. Street: First St. **NAS Alameda Map** L-20 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA,
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a one-story wood building with a flat roof and an L plan. The cladding is weatherboard; typical windows are wood-framed with multiple-light wood sash; doors are wood.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



HISTORICAL INFORMATION

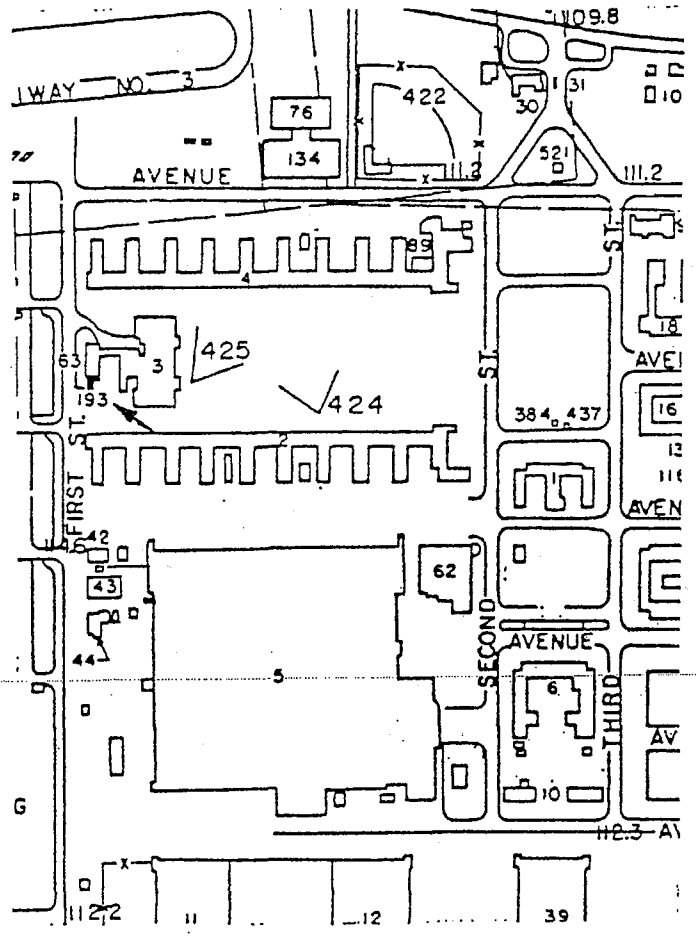
14. Construction date: 1944. Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS ALAMEDA. Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Building 193 contributes to the NAS Alameda Historic District under Criterion A as a secondary resource; it was built as a semi-permanent building, a commissary office, for Building 3 in 1944. Under Criterion C, It is representative of type of utilitarian building common on the base.

20. Sources: NAS Alameda records
21. Aplicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbrige, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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PRIMARY RECORD

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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 196

P1. Other Identifier: Flammable Storage

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 196 is a one-story, 32 feet by 31 feet square structure covering 1,027 square feet, located at the northwest corner of Building 9. It has a square shaped plan with flat roof and is constructed of poured concrete on the north half and terra cotta block on the south. The west end has a metal sliding door on the north side and a sliding wood door on the south. The north side has two three-part sliding windows; the south and east sides are plain. (**Photograph 1**)

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: camera facing southeast, October 8, 2009

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1943, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 196

B1. Historic Name: Storage
B2. Common Name: Storage
B3. Original Use: Flammable Storage B4. Present Use: Flammable Storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1943

***B7. Moved?** ☐No ☐Yes ☒Unknown **Date:** **Original Location:**
***B8. Related Features:**

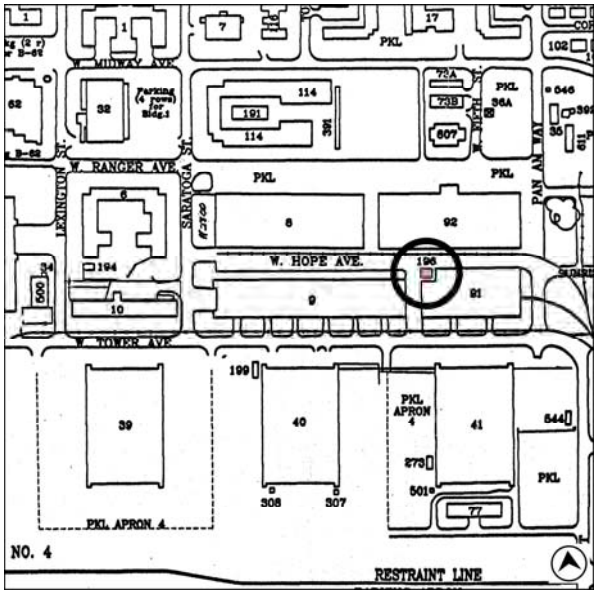
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 196 does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Building 196 is located within the boundaries of the NAS Alameda Historic District identified by Sally B. Woodbridge as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992, however, this building was not evaluated as a potential contributor at that time. This form: 1) re-evaluates the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes.

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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010 / June 2010

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 196

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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.

Building contractors Johnson Drake and Piper built Building 196 in 1943 as storage for flammable substances. Building 196 continued to be used in this function. There have been no known additions to the building.[1]

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[2]

Evaluation

Building 196 is located within the boundaries of the NAS Alameda Historic District identified by Sally B. Woodbridge as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992, however, this building was not evaluated as a potential contributor at that time. Although construction of Building 196 occurred during of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District (1938-1945), it does not contribute to the significance of the NAS Alameda Historic District. The buildings considered non-contributors to the historic district were those within the district boundaries that were either built outside the period of significance (i.e., post 1945), those built within the period of significance that had lost integrity through alteration. The Woodbridge study also identified ineligible a series of "miscellaneous sheds remaining from the period of significance… judged not to contribute to the

[1] Building 196, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; *P-164*, 1963 edition, Archives Box 38, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 14: The Central Warehouse Zone, Parcel 185, Building 196, Alameda Point, Alameda California," January 2001.

[2] 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), 8-1.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 196

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

historic district because of their temporary nature."[3] Although not specifically listed, Building 196 is similar in form and function to the nondescript buildings listed in the report. The Navy's building records indicate that Building 196 was constructed as a temporary structure, a common practice during World War II. Furthermore, Building 196 did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did it make a significant contribution to the understanding of these roles during World War II. The original historic district significance discussion stated:

> 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 contextual [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.
>
> …. 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.[4]

In the larger context of the naval operations in California and nationwide during this period, the utilitarian function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). This resource is unremarkable in its use in routine fleet support, and was not historically important, within the context of NAS Alameda's station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 196 is utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It was also not constructed in the prevalent architectural style of the historic district.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[5] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 196, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

[3] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 1-2, 1, 4.
[4] Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1-2, 11-12.
[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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PRIMARY RECORD

Primary # P-01-011173
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 258

P1. Other Identifier: Child Development Center

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 190 Singleton Avenue 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 258 is a single story building with a predominantly U-shape plan covering 12,430 square feet. It has a cross gable roof of composition shingles with elevated dormers and shed roof extensions on the east and west sides **(Photograph 1)**. The roof of the south facing wings are divided into two sets of gable roofs **(Photograph 2)**. The walls are clad in shiplap siding with corresponding cornerboards, a wide wooden baseboard and wood window casing. Large louver vents are located in each of the dormers as well as in the recessed portions of the façade. Each wing has a shed roof extension on the south side with recessed entrances to the main building. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, December 22, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1985, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
J. Jones and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 12/22/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 258

B1. Historic Name: Child Development Center
B2. Common Name: Child Development Center
B3. Original Use: Child Development Center B4. Present Use: Child Development Center
***B5. Architectural Style:** Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1985

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

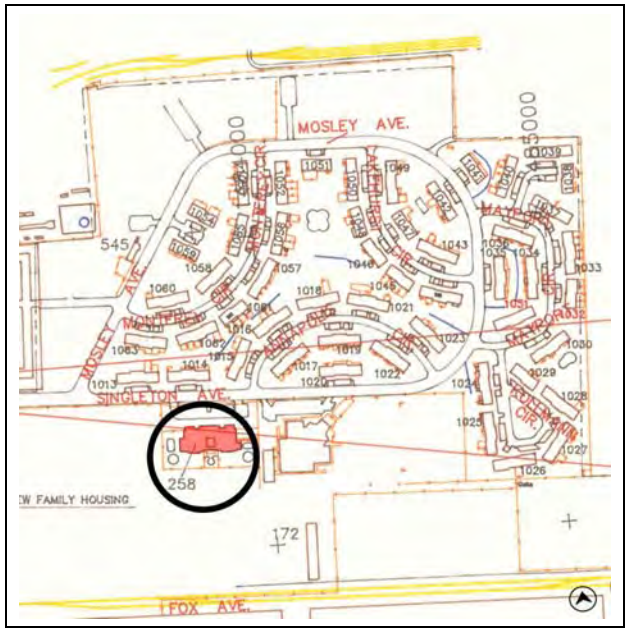
The Child Development Center, Building 258, is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.
B13. Remarks:



***B14. Evaluator:** M. Bunse, J. Freeman, and J. Jones

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011173 HRI# Trinomial

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 258

***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

P3a. Description (cont.):

The façade is composed of two setbacks that include utility room access and additional entrances as well as a utility room extension west of the entrance. The main entrance is recessed beneath an overhang supported by square posts.

The building is characterized by large, metal-framed, hopper windows and smaller fixed windows, which are also found in the dormers. Door styles include a combination of solid metal doors, wood and glazed personnel entrances and double glazed doors at the main entrance. The courtyard within the U-shape includes a covered walkway supported by square posts, which runs between to the two wings and the patio roof extensions located on each wing. There is a small shed roof extension facing north within the courtyard that is composed of a series of large fixed windows. The east and west sides of the building include large shed roof extensions. The east side has two of these patio roofs, one of which is corrugated metal and the other is metal framed with composition shingles **(Photograph 2)**. The west side includes one large metal framed patio roof with composition shingles.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This building is not eligible for listing in the NRHP or CRHR because it does not individually possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Building 258 is a later addition to NAS Alameda, with its construction date of 1985. It was built east of Main Street, at the eastern edge of the base, an area that primarily functioned as housing.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 258

***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

The North Housing area, located just north of Building 258, was constructed in 1969.[1] Between 1975 and 1981, the George P. Miller Elementary School was built east of Building 285. By this time, the Navy required a child care facility to serve this part of the base and erected Building 258. By 1987 the Child Development Center was running at full capacity. That same year saw improvements made to the kitchen facilities and installation of new playground equipment. The center primarily served infants, toddlers and provided preschool, along with day care provided for older youths. The building was improved further between 1988 and 1993 with the addition of the corrugated metal patio roof on the east side and the utility room extension on the façade. During the 1990s, this facility also served as the headquarters for the Family Home Care Program in which child care certified military dependents could provide child care in their government housing units. At this time, the Navy expanded housing in this area with the construction of the residential area south and west of the Child Development Center. The Navy built this permanent structure to serve as a nursery and child care facility.

Aside from the few additions made to Building 258 in its early years, the Child Development Center retains much of its original plan and use [2]

Evaluation

Building 258 is the only property east of Main Street recorded for this project. Building 258 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While it retains some integrity to when it was originally built, the building is unremarkable in its use in routine fleet support, and is not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general.

Moreover, the building was apart from the main operations on the base. Most of the buildings in the surrounding area were built since the late 1960s and function as residential units. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for buildings constructed

[1] North Housing area was recorded and evaluated in January 2009 by Navy historian David Sproul. The Navy concluded that the housing area was ineligible for listing in the NRHP. David Sproul, Naval Facilities Engineering Command Southwest, "DPR 523 Site Form for North Housing Parcel," January 10, 2009.

[2] Building 258,United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; US Navy, *1987 Command History*, box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); Aerial Photographs, 1988, 2000, www.historicaerials.com; Aerial Photograph, "A-38_AV-2655-3-13_5-13-1985," 1985, Images from the Navy-D2; Aerial Photograph, "A-33_5009-2-1_9-30-1993," 1993, Images from the Navy-D2; US Navy, *1992 Directory, NAS Alameda, California*, Box 2 of 2, 5757-1b, 3195G, Record Group 181, Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); U.S. Navy, *Environmental Baseline Survey, Data Evaluation Summaries, Alameda Point, Alameda, California. Volume IX- Parcel 16.* Prepared by IT Corporation, 2001; US Navy, US Naval Air Station's Photograph Album: Alameda, California, c.1950 Oakland History Room, Oakland Public Library.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011173
HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 258

***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

during the 1980s at naval stations (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 258 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: East wing of Building 258, showing division of roof line, camera facing west, December 22, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011174
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 265

P1. Other Identifier: Flammable Stores

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 265's rectangular plan covers 251 square feet on a raised concrete foundation. It has a front-gable corrugated metal roof with vertical corrugated metal siding. The south side includes a roll up metal door flanked by small louvered vents. A single metal personnel door is located on the north end of the east side and a small louvered vent is south of the doorway. Four large louvered vents are located in the upper portion of the north side and three small louvered vents are found on the building's west side (**Photograph 1**).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, October 15, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1945, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and R. Flores
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011174
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 265

B1. Historic Name: Flammable Stores
B2. Common Name: Flammable Stores
B3. Original Use: Flammable Stores B4. Present Use: Plant Services for A/C OH
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1945

***B7. Moved?** ☐No ☐Yes ☒Unknown **Date:** **Original Location:**
***B8. Related Features:**

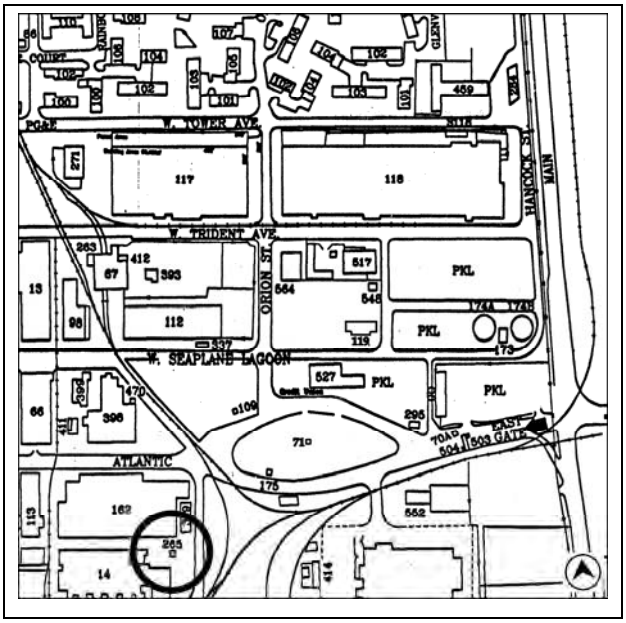
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 265 does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

The Navy constructed Building 265 in 1945 within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992, however it is not within the district boundaries and was found to be a "non-contributing temporary or miscellaneous, nondescript structure," thus it was not evaluated as a potential contributor. This form was prepared to: 1) re-evaluate the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; 2) to provide additional information about Building 265 to assess if it retains integrity; and 3) to evaluate the building's significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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. Miller; M. Bunse; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011174
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 265

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and original construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

these throughout the period between the two wars. [3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon, in an area that was not in within the station's original design axial and formal layout. In 1941 the Navy had constructed the initial portion of Building 13. The following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Building contractors Stolte, Incorporated of Oakland constructed Building 265 in 1945 for housing administration storage. It was subsequently used to store flammable materials. There have been no additions to the building.[4]

Evaluation

Building 265 was built during the final year of World War II operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. Although Building 265 has some association with the district's significance under NRHP Criterion A (CRHR Criterion 1), the alterations to the area of the station where the building is located prevent it from conveying its association with the World War II context. Furthermore, Building 265 is an undistinguishable example of a common building type and does not convey any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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.
>
> … 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.[5]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Additionally, Woodbridge did not evaluate some buildings, like Building 265, that were considered temporary or miscellaneous, or nondescript. Building 265 was placed in the latter category. It is relevant to also place this building among the resources that were considered to be an area of the station that was so altered through multiple changes over time that it no longer conveyed the impression of the early air station and did not contribute to the district. Early

[3] 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.

[4] Building 265, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; *P-164*, 1963 edition, Archives Box 38, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 17: The Engine Testing and Hazardous Materials Storage Zone, Parcel 137, Building 265, Alameda Point, Alameda California," January 2001; Building 265, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[5] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 1-2, 11-12.

plans for the 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, the salvage facility, the locomotive repair shop, storage (like Building 265), and engine test cells. Research undertaken for this project in building plans, base maps, and aerial photographs indicates buildings that this area was not a part of the original formal station plan and that the area east of the Seaplane Lagoon on NAS Alameda was part of early plans for future expansion.[6] It is also within an area of the station that includes buildings that have been relocated, altered, and newly constructed during the Cold War period. The area, which includes Building 265, therefore, does not convey its association with the context of World War II naval facilities in the Bay Area, and is not a contributing element of the historic district.

In the larger context of the naval operations in California and nationwide during this period, the storage function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). This storage type was unremarkable in its use in routine material supply, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 265 is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It does not have a direct or important association with a historically significant individual, and it is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). This building is not within the identified NAS Alameda Historic District and, as noted, does not have sufficient historical significance or design elements to justify expanding the district to include Building 265.

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[7] Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 265, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 265 provided storage of gas cylinders necessary for aircraft and shop operations. It is not directly associated with significant activities of the Cold War.

[6] 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, "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.

[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011175
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 7 ***Resource Name or #:** Building 271

P1. Other Identifier: Gas Cylinder Storage

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 271 is an open storage shelter covering 6,080 square feet. It has a rectangular plan measuring 100 feet by 60 feet with a low pitched gable roof. The wood framed building has wooden posts and bracing clad with horizontal wood siding on the north and south and corrugated metal on the west side. The north side has four bays covered in chain link fencing. The west side has two metal sliding doors at each end that are no longer on their tracks **(Photograph 2)**. The south side has four bays covered by chain link and wood fencing **(Photograph 3)**. The east side has ten open bays with sliding wood and chain link doors in the bays third from the north and south ends.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: North side, camera facing southeast, October 15, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1945, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011175
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 7 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 271

B1. Historic Name: Gas Cylinder Storage
B2. Common Name: Gas Cylinder Storage
B3. Original Use: Gas Cylinder Storage B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1945

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

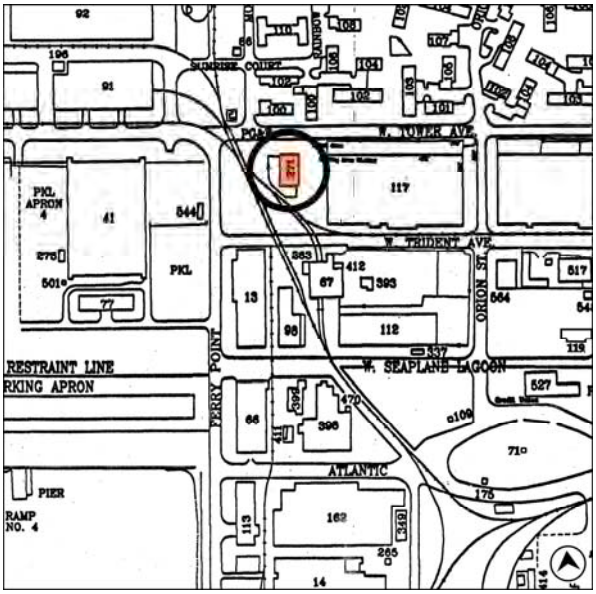
B9a. Architect: US Navy b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 271 does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

The Navy constructed Building 271 in 1945 within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992, however this building was not previously evaluated in that study or any other historic resource survey. This form: 1) evaluates the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; 2) to provide additional information about Building 271 to assess if it retains integrity; and 3) to evaluate the building's significance under Cold War themes.

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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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.Brookshear and C. McMorris

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011175
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 271

***Recorded by:** C. Brookshear and H. Miller **Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and original construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

these throughout the period between the two wars. [3] BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes, but also included unplanned areas necessary for future expansion.

The Navy added facilities east of the Seaplane Lagoon and Seaplane Hangars, in an area that was not in within the station's original design axial and formal layout. In 1941 the Navy began construction of Building 13. The following year four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98), along with the shipping warehouse (Building 105, since demolished). Other buildings were added later, such as Building 265, which was constructe in 1945 for housing administration storage. The Navy constructed Building 271 in 1945 as a semi-permanent building. Building 271 was used for gas cylinders storage and general storage including vehicles, chemicals, empty drums, and recycling. There have been no additions to the building.[4]

Building 271 is one of the many storage type properties at NAS Alameda. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include storage sheds. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[5]

Evaluation

Building 271 was built during World War II operations at NAS Alameda, and is part of the broader fleet support functions of the station during that time. Although Building 271 has some association with the district's significance under NRHP Criterion A (CRHR Criterion 1), the alterations to the area of the station where the building is located prevent it from conveying its association with the World War II context. Furthermore, Building 265 is an undistinguishable example of a common building type and does not convey any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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-

[3] 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.

[4] Building 271, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; *P-164*, 1963 edition, Archives Box 38, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 17: The Engine Testing and Hazardous Materials Storage Zone; Parcel 110: Building 271; Alameda Point, Alameda California," January 2001; Building 271, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[5] 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), 8-1.

> 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.
>
> … 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.[6]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Additionally, Woodbridge did not evaluate some buildings, like Building 271. It is relevant to also place this building among the resources that were considered to be an area of the station that was so altered through multiple changes over time that it no longer conveyed the impression of the early air station and did not contribute to the district. Early plans for the 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, the salvage facility, the locomotive repair shop, storage (like Building 271), and engine test cells. Research undertaken for this project in building plans, base maps, and aerial photographs indicates buildings that this area was not a part of the original formal station plan and that the area east of the Seaplane Lagoon on NAS Alameda was part of early plans for future expansion.[7] It is also within an area of the station that includes buildings that have been relocated, altered, and newly constructed during the Cold War period. The area, which includes Building 271, therefore, does not convey its association with the context of World War II naval facilities in the Bay Area, and is not a contributing element of the historic district.

In the larger context of the naval operations in California and nationwide during this period, the storage function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). This building was unremarkable in its use in routine material supply, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 271 is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). This building does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). This building is not within the identified NAS Alameda Historic District and does not have sufficient historical significance or design elements to justify expanding the district to include Building 271.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[8]

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[6] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 1-2, 11-12.

[7] 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, "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.

[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011175
HRI#
Trinomial

Page 6 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 271

***Recorded by:** C. Brookshear and H. Miller **Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Building 271, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Building 271 provided storage of gas cylinders necessary for aircraft and shop operations. It is not directly associated with significant activities of the Cold War.

P5a. Photographs (cont.):

Photograph 2: West side, camera facing southeast, October 15, 2009.

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Page 7 **of** 7 ***Resource Name or #** (Assigned by recorder) Building 271

***Recorded by:** C. Brookshear and H. Miller **Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: South and east sides, camera facing northwest, October 15, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011176
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 292

P1. Other Identifier: Riggers Shop

***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** ; **¼ of ¼ of Sec** ; M.D. **B.M.**

c. Address: 1450 Ferry Point 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 292 is a side gable 'L' shaped building measuring 2,735 square feet with a rolled composite roof and clad in asbestos shingles. A shed roof addition is located along the west half of the north side. The building sits on a tall concrete foundation. Fenestration consists of nearly evenly spaced one over one, double-hung windows. The long west side has eight windows and two doorways. Each door is wood with a single fixed window. The central doorway has a wooden stair and stoop protected by a gable roof overhang supported on wooden posts. A partial width wood porch runs along the northern portion of the west side. This shelters the second doorway and has metal handrails and a shed roof overhang supported by wood posts (**Photograph 1**). (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1945, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011176
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 292

B1. Historic Name: PW Riggers
B2. Common Name: PW Riggers
B3. Original Use: Rigging B4. Present Use: Private Business
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1945

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Carrier Piers Area

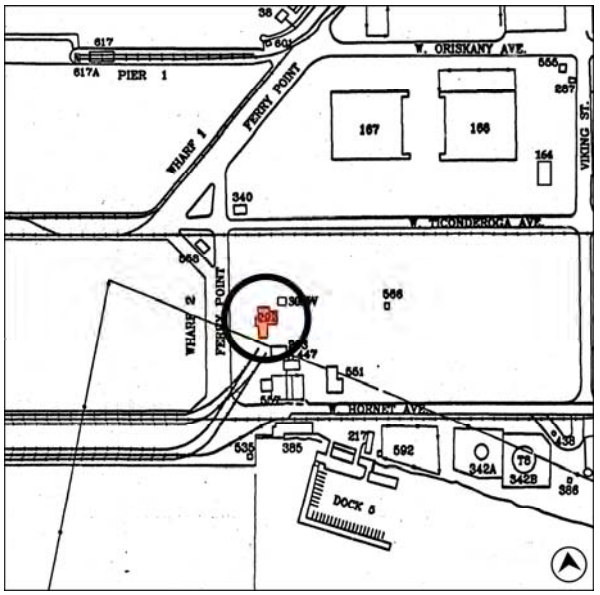
B9a. Architect: Unknown b. Builder: James I. Barnes Const. of Santa Monica, CA
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 292 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Building 292 was constructed within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992; however, it is not within the district boundaries and was not evaluated as a potential contributor. This form was prepared to: 1) re-evaluate the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** R. Herbert; H. Norby; C. McMorris

***Date of Evaluation:** January 2010 / June 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011176
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 292

***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The east end has another entry consisting of a solid wood door with wooden stoop and protective shed roof. Both the east and south ends have two one over one, double-hung windows. The south side of the east west portion of the 'L' has a shed roof that changes the angle of the gable and projects beyond the regular width. The southern edge of the shed roof is supported on posts. These posts create bays for the storage of equipment and material.

The shed roof extension along the north side has horizontal wood siding with metal gutters and a ground level vehicle entrance on the west side with a wooden sliding door; the north side of the shed has wood framed hopper windows. (**Photograph 2**). The south side or rear of the building appears to be a work/storage area and is enclosed behind a chain-link security fence with a rolling gate on the north side (**Photograph 3**).

B10. Significance (cont.):

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Building 292 was constructed in 1945 as an inspection repair operations building at a cost of $9,000. Since 1945 crane and rigging work, along with marine maintenance has been performed in the shop area on the north side of the building as well as in the open area on the building's south side (**Photograph 2**). These crane tracks (Building 201062) that run east of the building to Pier 3, are recorded on a separate form. The tracks were originally constructed in 1940 to service Pier 2; they were extended to Pier 3 when it was built in 1945. The Colby Porter Crane, which ran along the tracks in the 1960s and assisted in loading and off-loading vessels, was operated out of Building 292. In late 1967, the engine of this crane was replaced.[1] Segments of the track have been removed in some areas (**Photograph 3**). The larger area of Building 292 historically and currently provides office space for personnel coordinating the functions of the nearby facilities.[2] The space occupied by Building 292 was formerly an open area used for airplane and missile storage.[3]

[1] Structure Card 2-01062, Box 60, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.
[2] See form on Carrier Piers Area for further discussion of activities associated with Building 292.
[3] Building 292, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Building 292, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 19: The Dock Support Services Zone; Parcel 159: Building 292 and Open Space; Alameda Point, Alameda California," January 2001.[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

*Recorded by: R. Herbert and K. Clementi Date: October 8, 2009 ☒ Continuation ☐ Update

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[4]

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. Building 292 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Evaluation

Building 292 was built in the final year of World War II operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time and throughout the Cold War. Although Building 292 has some association with the district's significance under NRHP Criterion A (CRHR Criterion 1), the alterations to the area of the station where the building is located prevent it from conveying its association with the World War II context. Furthermore, Building 292 is an undistinguishable example of a common building type and does not convey any potential architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated:

> 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.
>
> … 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.[5]

The buildings considered not eligible as contributing elements of the district were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Additionally, Woodbridge did not evaluate some buildings, like Building 292, that were considered temporary or miscellaneous, or nondescript. It is relevant to also place this building among the resources that were considered to be an area of the station that was so altered through multiple changes over time that it no longer conveyed the impression of the early air station and did not contribute to the district. Early plans for the station do not include some support

[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), 8-1.
[5] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," 1992, 1-2, 11-12.

/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. Research undertaken for this project in building plans, base maps, and aerial photographs indicates buildings that this area was not a part of the original formal station plan and the area was developed during wartime expansion.[6] It is also within an area of the station that includes buildings / structures that have been altered and newly constructed during the Cold War period. The area, which includes Building 292, therefore, does not convey its association with the context of World War II, and is not a contributing element of the historic district.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve 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 Navy facilities around the nation.[7] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. In the larger context of the naval operations in California and nationwide during this period, the Public Works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Though the function of the building was associated with operations at the Carrier Piers, the routine marine and crane maintenance and repair that occurred within the building was not historically significant, nor were the loading and unloading operations that occurred on the crane tracks adjacent to Building 292. The building retains integrity to when it was built; however, it is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[6] 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, "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.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011176
HRI#
Trinomial

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 292

***Recorded by:** R. Herbert and K. Clementi **Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 292, camera facing southeast, October 8, 2009.

Photograph 3: Crane tracks, camera facing north, December 16, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011177
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 340

P1. Other Identifier: Pump House

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 340 is a wood frame one-story building on a concrete foundation. Its footprint is 40 feet by 20 feet. The building is clad in corrugated metal panels. The south side central personnel door is boarded and is flanked by pairs of one-over-one windows that are in disrepair. An enclosed gable roof utility box is located on a concrete pad at the southwest corner **(Photograph 1)**. The west side has a double metal personnel door at the southwest corner and a vent in the gable. The north side has a group of four one-over-one windows with a protruding sill and a detached external utility box with a fence around it. The east side has a vent in the gable and large pipes that lead from the building into the ground **(Photograph 2)**. There are two vents along the roof line.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1950, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/13/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011177
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 340

B1. Historic Name: Pump House for Fire Protection
B2. Common Name: Pump House for Fire Protection
B3. Original Use: Pump House for Fire Protection B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1950

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

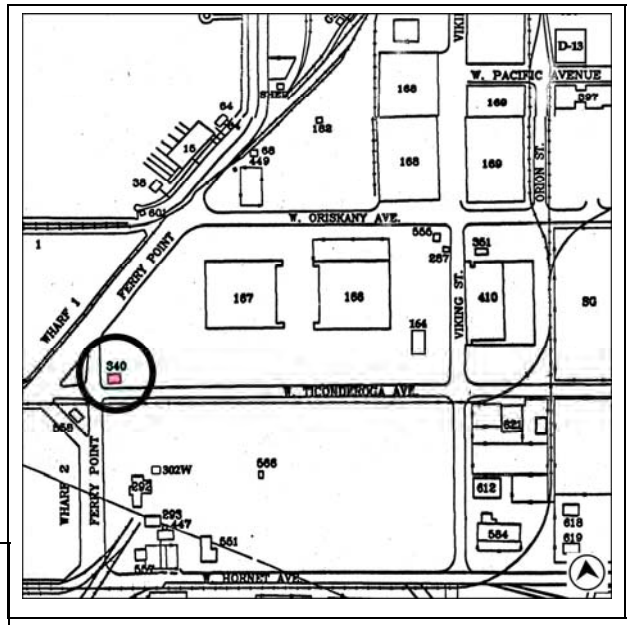
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 340 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear and S. Melvin
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011177
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 340

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 340 is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

The Navy constructed Building 340 in 1949 as part of a larger high-pressure fire protection system which would provide additional fire protection to ships berthed at Piers 1 and 2. Building 340, the pump house, contained booster pumps which would raise the pressure in the surrounding domestic water and high pressure mains and hydrants.[2]

Evaluation

Building 340 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945possesses

[1] 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), 8-1.
[2] United States Navy, "History of US Naval Air Station, Alameda, 01 Jul 1949 to 31 Dec 1949" RG 181, History of US Naval Air Station 1 Nov 1940 to 31 Dec 1958, Compartment 5757-1b, Box 1 of 2, National Archives and Records Administration, Pacific Region, (San Francisco), 34.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011177
HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 340

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

significance in the Cold War period. In the larger context of the naval operations in California and nationwide during this period, the Public Works / Infrastructure function of Building 340 did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Thus, while it retains some integrity to when it was constructed, Building 340 was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 340 is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). It does not have a direct or important association with a historically significant individual, and not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Camera facing southwest, October 13, 2009.

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**

 ***Resource Name or #:** Building 346

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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1220 West Midway Avenue 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete foundation, Building 346 is a 60 foot by 41 foot corrugated metal Quonset hut. Fenestration on the two ends of the building are identical with central delivery doors flanked by two pairs of six-light windows and a single personnel door **(Photograph 1)**. The north side mirrors has a louvered vent above the sliding door and a vent stack located at the northwest corner. A lean-to addition with a shed roof is attached to the northwest corner. A small, attached ladder provides access to equipment affixed to the north side **(Photograph 2)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: South side, camera facing northeast, October 1, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1949, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/1/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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): Previous evaluation form under CERCLA

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 346

B1. Historic Name: Maintenance Shop, DWF
B2. Common Name:
B3. Original Use: Maintenance Shop, DWF B4. Present Use: Administrative Office/ Lunch-Locker Room
***B5. Architectural Style:** Quonset Hut
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1949

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

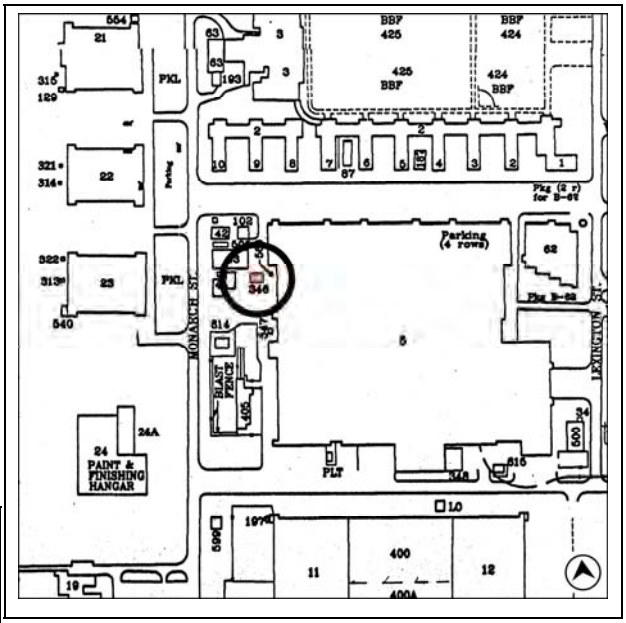
The Navy previously evaluated Building 346 in 2007 to support a Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) response action. The Navy concluded that the building did not meet the criteria for listing in the National Register. The California SHPO concurred with this finding on December 3, 2007 (USN0700912B). For reference, the Navy's DPR 523 site form is attached.

Building 346 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

This form has been prepared to reaffirm the Navy's previous conclusion based on the station wide evaluation of Cold War-era resources prepared as part of the study referenced in P11.

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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010 / July 2010

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 346

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 346 did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Station Forces constructed Building 346 in 1949 to serve as an electric shop associated with the aircraft Overhaul and Repair department. This semi-permanent building was used as a generator test electric shop, a general repair shop, administrative office, and lunch and locker room. The personnel doors were replaced sometime after 1958. As of 2001 this Quonset Hut stored furniture, supplies, and tools.[2]

[1] 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), 8-1.
[2] Building Record, Binder O&R Buildings Data Book No.2, Box 12 of 22, 3195-C, Record Group 181, Naval Air Station Alameda, General Records, National Archives and Records Administration, Pacific Region, (San Francisco); IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 10: Building 5 Heavy Industrial Zone NAS Alameda, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034," Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; "MAA43159(L)-4-58, 4-11-58, O&R Building 346 Generator Test Electric Shop," Official Photograph, Binder O&R Buildings Data Book No.2, Box 12 of 22, 3195-C, Record Group 181, NARA (San Francisco).

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 346

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Building 346 was built during the Cold War-era operations on NAS Alameda, and is part of the broader fleet support functions of the station during this period. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Public Works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building appears to retain some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

NOTE: Subsequent to preparation and release of the draft of the evaluation report noted in field P11, the Navy demolished this building in September 2010.

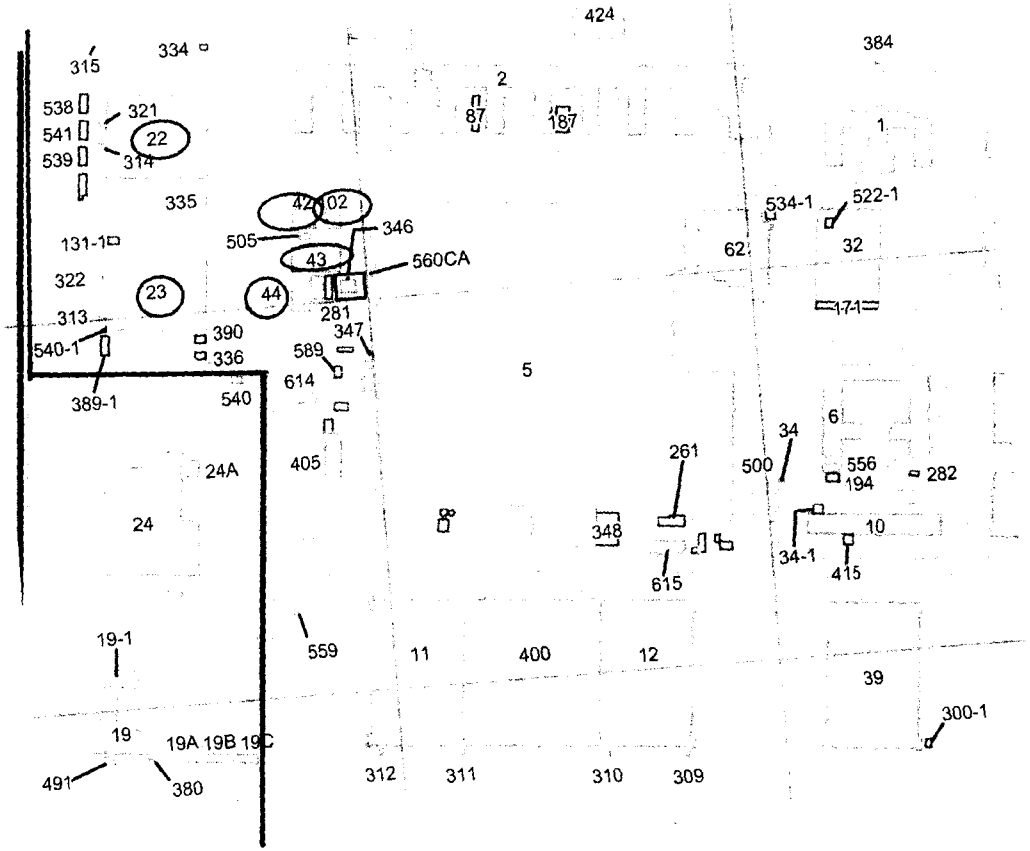
P5a. Photographs (cont.):

Photograph 2: North side, camera facing southwest, October 1, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).


SEAPLANE LAGOON
GEORGE P. MILLER SCHOOL
RV PARK
MS-01 THROUGH MS-19
338A-1 THROUGH 338H-4
PIER 1
PIER 2
PIER 3
WHARF 1
WHARF 2
SUPSHIP
SUPSHIP-1
STACKS
RAMP 1
RAMP 2
RAMP 3
RAMP 4
AREA OF POTENTIAL EFFECTS (APE)
CONTRIBUTING ELEMENTS OF THE NAS ALAMEDA HISTORIC DISTRICT
= District Boundary of the NAS Alameda Historic District (approximate)
BUILDING (PRESENT)
BUILDING (FORMER)
LAND COVER
OPEN WATER
250 0 250 500 Feet
SCALE: 1" = 500'
ENCLOSURE 1
FORMER NAS ALAMEDA-- ALAMEDA POINT
ALAMEDA, CALIFORNIA

ENCLOSURE (2)



= Area of Potential Effects (APE)

= Contibuting Elements of the NAS Alameda Historic District

= District Boundary of the NAS Alameda Historic District

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Y

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 *Resource Name or #: (Assigned by recorder) Building 346

P1. Other Identifier: Maintenance Shop

*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, CA Date 1978 T ___; R ___; __ ¼ of __ ¼ of Sec _____; _____ B.M.

c. Address Monarch Street and W. Midway Avenue City Alameda Zip 94501

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; 561039 mE/ 4182022 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

near the intersection of Monarch Street and W. Midway Avenue; to west of Building 5 and east of Building 44

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting and boundaries)

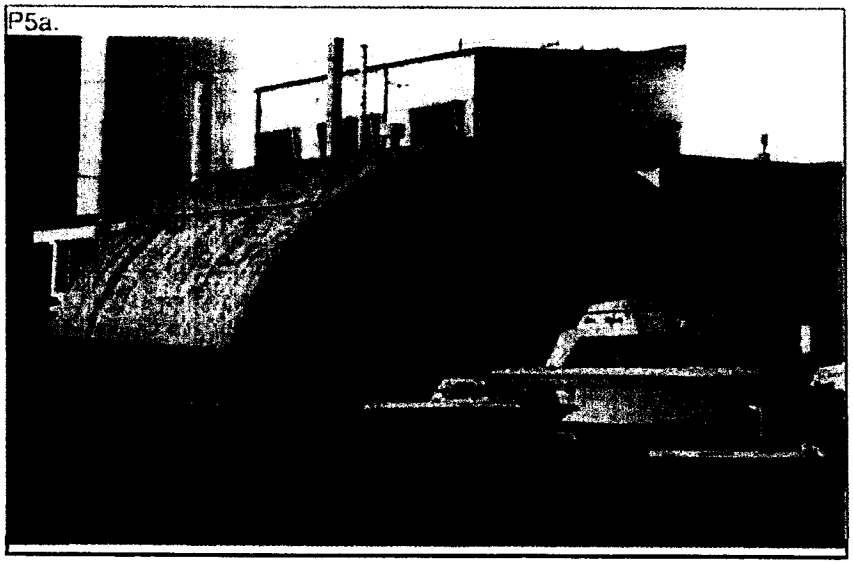
This form addresses **Building 346**, a former maintenance shop at the former Naval Air Station, Alameda. Built in 1949, Building 346 is located within the boundaries of the NAS Alameda Historic District near the intersection of Monarch Street and W. Midway Avenue and is a non-contributing element of the historic district because it was constructed after the historic district's period of significance (1939-1945).

(See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP4, HP34

P4. Resources Present: ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a.



P5b. Description of Photo: (View, date, accession #) #1 Building 346, view to north; August 9, 2007

*P6. Date Constructed/Age and Sources:
☒Historic
☐Prehistoric ☐Both
1949

*P7. Owner and Address:
Base Realignment and Closure Program Management Office West (BRAC PMO WEST); 1455 Frazee Road, Suite 900 San Diego, CA 92105-4310

*P8. Recorded by: (Name, affiliation, and address) Erica Spinelli; Naval Facilities Engineering Command Southwest (NAVFAC SW); 1220 Pacific Highway; San Diego, CA 92132

*P9. Date Recorded: September 6, 2007

*P10. Survey Type: (Describe) site-specific

*P11. Report Citation: (cite survey report and other sources, or enter "none.") None

*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) _____

DPR 523A (1/95) *Required Information

State of California – The Resources Agency **Primary #** _____
DEPARTMENT OF PARKS AND RECREATION **HRI #** _____
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **NRHP Status Code** 6Y

***Resource Name or #** (Assigned by recorded) Building 346

B1. Historic Name: Maintenance Shop
B2. Common Name: Building 346
B3. Original Use: unknown B4. Present Use: unoccupied
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations) 1949
***B7. Moved?** ☐ No ☐ Yes ☒ Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:** See Description
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** n/a **Area** n/a
Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Address integrity.)

Although a formal survey and evaluation of Cold War-era eligibility has not yet been completed for all buildings and structures built between 1946 and 1989 at the former NAS Alameda, Navy records and preliminary contextual data provide a basis for evaluating Building 346. Based upon this data, Building 346 does not appear to meet the criteria for listing in the National Register of Historical Places.

With the end of WWII, the Twelfth Naval District retained Naval Air Station Alameda as one of three permanent stations within its jurisdiction. NAS Alameda became responsible for processing material, equipment, and personnel during the postwar demobilization from the Pacific Theater. Personnel at NAS Alameda began the process of decommissioning ships, mothballing planes, and melting scrap metal from the war effort. (See Continuation Sheet.)

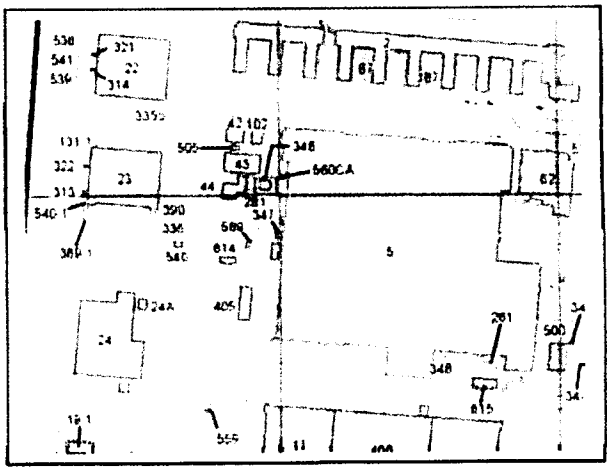
B11. Additional Resource Attributes (List attributes and codes): _____

***B12. References:** Navy's internet Naval Facilities Asset Data Store (iNFADS); Page and Turnbull, Appendix B, (2006)

B13. Remarks:

***B14. Evaluator:** Erica Spinelli

***Date of Evaluation:** September 6, 2007



(This space reserved for official comments.)

DESCRIPTION (continued):

Building 346 is approximately 2,424 square feet in size and measures approximately 41 feet wide by 60 feet in length. Measuring 21 feet in height, Building 346 is a Quonset Hut constructed of corrugated galvanized steel over a steel frame with a mesh steel covering affixed to the interior walls. Building 346 rests atop a concrete pad. (Photograph 1). On the primary façade, a central, industrial steel door is flanked by paired six-light, industrial sash windows. A single personnel door and vent also appear on the primary façade.

SIGNIFICANCE (continued):

Immediately after the war, the installation also served as a supply depot, sending the required staff, materials, and food to Occupied Japan. In the postwar years, NAS Alameda also continued with the overhaul of aircraft as the station converted its focus from propeller-driven aircraft to work on jets. [1]

The initiation of the Korean War and the political context of the Cold War in the 1950s and early 1960s brought additional mission requirements and infrastructure expansion to NAS Alameda. Marines affiliated with Alameda-based carrier divisions were some of the first American ground troops to engage in combat in Korea. NAS Alameda also saw increases in personnel, expansion of runways, and the homeporting of the some of the largest aircraft carriers in the world during this period. By 1961, however, the last seaplane squadron had been transferred to NAS Whidbey Island and several jet squadrons had been reassigned to NAS Lemoore to avoid the noise of jet training over the growing San Francisco Bay Area.

With the escalation of American involvement in the Vietnam War, NAS Alameda became homeport to the USS Enterprise, the world's largest aircraft carrier at the time and the first to be nuclear-powered. Additionally, half of the attack carriers in Vietnam during the late 1960s were reportedly homeported at Alameda. The Naval Air Rework Facility (NARF) also continued to support the maintenance and repair of aircraft in the Vietnam period.

After the end of Vietnam, NAS Alameda saw a reduction in the mission requirement for the NARF and its successor entity, the Naval Aviation Depot, Alameda (NADEP). NAS Alameda was considered twice for closure in 1985 and in 1990, despite the generalized military buildup of the 1980s. NAS Alameda remained active until it was selected for closure in 1993, and operations ceased in 1997 with operational closure.

Building 346 has been used as maintenance shop, Drop Tank cleaning shop, electrical shop, and materials laboratory. In addition, Building 346 has also been identified as a storage building for radioactive waste including radium, depleted uranium, and cesium. [2] Given the proximity to Building 5, Building 346 may have been associated with processing material to support the overhaul of aircraft.

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[1] This historic context statement is summarized from Page & Turnbull, Inc., *Preliminary Development Concept; Appendix B: Alameda Point Naval Air Station Historic District Assessment and Historic Preservation Strategy; Prepared for the Alameda Reuse and Redevelopment Authority*; (February 2006). The Cold War historic context in Appendix B was prepared for use in redevelopment planning and not for evaluation of National Register eligibility.

[2] U.S. Navy, Base Realignment and Closure Program Management Office West, *FINAL Historical Radiological Assessment Volume II: Alameda Naval Air Station- Use of General Radioactive Materials, 1941-2005* (June 2007).

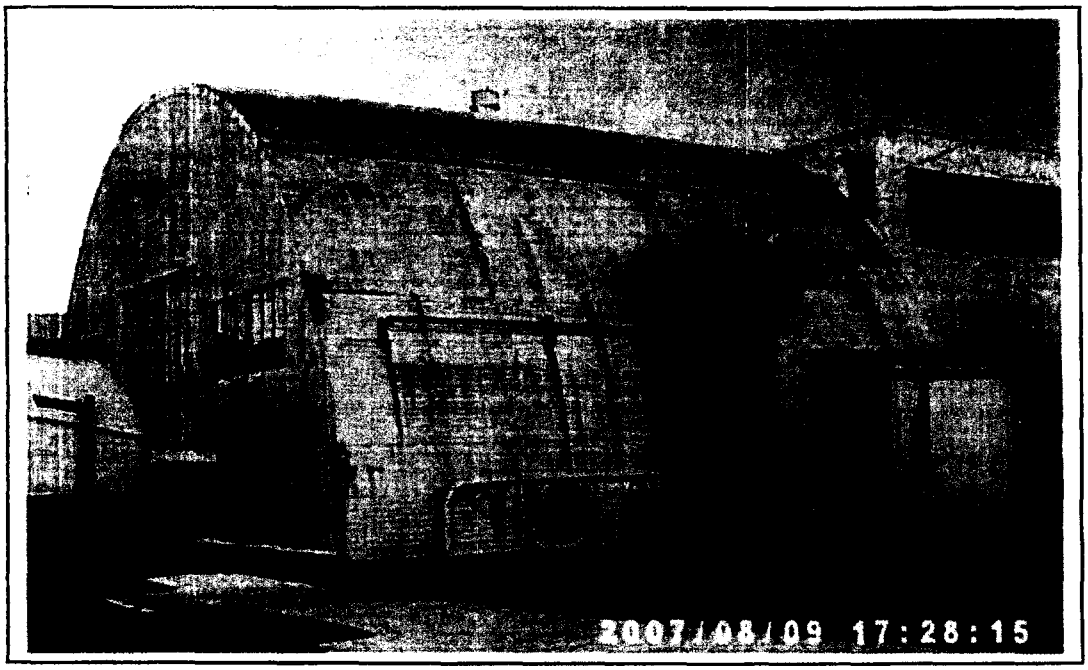
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 4 *Resource Name or # (Assigned by recorder) Building 346

*Recorded by Erica Spinelli *Date September 6, 2007 ☒ Continuation ☐ Update

Although Building 346 served several support functions for NAS Alameda throughout the Cold War period, this structure served logistical and perhaps industrial functions and does not appear to have had direct or important associations with the significant events and themes of the Cold War such as weapons or aircraft research and development (Criterion A). As a Quonset Hut, Building 346 is a standard, utilitarian construction type and does not reflect important architectural themes or styles (Criterion C). Research does not indicate any associations with significant people (Criterion B) or the potential to yield important information in the future (Criterion D). As a logistical and industrial support structure without important architectural features, Building 346 does not appear to meet the criteria for listing on the National Register.



Photograph 2. Building 346; view from the east; August 8, 2007

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011178
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 347

P1. Other Identifier: Paint Storage

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 2396 Monarch Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 347, measuring 1,197 square feet, is a one-story building with a 34 x 34 foot square plan located on the west side of Building 5. The panel-formed concrete building has a parapet roof with metal flange and exterior venting on the roof. The north, south, and west sides of the building each have a pair of galvanized metal double doors with strap hinges covered by a concrete shed roof canopy **(Photograph 1)**. These doors are the building's only openings; there are no windows. Other exterior features include a small concrete ramp approach to the western doors, louvered vents at the southwest and northwest corners, and an exterior ladder at the southwest corner. A wooden plank walkway connects the roof of Building 347 to Building 5 **(Photograph 3)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, October 1, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1946, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/1/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011178
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 347

B1. Historic Name: Paint Storage
B2. Common Name: Paint Storage
B3. Original Use: Paint Storage B4. Present Use: Unknown
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1946

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The former Paint Storage (Building 347) is not eligible for listing in the National Register of Historical Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

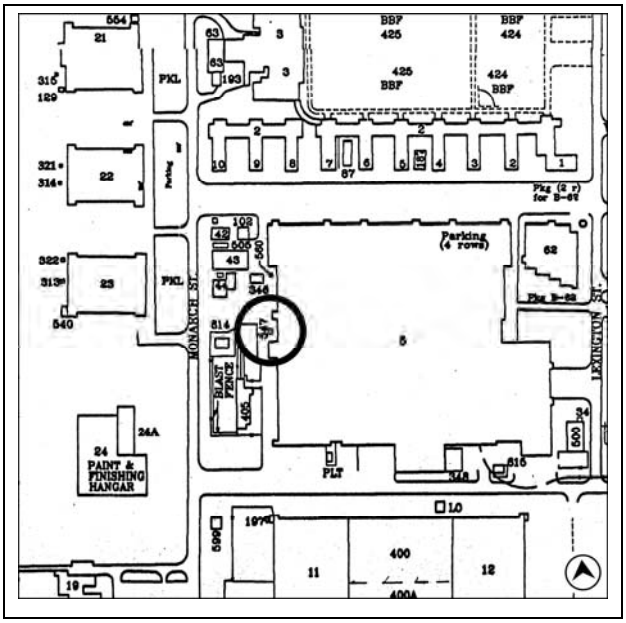
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011178 HRI# Trinomial

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 347

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance:

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Building 347 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

Station Forces constructed Building 347 in 1946 to serve as the paint storage and mixing room associated with aircraft maintenance. This semi-permanent building was also used as a general purpose manufacturing and repair shop. Building 347 appears unaltered since its original construction and remains connected via ducting to Building 5.[1]

Evaluation

Building 347 was built during the Cold War-era operations on NAS Alameda, and is part of the broader fleet support functions of the station during this period. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the Public Works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building appears to retain some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[1] Building Record, Binder O&R Buildings Data Book No.2, Box 12 of 22, 3195-C, Record Group 181 Naval Air Station Alameda, General Records, National Archives and Records Administration, Pacific Region, (San Francisco); United States Navy, Internet Naval Facilities Assets Data Store (iNFADS), 2008; "MAA43148(L)4-58, 4-11-58, O&R Bldg 347 Paint Mixing Building," Binder O&R Buildings Data Book No.2, Box 12 of 22, 3195-C, Record Group 181 Naval Air Station Alameda, General Records, National Archives and Records Administration, Pacific Region, (San Francisco).

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

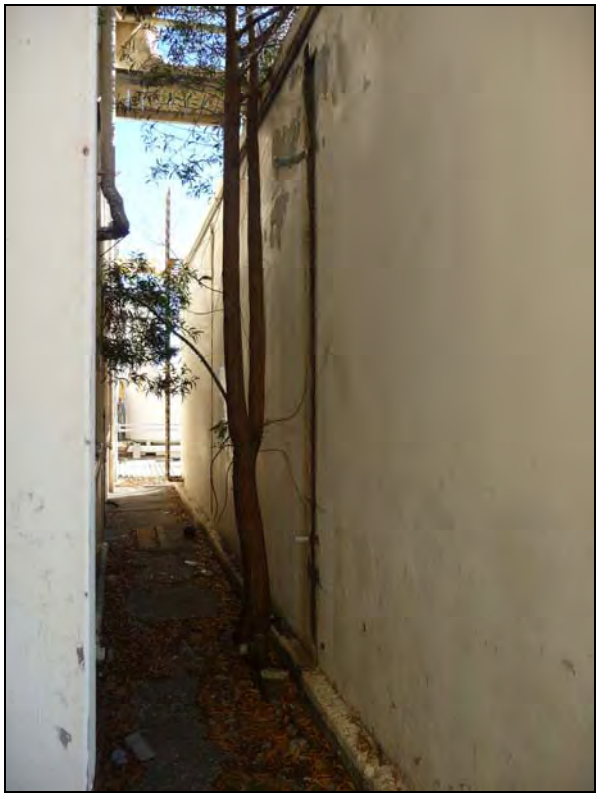
Primary # P-01-011178
HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 347

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Camera facing south, October 1, 2009.



Photograph 3: East wall (right) of Building 347 showing plank walkway to Building 5 above, camera facing south, October 1, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011179
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 372

P1. Other Identifier: Turbo Propulsion Test Cells

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 372 is a tall, single-story building measuring 18,513 square feet with a rectangular plan and flat roof. It is constructed of concrete and has two large metal exhaust towers connected to individual test cells inside the building, protruding from the west side. There are two, full-height metal roll-up doors on both the east and west sides of the building. Above these roll-up doors are low parapets on the roofline. It does not appear the doors on the west side are currently operable **(Photograph 1)**. Between the roll-up doors on the west side is a metal double door; two, three-over-three awning windows; and metal louvered vents. Between the roll-up doors on the east side is a smaller metal roll-up door, metal personnel door, and metal louvered vents **(Photograph 2)**. On the south side of the building is a small attached corrugated metal shed with a shed roof. It has wood double doors and a louvered vent near the roof. Built on top of the roof is another small, corrugated metal shed.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1953, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011179
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 372

B1. Historic Name: Turbo Propulsion Test Cells
B2. Common Name: Turbo Propulsion Test Cells
B3. Original Use: Turbo Propulsion Test Cells B4. Present Use: Engine Preparation and Storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1953

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Stolte Inc. and Gallagher & Durke Inc.
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 372 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria. This form was prepared to consider if Building 372 has historic significance within the Cold War period of operations or functions of the station. (See Continuation Sheet)

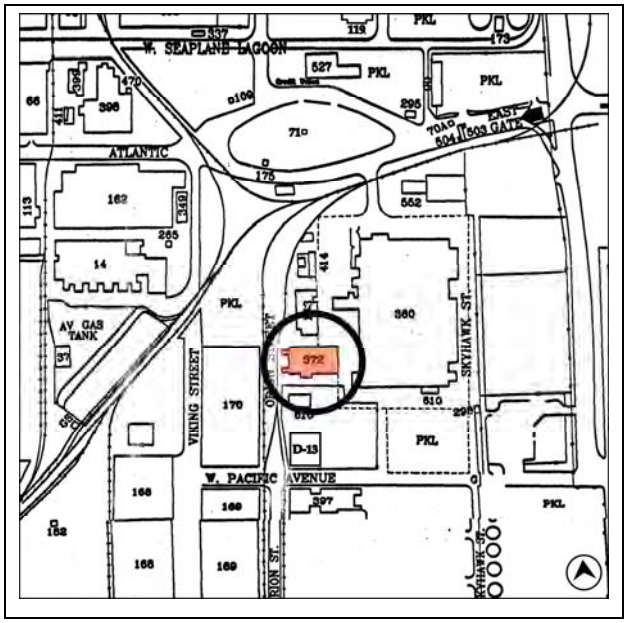
Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); 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. Brookshear and S. Melvin
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011179
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 372

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Contractors Stolte Incorporated and Gallagher & Durke Incorporated, both of Oakland, constructed the Turbo Prop Test Cells (Building 372) in 1953 for a total cost of $600,732.97. The facility was constructed with material to dampen the amount of noise produced by engine testing. Additionally, these test cells were equipped with closed circuit televisions to monitor the tests from the second floor, centralized control room. The two test engines are located in the north and south sections of the building and each are connected to exhaust towers. Fuel was pumped into the building via underground pipelines entering the building from the west and the lubricant supply was stored within the western central portion of the building. The small extension on the south side housed electrical and support equipment.[1]

Testing within Building 372 was part of the larger Overhaul and Repair (O&R) Department's Engine Overhaul Division on base. Funding for jet engine test cells began as early as 1949, but was not granted until the expansion of the navy base began in 1951. Building 372 was one component of this larger funding project. The new technology associated with powerful jet engines were the basis for this expansion and new facility. Although the Turbo Prop Test Cells were constructed with innovative noise dampening materials, a reevaluation of the Station Air Installation Compatible Use Zone (AICUZ) in 1981 contributed to modifications to test cells conducted later that year.[2]

Some of the external recent modifications to Building 372 include changes to the tower and pipe structures associated with the testing process. A small pipe originally ran downward from the west side of the building between the two towers; this pipe was used for air intake required for testing. The exhaust towers remain the same but catwalks have been added to the upper portions of both of them. As of 2008, Building 372 was divided into three main sections: a 1,920 square-foot engine preparation and storage area, the 15,858 square-foot test cells, and a 735 square-foot plant services section for aircraft overhaul.[3]

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[1] Building 372, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; "Alameda County Weekender, Saturday, November 28, 1964," Alameda Clipping File- NAS-General, Alameda Free Library, Alameda, California; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 22: The Southeastern Refinery and Heavy Industrial Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034," Submitted to Southwest Division Naval Facilities Engineering Command, January 2001..

[2] General Information for Supporting Requests for Additional Public Works Projects, 15 February 1946, California – Alameda – pictures, maps, justifications, Record Group 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC, Port Hueneme; Military Public Works Program, Department of the Navy 15 October 1952, California – Alameda –pictures, maps, justifications, Record Group 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC, Port Hueneme; Department of the Navy Public Works Construction Program FY 1955, 5 March 1954, California – Alameda – pictures, maps, justifications, Record Group 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC, Port Hueneme; Naval Air Station Alameda Command History 1981Command History, unlabeled folder 1981 Command History, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968 to 1997, Record Group 181, US Naval Shore Establishment, National Archives and Records Administration, Pacific Region (San Francisco).

[3] "Alameda County Weekender, Saturday, November 28, 1964," Alameda Clipping File- NAS-General, Alameda Free Library, Alameda, California; Building 372, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011179
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 372

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Properties significant under the Cold War theme are related to the development, testing and evaluation of new technologies or operations overseas. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[4] Building 372 was used to test jet engines, but no significant technological advancements occurred at this facility. Buildings 372, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHP Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHP Criterion 2). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHP 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

P5a. Photographs (cont.):

Photograph 2: Northeast corner, camera facing southwest, October 14, 2009.

[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011179
HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 372

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: West side, camera facing southeast, October 14, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011180
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 380

P1. Other Identifier: Saluting Battery

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 380, located at the southeast corner of Building 19, is a saluting battery with three 3-inch, 50-caliber guns mounted to a concrete slab. These guns were once deck guns during WWII.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, December 16, 2009

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1954, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear & S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/29/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011180
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 380

B1. Historic Name: Saluting Battery
B2. Common Name: Saluting Battery
B3. Original Use: Saluting Battery B4. Present Use: Not in use
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1954

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 380 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

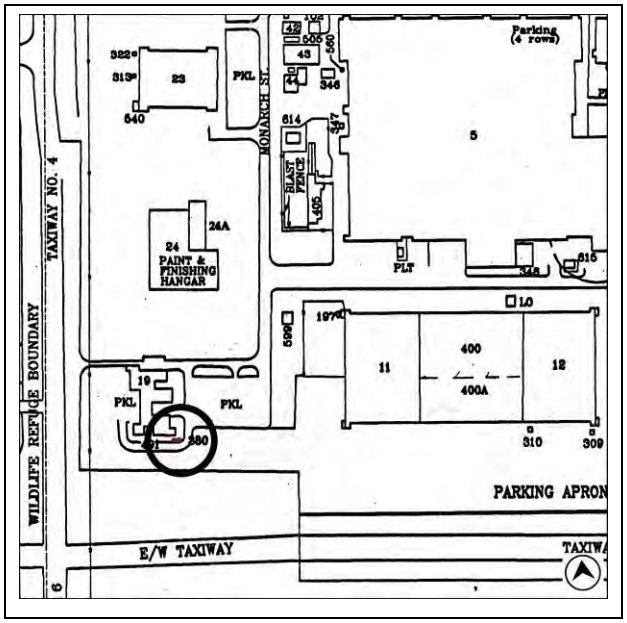
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.
B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011180
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 380

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Building 380 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Other functions in this category include honorary / ceremonial purposes such as flagpoles and saluting batteries. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Building 380 is a series of three anti-aircraft guns on a concrete slab that were installed at the southeast corner of the Control Tower (Building 19) in 1954. A saluting battery is a presentation of arms to salute, honor and recognize visitors to a military base and associated with morale. A battery can be composed of weapons as well as personnel that operate those weapons. Since the airfield was a Naval Air Station it would be possible that these were placed near the control tower at the airfield for that purpose. [1]

Two of the guns are Mark 22 versions of the 3-inch 50-caliber guns that were manufactured by United States Naval Ordnance Plant 'F' in Louisville, Kentucky in 1944 **(Photograph 2)**. The 3-inch 50 caliber Mark 2 gun was manufactured by the General Motor Corporation in Detroit, Michigan in 1943 for the United States Navy Bureau of Ordnance **(Photograph 3)**. The types of guns were used as anti-aircraft weapons on Naval vessels such as carriers and submarines.[2] Research did not reveal which ship / vessel the guns served, nor who ordered the placement of the guns at Building 19 on NAS Alameda in 1954.

[1]United States Army, "Chapter 16, Salute Battery," *Individual Training*, https://rdl.train.army.mil/soldierPortal/atia/adlsc/view/public/10879-1/fm/3-21.5/chap16.htm (accessed 18 Dec 2009).
[2] "Guns on Fleet Submarines," from Submarine Gun Armament, through http://www.fleetsubmarine.com/guns.html (accessed January 6, 2010).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011180
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 380

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

Within a week after the attack on Pearl Harbor in December 1941, American automotive manufacturers were charged by the federal government to produce more than one-third of all machine guns needed for war time demand. William S. Knudsen, General Motors president, was the mastermind behind the reconversion of the auto industry to manufacturing war time materials for the military.[3]

Evaluation

Building 380 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[4] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It is not known where the guns were obtained. Though the building retains integrity to when it was built, it was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. The building is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations of the period (NRHP Criterion C / CRHR Criterion 3). Building 380 did not have a direct or important association with a historically significant individual, and not is likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). As solely commemorative objects of World War II, the guns themselves do not possess significance based on their own importance (NRHP Criterion Consideration F). In closing, Building 380 does not possess historic significance and is not a contributing element of the NAS Alameda Historic District.

[3] Hugh Wray McCann, "Victory 'garden:' Manufacturing firms mutate, mushroom as makers of munitions, other water material," *Ward's Auto World*, 1 May 1996, through http://www.wardsautoworld.com/ar/auto _victory_garden_manufacturing/index.html (accessed January 6, 2010).

[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 380

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Detail of stamping on two guns, December 16, 2009.

Photograph 3: Detail of stamping on one gun, December 16, 2009.

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PRIMARY RECORD

Primary # P-01-011181
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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 3 ***Resource Name or #:** Building 384

P1. Other Identifier: Flagpole

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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) Located in green space North of Building 1, on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The flagpole is located in a circular concrete paved area across the street from Building 1. The metal flagpole has a cross arm located several feet below the main pole. The main pole flies the United States flag, while the California state flag and City of Alameda flag fly from the cross arm. The ropes for the city and state flag form a diagonal from the cross arm to the main pole. The flagpole is topped with a small ball ornament. Approximately three feet from the base is a brass plate that reads, "Dedicated to Robert La Grone first Deputy City Manager Alameda Point April 1997-March 1998."

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, September 25, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and M. Bunse
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/25/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011181
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 384

B1. Historic Name: Flagpole
B2. Common Name: Flagpole
B3. Original Use: Flagpole B4. Present Use: Flagpole
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Administration Building 1, California Registered Historical Landmark No. 968, Historical Railroad marker (Building #201187)
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 384 is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Building 384 is located within the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992 as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda." However, this structure was not evaluated as a potential contributor at that time. This form was prepared to: 1) evaluate the eligibility of this building within the World War II-era historic context for the station, assessing whether the building is historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes. (See Continuation Sheet.)

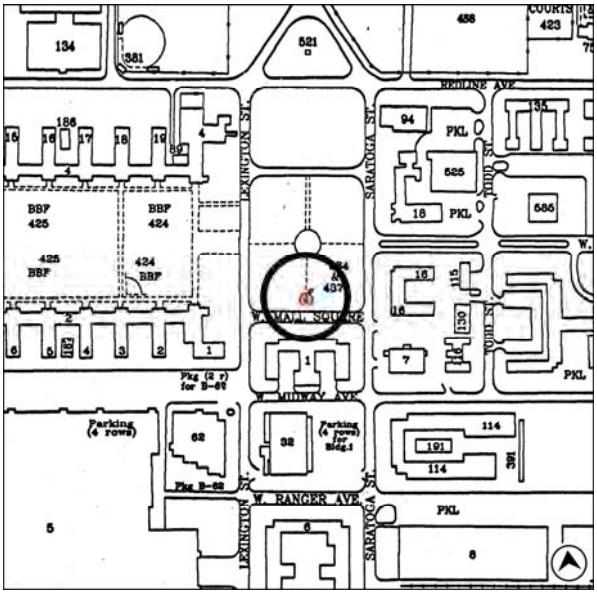
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010 / June 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011181
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 3 ***Resource Name or** # (Assigned by recorder) Building 384

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Although it was not in their contract to supply and erect a flagpole, Johnson, Drake and Piper erected the flagpole in front of Building 1 three days before the commission date of the Station. A messenger was sent to Mare Island for a flag to use during the commissioning ceremony on November 1, 1940. Between 1953 and 1956 a yardarm was added to the pole. [1]

Evaluation

The flagpole was built during World War II operations on NAS Alameda, and is part of the broader honorary functions of the station during that time for daily and ceremonial use. In the larger context of the naval operations in California and nationwide during this period, the function of this structure did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Individual buildings and structures constructed during the World War II-era and used during the Cold War are not imbued with significance simply because they were part of NAS Alameda operations and functions during these period. Building 384, the flagpole, is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The structure did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era. It was unremarkable in its use and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely functional in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). This structure does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). The structure is thus not considered a contributing resource of the NAS Alameda Historic District.

[1] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1944*, Command History 1 of 25, 1 Nov 1940-1 Apr 1947, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 9; "Administration Building Is Nerve Center of Air Station," (photo), *The Carrier*, 15 May 1953; Cover photo, *The Carrier*, 29 June 1956.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011182
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 388

P1. Other Identifier: Inert Storage

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 388 is located with Buildings 120, 121, and 122 at the northwest corner of the base (**Photograph 1**). The Quonset hut building, covering 758 square feet, measures 50 feet by 15 feet and seven feet tall with two roof vent stacks. The east and west ends have a set a double metal doors with an angled top. Four vents are located in each door (**Photograph 2**).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 388 on far left, Buildings 120 and 122 on right, camera facing east, October 15, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1950, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 9561

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011182
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 388

B1. Historic Name: Inert Storage
B2. Common Name: Inert Storage
B3. Original Use: Inert Storage B4. Present Use: Not in use
***B5. Architectural Style:** ARMCO Hut
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1950

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

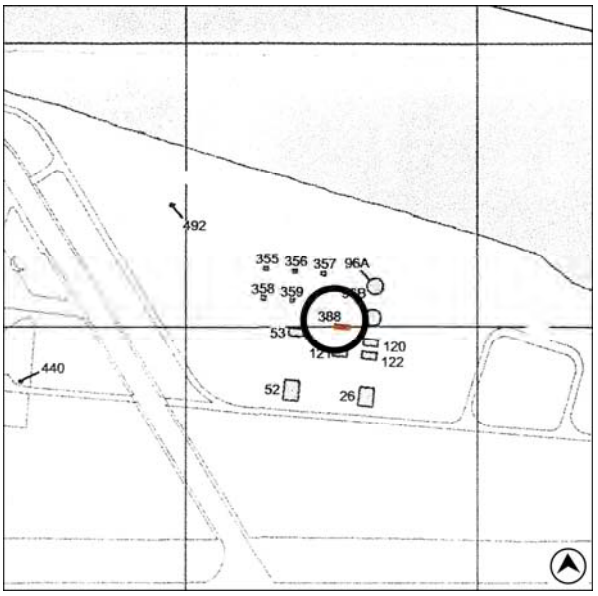
The Inert Storage facility (Building 338) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011182
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 388

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Thousands of Quonset huts were built in the United States starting in World War II. Their design was based on the Nissen Bow Hut first built by the British military during World War I. Named for their place of manufacture, the Davisville Construction Battalion Center at Quonset Point Naval Air Station, Rhode Island, several other companies became involved in manufacture of this building type including Stran Steel, the Anderson Sheet Metal Company and Armco International Corporation of Middletown, Ohio. Armco was the company that manufactured a heavy ingot iron building which was modeled on earth-retaining structures similar to storm sewers or culverts. Armco Huts were used for both ammunition magazines as well as personnel shelters. Armco Huts needed no rib supports and were strong enough to be buried under six feet of earth.[2]

Building 388 was a salvage ARMCO hut constructed in 1950 by Station Forces at the north end of the airfield. The building was used as inert storage and is in its original location.[3]

[1] 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), 8-1.
[2] The Anchorage Museum of History and Art in association with the Anchorage Museum Association and the Alaska Design Forum, Alaska, Julie Decker and Chris Chiei, eds., *Quonset Hut: Metal Living for a Modern Age*. (New York; Princeton Architectural Press, 2005), 149.
[3] Building 388, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1951," RG12, BuDocks Naval Shore Activities-12th Naval District, 1942-54-Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 2: The Northwestern Ordnance Storage Zone; Alameda Point, Alameda, California," January 2001.

State of California — The Resources Agency **Primary #** P-01-011182
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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 388

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the 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 Naval 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.[4] Building 388 was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time as storage. In the larger context of the naval operations in California and nationwide during this period, the storage function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It is unremarkable in its use in routine fleet support, and not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda building is largely utilitarian in design, materials, and construction methodology and relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It is typical of pre-engineered Cold War era storage facilities located on military bases. The building does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Camera facing west, October 14, 2009.

[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Trinomial
NRHP Status Code 6Z

Other Listings
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Page 1 **of** 5 ***Resource Name or #:** Building 391

P1. Other Identifier: Gap Site Storage Shelter

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 391, located between West Ranger and West Midway Avenues, is a long gable roof rectangular building measuring eight feet wide by 250 feet long, covering 2,000 square feet, and is clad in corrugated metal . The south and north sides are plain. The west side is comprised of sliding metal doors **(Photograph 1)**. The north end of the west side is open with a raised concrete floor and built in lockers **(Photograph 2)**. The east side is solid with a vent stack at the north end **(Photograph 3)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, October 7, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1950, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/7/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***Resource Name or #** (Assigned by recorder) Building 391

B1. Historic Name: Gap Site Storage Shelter
B2. Common Name: Gap Site Storage Shelter
B3. Original Use: Gap Site Storage Shelter B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1950

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 391 is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

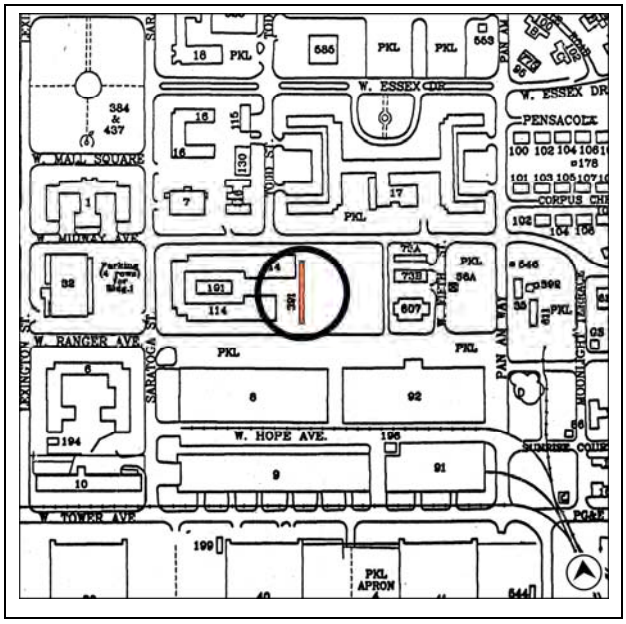
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 391

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 391 was constructed by Station Forces in 1950 as a semi-permanent salvage building located at the east side of the Public Works Building 114. During the 1960s and 1970s it was used for storage and warehouse space. No other information was discovered about the building.[2]

Evaluation

Building 391 was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time as storage. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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

[1] 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), 8-1.

[2] Building 391, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963,* Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5 , Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968,* Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Sec. 2, Naval Districts 11, 12 and 13 (Served by WESTNAVFACENGCOM), NAVFAC P-164, 30 June 1972,* Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California, US Navy, *P-164,* 1974, Box 67, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California.

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CONTINUATION SHEET **Trinomial**

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

historically significant role in Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the storage function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although it retains a measure of integrity from it was constructed, it is unremarkable in its use in routine fleet support, and not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda building is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It is typical of Cold War era storage facilities located on military bases. The building does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 391 is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: West side north end detail, camera facing southeast, October 7, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Camera facing southwest, October 14, 2009.

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HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 392

P1. Other Identifier: Emergency Generator House

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 392 is 20 feet by 12 feet concrete block building, covering 240 square feet, with a roof vent on the shed roof. Centrally located on the east side is a pair of metal personnel double doors (**Photograph 1**). The north side has a boarded up window, as does the south side (**Photograph 2**). The fenced in west side has exterior electrical piping leading to an adjacent concrete pad with high voltage box (**Photograph 2**).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, October 7, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1956, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/7/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 392

B1. Historic Name: Emergency Generator House
B2. Common Name: Emergency Generator House
B3. Original Use: Emergency Generator House B4. Present Use: Emergency Generator House
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1956

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

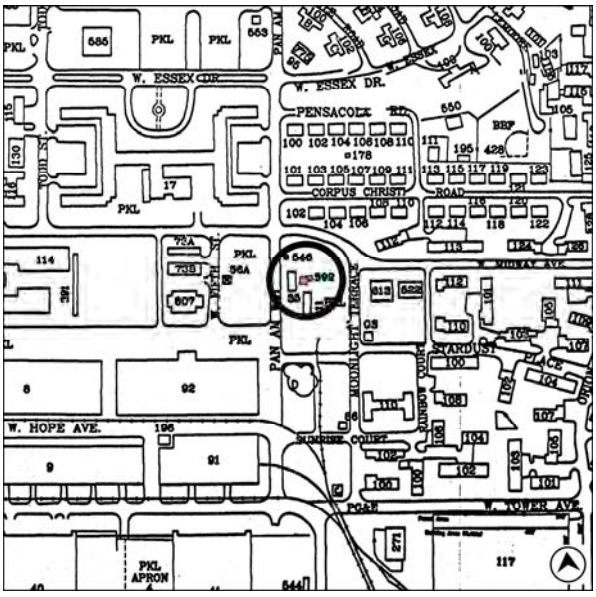
B9a. Architect: Unknown b. Builder: US Navy, Station Forces, NAS Alameda
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The former Emergency Generator House Building 392 is not eligible for listing in the National Register of Historical Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011184
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 392

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Building 392 did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique to NAS Alameda or the military and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Building 392 was constructed by Station Forces in 1956 as an Emergency Generator House behind the Radio Transmitter Building (35).[2] Research revealed no further information about this building.

Evaluation

Building 392 was built during the Cold War-era operations on NAS Alameda, and as a part of the infrastructure serving the station during the period. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Public Works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Infrastructure such as Building 392 is required to support urban activities, and its ubiquitous nature renders it

[1] 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), 8-1.
[2] Building 392, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Primary # P-01-011184
HRI#
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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 392

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

secondary in the context of station operations. The building appears to retain some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Camera facing southeast, October 7, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011185
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 393

P1. Other Identifier: Refueler Repair Shelter

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 393 is a 1,809 square foot rectangular plan building with a shed roof and corrugated metal siding. The main entry point is three bays on the east side with roll-up overhead metal doors (**Photograph 1**). Four, single metal personnel doors provide access to each of the other three sides of the building. The north side has two personnel doors, one sheltered with an open corrugated metal lean to addition (**Photograph 1**). A boarded vent opening sits just below the roofline on the west side. An opening near the east corner on the south side is covered with boards (**Photograph 2**).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, October 15, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1953, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 393

B1. Historic Name: Refueler Repair Shelter
B2. Common Name: Refueler Repair Shelter
B3. Original Use: Refueler Repair Shelter B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1953

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

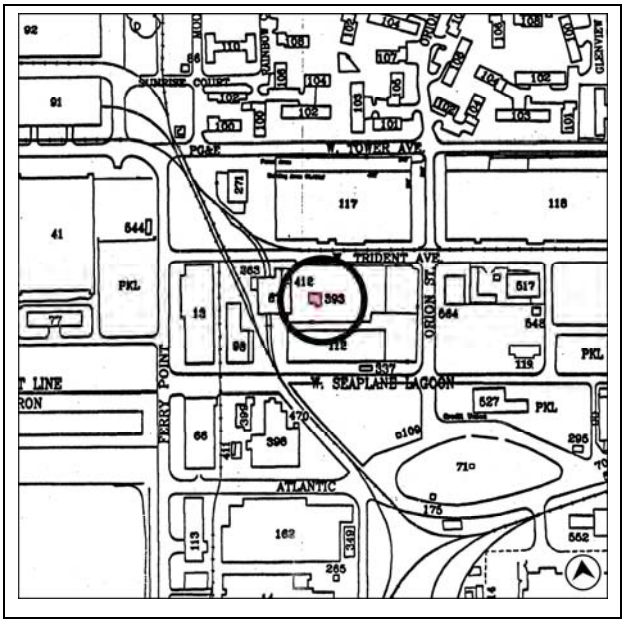
Building 393 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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.



B13. Remarks:
***B14. Evaluator:** H. Norby and C. Brookshear
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 393

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as the Overhaul & Repair (O&R) Department and assigned it additional types of engines and aircraft to maintain. As the needs of the department developed further, O&R shifted from a total overhaul approach to reworking aircraft so they could return to the fleet in the shortest time possible. O&R was later incorporated into a support department for the Naval Integrated Aeronautics Program, and in April 1967, the Naval Air Rework Facility (NARF) replaced the O&R Department as part of a larger administrative reorganization within the Navy. The development of new technology associated with faster aircraft resulted in the need for new facilities to relieve overcrowding in the O&R department during the 1950s.[1]

Station Forces constructed Building 393 in 1953 as a temporary building to support the primary O & R functions. Originally, the building served as a refueler repair shelter but has also served as a maintenance shop, supply storage, painting and blasting shop for marine maintenance and in 2001 stored replacement parts for boats and trailers. In 1987 the vent system in Building 393 was rehabilitated for a total of $99,000. The boarded up window and wall opening on the west side are the only apparent modifications to the building, which remains in its original location.[2]

Evaluation

Building 393 was built during Cold War era operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the support function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building

[1] Allbrandt, *History of the Naval Air Station & Naval Aviation Depot at Alameda, California,* unpublished manuscript, 8; US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5),* 1 November 1940 to 31 December 1958, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); "Prime Duties of O and R," Alameda Times-Star, 25 October 1960; Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269.

[2] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling Zone 17: The Engine Testing and Hazardous Materials Storage Zone Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034," Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; 1987 Command History, Box 2 of 2, 5757-1b, RG 181, NARA (San Francisco).

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 393

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

retains some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Camera facing northeast, October 14, 2009.

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PRIMARY RECORD

Primary # P-01-011186
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 397

P1. Other Identifier: Turbo Jet Engine Test Cell

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1690 Orion Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 397 is a 17,335 square foot irregular shaped, multi-component building with a flat roof. The building's shape and massing clearly reflect its function as a jet engine test facility. On the west end facing Orion Street is a tall, rectangular, concrete block component with metal double doors flanked by two metal roll-up doors. Moving east from this component are two identical long, narrow components. From west to east these each consist of a long, narrow concrete building with two tall ventilation towers. One is concrete with a trapezoidal metal top with open sides, the other is made of raised ridge metal sheets and has a catwalk around the top (**Photographs 1, 2**). (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: South side, camera facing northeast, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1958, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 397

B1. Historic Name: Turbo Jet Test Cells
B2. Common Name: Turbo Jet Test Cells
B3. Original Use: Turbo Jet Test Cells B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1958, 1985 alterations

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Henry Kaiser Company b. Builder: Shaw & Estes
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 397 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

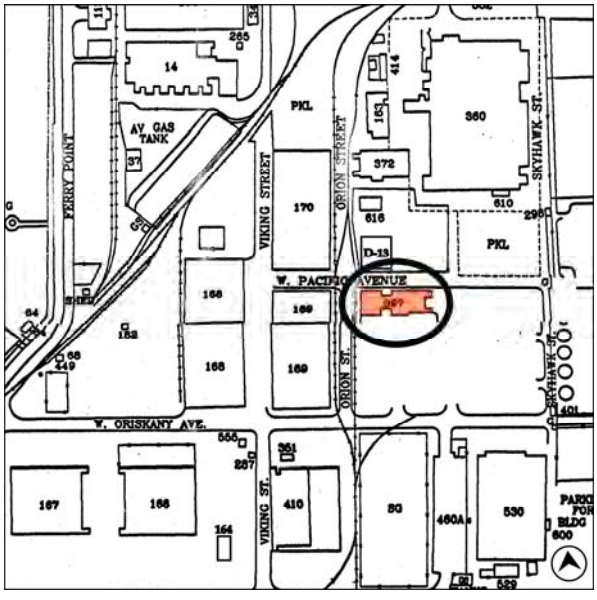
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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.

B13. Remarks:

***B14. Evaluator:** H. Norby and C. Brookshear

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

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***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

East of this component is a long, corrugated metal cylinder about ten feet in diameter. At the east end of the cylinder is another narrow concrete building below a raised ridge metal ventilation tower with a catwalk and sloping shed roof. Between these two narrow, linear components is a single-story concrete building with a flat roof. It has a pair of metal personnel doors on the east side, and a metal overhead door and metal sliding door on the west side (**Photograph 4**). Connecting the concrete block component on the west end with the rest of the building is an open walkway covered by a flat roof.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as the Overhaul & Repair (O&R) Department and assigned it additional types of engines and aircraft to maintain. As the needs of the department developed further, O&R shifted from a total overhaul approach to reworking aircraft so they could return to the fleet in the shortest time possible.[1]

The development of new technology associated with faster aircraft resulted in the need for new facilities to relieve overcrowding in the O&R department during the 1950s. Building 397 was part of a $3.5 million construction project authorized by the Bureau of Yards and Docks in 1957. Shaw & Estes of Dallas, Texas began construction of the Turbo Jet Test Facility in 1955. The four year construction finalized with the testing of J-65 correlation engines in the spring of 1959. Henry Kaiser Company's design of the building muted the normally loud sound of engine testing through the use of concrete masonry unit and one to two-foot-thick reinforced concrete walls. Additionally the exhaust stacks included sounds attenuation material to quiet the sounds of engine testing.[2]

The Turbo Jet Test Facility included an engine preparation room and storage area on the west side, a centrally located control room between the two large test cells containing a total of 16 smaller cells, and an eastern equipment and fuel rooms. When an engine was wheeled into a test cell, three 4-inch thick interlocking steel doors were closed to isolate the cell. As part of noise abatement, the doors were filled with acoustic material and sealed with sponge rubber to keep the noise of the engines from filtering to the outside. Two of the towers intake air to help run the engine and the other two towers release exhaust from the tests. External components included a 50,000 gallon water reservoir that served as a cooling system and a buried 25,000 gallon fuel storage tank to run the engines for testing. Engineers controlled the tests remotely through the control room and monitored the testing process on television screens

[1] Allbrandt, LCDR B.L. "History of the Naval Air Station and Naval Aviation Deport at Alameda, California." May 1996. Aerospace Maintenance Duty Officers' Association. http://www.amdo.org/history.html (accessed September 11, 2009); US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5)*, 1 November 1940 to 31 December 1958, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[2] U.S. Navy, Bureau of Yards and Docks, *CEC Bulletin* 2:8 (August 1957), 18; "New Test Cell Mutes Jet Engine Noise," *The Carrier*, 3 April 1959.

connected to cameras located within the cells. This use of a closed circuit television was new technology for the late 1950s.[3]

Testing within Building 397 was part of the larger Overhaul and Repair (O&R) Department's Engine Overhaul Division on base. The cells tested both new engines, such as the J-65 correlation engine, direct from the factory as well as overhauled engines on base, including J-71 engines. Various components of the engines were tested in this facility including thrust, vibration, and tail cone temperature, which could take up to two hours per engine. An engine had to pass testing in Building 397 to receive a NAS Alameda decal indicating its readiness for use, which typically meant the engine was stable enough to propel a plane to the sound barrier.[4]

In April 1967, NAS Alameda's O&R Department was eliminated and replaced by a new command, Naval Air Rework Facility (NARF). The end of the Vietnam conflict and new engines requiring more advanced technology slowed down work for NARF. By the mid-1980s commercial competition also impacted the amount of work undertaken by NARF divisions.[5]

Building 397 was modified in 1985, which included the addition of two more centrally located stacks. Test Cells 15 and 16 were reconstructed with the addition of the center stacks to allow for Correlation Testing of engines, which is essentially engine calibration. The reconstructed Test Cells also reduced noise as part of a requirement of the Bay Area Air Management Quality District. The intake tower hoods have also been replaced and the exhaust stacks now have hoods on top. The catwalks around the exhaust stacks are also later additions, but the specific date of construction could not be determined. The building remains in its original location and the current building record divides the facility into three main sections: a 1,920 square-foot engine preparation and storage area, a 14,721 square-foot engine test cell, and the small 694 square-foot plant services section for aircraft overhaul.[6]

Evaluation

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[7]

[3] "Bldg. 397, Turbo-Jet Engine Test Cells," Sketch, IEA-2423 (10-6-1961), Binder O&R Buildings Data Book No.2, Box 12 of 22, 3195-C, Record Group 181, NARA (San Francisco); "Buildings Designed to Keep Pace with U.S. Navy's Modern Aircraft," *The Carrier* (March 8, 195?), Box 1948-60, National Archives and Record Administration, San Bruno; "New Test Cell Mutes Jet Engine Noise," *The Carrier*, 3 April 1959.

[4] "Navy Muffles Jet Noise at Test Center, Folder Naval Air Station June 1958-December 1962, Clippings File NAS Alameda, Alameda Free Library, Alameda, California; "It's a Job to Control Sound at NAS," Folder Naval Air Station June 1958-December 1962, Clippings File NAS Alameda, Alameda Free Library, Alameda, California.

[5] Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101, 269; Allbrandt, *History of the Naval Air Station & Naval Aviation Depot at Alameda*, 20.

[6] "Test Cell Update," *Flight Check*, March 1985, 8, Box 3 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Aerial Photographs, 1980, 1988, 2000, www.historicaerials.com (accessed December 11, 2009); Building 397, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Building 397, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

P5a. Photographs (cont.):

Photograph 2: North side, camera facing southeast, October 14, 2009.

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CONTINUATION SHEET

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HRI#
Trinomial

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***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: North side, camera facing southwest, October 14, 2009.

Photograph 4: East side, camera facing west, October 14, 2009.

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PRIMARY RECORD

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HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 399

P1. Other Identifier: Compressor Building

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 399 is a corrugated metal building with a gable roof and rectangular floor plan covering 4,218 square feet. A small monitor roof provides ventilation. The main entrance is a pair of tall metal sliding doors on the north side **(Photograph 1)**. A single personnel door provides access on the north end of the west side, and centered on the south side. A ribbon of louvered vents runs at ground-level along the south end of the west side. Exterior equipment, including a boiler on the south side, flanks all four sides of the building and connects to the building with pipes drilled through the corrugated metal exterior walls **(Photographs 1 and 2)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 25, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1957, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and R. Flores
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 399

B1. Historic Name: Compressor Building
B2. Common Name: Compressor Building
B3. Original Use: Compressor Building B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1957

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Swinerton & Walberg, Oakland
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

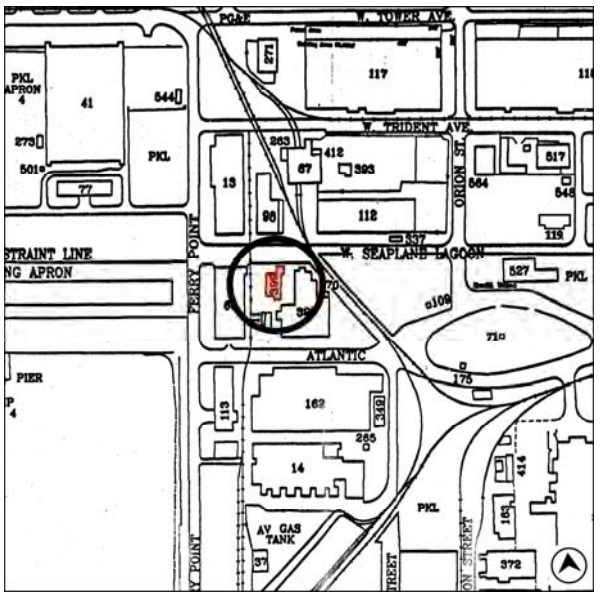
The former Compressor (Building 399) is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** M. Bunse and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011187
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 399

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Building 399 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Building 399 was constructed in 1957 by contractors Swinerton & Walberg of Oakland with A&E services by Kaiser Engineers as a permanent compressor building. The exterior and roof of the building was clad in corrugated asbestos siding, but both were replaced with metal by 1963. Two 1,000 horsepower air compressors with air heaters were originally installed in the building to supply Air turbine overhaul and testing (Building 398). The compressed air produced in the building supplied the Overhaul and Repair Department, including the aircraft engine test cells in nearby buildings. Between 1957 and 1963 the building was expanded at the north end of the building from 46'10" x 42'9" to 60 x 44 feet. Another expansion between 1963 to 1968 brought the building to its present size of 112 x 44 feet. In 1968 a water tower was installed to cool the existing air compressors and work was begun to replace the two existing air compressors to double the capacity from 9,100 to 13,000 cubic feet per minute.[2]

[1] 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), 8-1.
[2] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Building 399, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 17: The Engine Testing and Hazardous Materials Storage Zone; Alameda Point, Alameda, California," January 2001; "Construction On Big NAS Facility Here," n.p., 8 September 1968, Naval Air Station Jan. 1969- July 28, 1970 Clipping File, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California.

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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 399

***Recorded by:** M. Bunse and R. Flores ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Building 399 was built during the Cold War-era operations on NAS Alameda, and is part of the broader fleet support functions of the station during this period. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Public Works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the building retains little integrity to the time it was constructed because of subsequent modifications and expansions.

P5a. Photographs (cont.):

Photograph 2: Camera facing northeast, October 15, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011188
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings Review Code	Reviewer	Date

Page 1 **of** 4 ***Resource Name or #:** Building 405

P1. Other Identifier: A/C GSE Repair Facility

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 2350 Monarch Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 405 is a one-story, rectangular, prefabricated, raised-ridge metal building on a concrete foundation measuring 5,757 square feet. It has a medium-pitched, side gable roof. The east side has three sliding doors sheathed in fiberglass panels; the northern most door has an inset metal personnel door **(Photograph 1)**. A second personnel door is on the north side of the building. The west side has a wooden structure that encloses a vent and duct work. The south side has a shed roof supported by metal pipe posts and partially enclosed by a corrugated metal panel **(Photograph 2)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, October 1, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1957, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/1/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011188
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 405

B1. Historic Name: A/C GSE Repair Facility
B2. Common Name: A/C GSE Repair Facility
B3. Original Use: A/C GSE Repair Facility B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1957

***B7. Moved?** ☐No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The AC GSE Repair Facility (Building 405) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

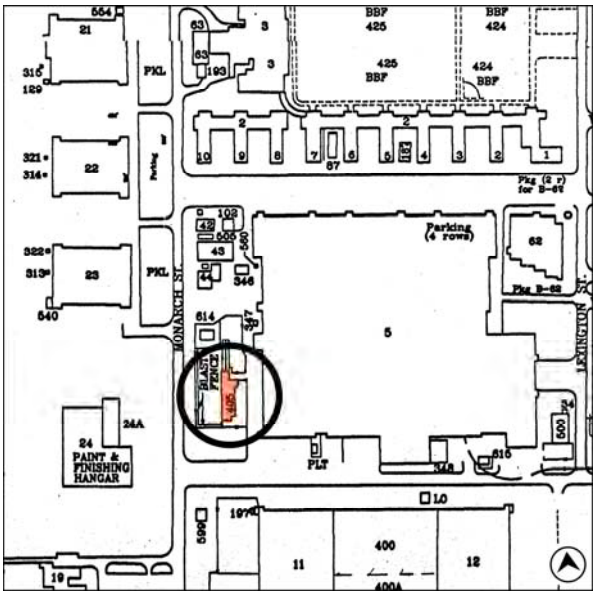
B11. Additional Resource Attributes: (List attributes and codes)

B12. References: US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); 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. Brookshear and S. Melvin

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011188
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 405

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 405 was completed in December 1956 (and given a 1957 construction date in Navy building records) as an Aircraft Component Storage building near the southwest corner of Building 5. The building has been used as a non-chemical shipping area, and storage of hazardous materials and wastes. Later, the building was used for ground support equipment re-work. [2]

Evaluation

The history of the station during the Cold War illustrates that neither the district, 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 a key role in the technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Naval 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. Building 405, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), nor an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2), nor does it exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3). The building is not likely to reveal important historical information (NRHP Criterion D / CRHR Criterion 4).

[1] 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), 8-1.
[2] United States Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1958*, History of U.S. Naval Air Station, 1 Nov 1940-31 Dec 1958, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 48; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 10: Building 5 Heavy Industrial Zone; Alameda Point, Alameda, California," January 2001; Building 405, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 405

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Camera facing northeast, October 1, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011189
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NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 414

P1. Other Identifier: Chemical Storage

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 414 is a pre-fabricated metal building with gable roof measuring 82 feet by 20 feet, covering 1,640 square feet, located near the northwest corner of Building 360. The east façade has three sliding metal doors **(Photograph 1)**. The north façade has two six light industrial metal awning windows and a louvered vent in the gable. The west façade has two metal personnel doors and four sets of six light awning windows **(Photograph 2)**. The south side has a metal sliding door with a louvered vent in the gable **(Photograph 3)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1957, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011189
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 414

B1. Historic Name: Chemical Storage
B2. Common Name: Chemical Storage
B3. Original Use: Chemical Storage B4. Present Use: Storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1957; 1988 alterations

***B7. Moved?** ☐No ☐Yes ☒Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Chemical Storage (Building 414) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

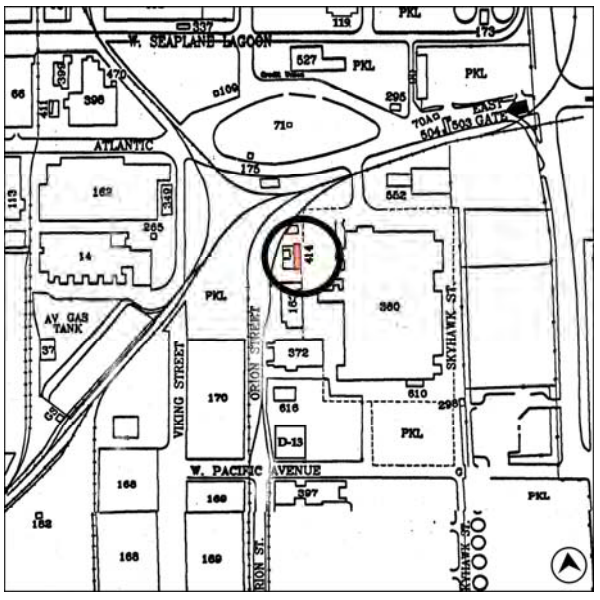
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, CRHR Criterion); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011189
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 414

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 414 was completed in 1957 as a chemical storage building, which appears to have been its sole use.[2] No other information was revealed about the building in the written record.

Evaluation

Building 414 was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time as storage. In the larger context of the naval operations in California and nationwide during this period, the storage function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although it retains a measure of integrity from when it was constructed, it is unremarkable in its use in routine fleet support and not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda building is largely utilitarian in design, materials, and construction methodology and relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It is typical of Cold War-era storage facilities located on military bases. The building does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[1] 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), 8-1.
[2] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 22: The Southeastern Refinery and Heavy Industrial Zone; Alameda Point, Alameda, California," January 2001.

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CONTINUATION SHEET

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Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 414

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Camera facing southeast, October 14, 2009.

Photograph 3: Camera facing northwest, October 14, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011190
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 419

P1. Other Identifier: Officer's Club Barbeque

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 419 is a 304 square foot open air kitchen offset just west of the garden courtyard on the northwest side of the Officer's Club (Building 60). It is built on a concrete slab and has a shed roof supported by I-beams with a half-scissor truss and fiberglass corrugated roof panels. A vented cupola is centrally located and connected to a large sheet metal vent centrally located over a brick barbeque. Wooden and metal shelving are located on the south and west walls. There are louvered vents on the outside of both the west and south sides, it is open on the north and east side and is supported by metal I-beams (**Photographs 1, 2**).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 419, camera facing north, November 12, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1956, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/29/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011190
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 419

B1. Historic Name: Officer's Club Barbeque
B2. Common Name: Officer's Club Barbeque
B3. Original Use: Outdoor Barbeque B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1956

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Officer's Club (Building 60)

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

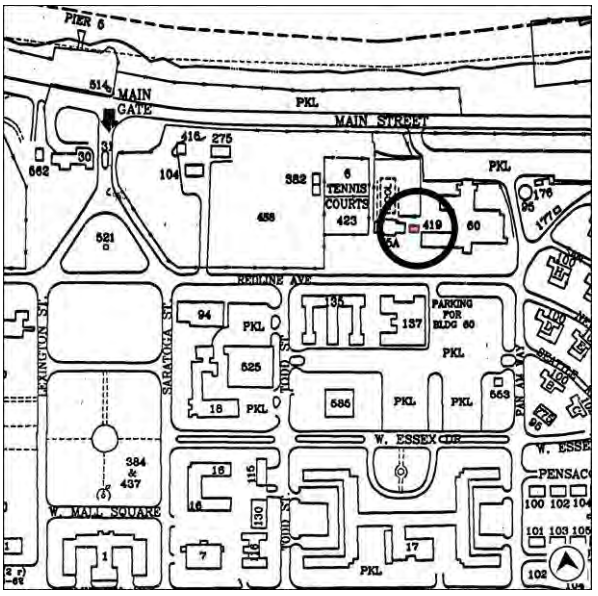
The former Officer's Club Barbeque (Building 419) is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, CRHR Criterion); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011190
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 419

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 585 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

The outdoor barbeque Building 419 was constructed adjacent to the Commissioned Officer's Club (Building 60) courtyard in 1956 to support the recreational activities provided by the club.[1]

Evaluation

Building 419 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building retains some integrity to when it was built, but is unremarkable in its use within routine fleet support, and was not historically

[1]Building 419, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 419

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for buildings constructed during the 1980s at naval stations (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Building 419, camera facing northeast, September 29, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011191
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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** Building 459

P1. Other Identifier: Navy Exchange Service Station

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Originally a 'T' shaped plan, Building 459 now has an 'L' shaped plan with a low gabled roof on both wings. The north south wing is clad in grooved metal siding. A large piece of venting machinery is located on the roof. The north-south wing lacks openings on the north and south sides. The west side has six overhead metal doors **(Photograph 2)**. The east side of this wing has two three-light metal windows and external equipment **(Photograph 3)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, November 12, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1962, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 11/12/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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): Previous evaluation form under CERCLA

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 459

B1. Historic Name: Navy Exchange Service Station
B2. Common Name: Navy Exchange Auto Repair Station
B3. Original Use: Navy Exchange Service Station B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1962
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

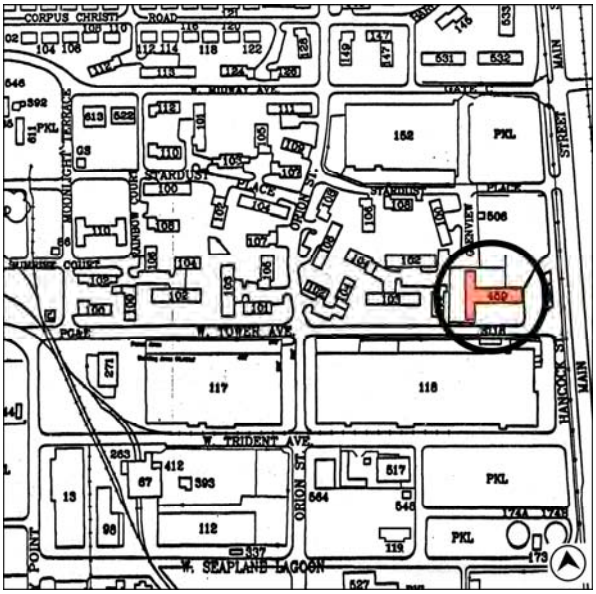
The Navy previously evaluated Building 459 in 2009 to support a Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) response action. The Navy concluded that the building did not meet the criteria for listing in the National Register. The California SHPO concurred with this finding on October 15, 2009. For reference, the Navy's DPR 523 site form is attached. Since completion of the fieldwork for the current evaluation, the Navy has moved forward with the CERCLA response action, including soil removal and partial demolition of Building 459.

Building 459 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

This form has been prepared to reaffirm the Navy's previous conclusion based on the station wide evaluation of Cold War-era resources prepared as part of the study referenced in P11.

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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear

***Date of Evaluation:** January 2010 / July 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011191
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 459

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The east west wing is clad with grooved wood siding and a corrugated metal roof. The wing has open eaves on the east end and adjoins the other wing at the west end. Vertical boards divide the elevations into bays. The south side of the wing has a row of seven horizontally divided, metal frame windows toward the east end. A plywood boxed awning over a pair of metal and glass entry doors is centrally located with a pair of fixed three light windows and a single three-light to the west. A glass and metal door is located at the west end with a two-light window to the east **(Photograph 2)**. The west end of the wing has two metal personnel doors flanking a three-light window. The area on the north side of the wing is fenced off **(Photograph 4)**. The north side of the wing has and irregular mix of personnel doors, two part sliding windows, and overhead doors. The largest overhead door located near the center has a metal awning. A metal awning on metal posts is located to the east covering and outdoor workshop area.

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 459 did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

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Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 459

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

Building 459 was constructed in 1962 as the Navy Exchange Service Station and Garage and contained an area for do-it-yourself projects; a canopy was constructed later the same year.[1] Between 1963 and 1968 the majority of the building was used as a Navy Exchange Auto Parts store and the service station occupied only 1,000 square feet of the 11,493 square foot building. In 1978 the building was completely renovated by Navy Exchange personnel continuing a trend of self help projects. The sales area of the building was expanded 40 percent, the stockroom/warehouse was increased 200 percent, and handicap access was provided.[2]

Evaluation

Building 459 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building does not retain integrity to when it was built through the demolition of part of the building, was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. The building is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations of the period (NRHP Criterion C / CRHR Criterion 3). Building 459 did not have a direct or important association with a historically significant individual, and not is likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while the Navy Exchange Service Station served a useful function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[1] US Navy, *History of the U.S. Naval Air Station, Alameda, California,* 1 October 1961- 31 March 1962; 1 October 1962- 31 March 1963, Command History 7 of 25, 1 Oct 1960- 30 September 1964, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 4, n.p.

[2] Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963,* Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5 , Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968,* Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; US Navy, *Naval Air Station, Alameda, Command History 1978,* Unlabeled Folder contains 1978 Command History, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), np.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 459

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Camera facing northeast, November 12, 2009.

Photograph 3: Northeast corner of north-south wing, camera facing south, November 12, 2009.

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CONTINUATION SHEET

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HRI#
Trinomial

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 459

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Camera facing southeast, November 12, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011192
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 494

P1. Other Identifier: Maintenance Building

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1900 block of Monarch Street 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 Alameda

***a. County:** Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 494 has a long rectangular plan composed of two sections clad in corrugated metal covering 2,876 square feet. The north section is a gable roof building, the south section is a gable roof building with a shed roof extension on the east. The east side of the gable roof building has two boarded up windows and two covered with metal mesh screening **(Photograph 1)**. The second section is enclosed by a fence with four gates on the east side. The north side of the building has a single metal personnel door. The west side has two boarded up windows on the north section and is otherwise plain along the length of the building **(Photograph 2)**. The south side has a small vent in the gable.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1963, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011192
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 494

B1. Historic Name: Maintenance Building
B2. Common Name: Maintenance Building
B3. Original Use: Maintenance Building B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1963

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: J. Cornish b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 494 is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

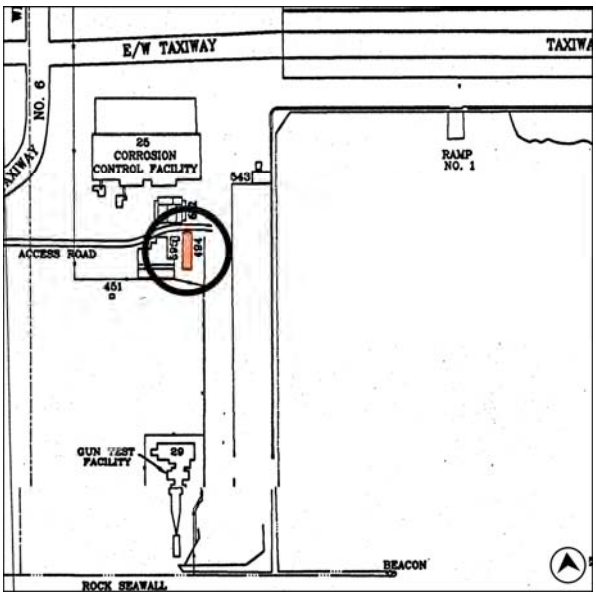
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear; J. Freeman; H. Norby
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011192
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 494

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This building is not eligible for listing in the NRHP or CRHR because it does not individually possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles during the Cold War era.

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as the Overhaul & Repair (O&R) Department and assigned it additional types of engines and aircraft to maintain. As the needs of the department developed further, O&R shifted from a total overhaul approach to reworking aircraft so they could return to the fleet in the shortest time possible. O&R was later incorporated into a support department for the Naval Integrated Aeronautics Program, and in April 1967, the Naval Air Rework Facility (NARF) replaced the O&R Department as part of a larger administrative reorganization within the Navy.[1] O&R and later NARF was among the largest tenants on NAS Alameda occupying numerous buildings with main operations centered in Building 5.

In 1963 J. Cornish drafted the plans for Building 494, which included a locker room and general office in the northern portion, a central open storage area and the control center and storage in the southern third. The Bureau of Naval Weapons was both the financier and management bureau for the building. Building 494 was constructed at a cost of $25,498 to serve as an Overhaul and Repair (O&R) office and maintenance building.[2] Building 494 remains in its original location and appears unaltered aside from the boarded up windows.

Evaluation

Building 494 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did

[1] Allbrandt, LCDR B.L. "History of the Naval Air Station and Naval Aviation Deport at Alameda, California." May 1996. Aerospace Maintenance Duty Officers' Association. http://www.amdo.org/history.html (accessed September 11, 2009); US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5),* 1 November 1940 to 31 December 1958, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); "Prime Duties of O and R," Alameda Times-Star, 25 October 1960; Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269.

[2] J. Cornish, "Plant Layout & Equip. Bld. 494," and Building Record, O&R Buildings Data Book No.2, Box 12 of 22, Record Group 181, Naval Air Station Alameda, General Records, 3195-C, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958,* Command History 6 of 25, 25 July 1959 – N/A, Box 1 of 2, 5757-1b, NAS Command Histories, 27 Volumes, 1940 to 1992, Record Group 181, US Naval Shore Establishment, National Archives and Records Administration, Pacific Region, (San Francisco); Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269.

State of California — The Resources Agency **Primary #** P-01-011192
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 494

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

not play a significant role in these 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the O&R function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Though the building retains integrity to when it was originally built, the building is unremarkable in its use in routine fleet support, and is not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 494 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing northwest, October 8, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011193
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 500

P1. Other Identifier: Receiving Shelter

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 2351 Lexington Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 500 is a single-story 4,141 square foot building with rectangular plan on a concrete foundation. It has a low-pitched gable roof with full-width, shed roof extensions. Corrugated metal panels cover the steel frame. Most of the east and west sides are open to allow vehicles to drive through. The three open bays are separated by large steel posts **(Photograph 1)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 6, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1964, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/6/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011193
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 500

B1. Historic Name: Receiving Shelter
B2. Common Name: Receiving Shelter
B3. Original Use: Receiving Shelter B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1964

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

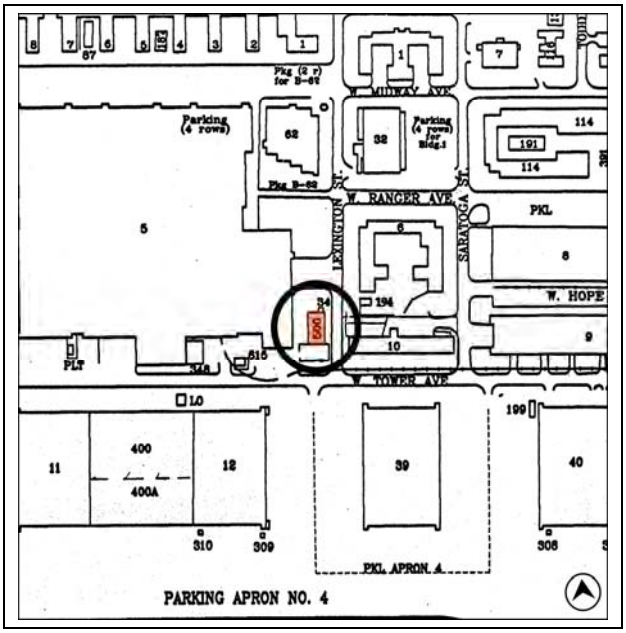
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 500 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. (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, Building 1 on former NAS Alameda); 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:** S. Miltenberger and S. Melvin

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011193
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 500

***P3a. Description (cont.):**

The south end of the building is enclosed and has metal personnel door with single lights on the north, south, and east sides, each with a small concrete landing with metal pipe railing. Windows are six pane throughout most of the building with a single plate window on the north side of the enclosed element **(Photograph 3)**. The windows and door on the south side have metal awnings **(Photograph 4)**. The north side of the building has an exterior exhaust or vent system through north side wall.

B10. Significance (cont.):

The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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 U.S. Navy constructed Building 500 in 1964 for a total cost of $23,352. This approximately 4,000 square foot building primarily served as a receiving shelter. Building plans from 1966 show internal divisions of the south side of building to include two office spaces. The main open-sided area was used as an equipment shop, while the two smaller areas included an administration office and combined locker and snack room.[1] The building appears unmodified from its original construction.

Evaluation

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] Building 500, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), nor an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2), nor does it exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3). The building is not likely to reveal important historical information (NRHP Criterion D / CRHR Criterion 4). Furthermore, while Building 500 served a valuable function within the NAS Alameda facility during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). Building 500 does not possess historic significance and is not a contributing element of the NAS Alameda Historic District.[3]

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[1] United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.; Bldg. 500 plans, NAS Alameda, General Records 3195-C, Box 12 of 22, Binder O&R Buildings Data Book No. 2, Record Group 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

[3] Sally B. Woodbridge, Historic Architectural Resources Inventory for the Naval Air Station, Alameda, prepared for NAS Alameda (1992), 1; Stephen Mikesell, 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); Jones & Stokes, Final

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CONTINUATION SHEET

Primary # P-01-011193
HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or** # (Assigned by recorder) Building 500
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: East side, camera facing southwest, October 6, 2009.

Photograph 3: South side, camera facing northwest, October 6, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011194
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 512

P1. Other Identifier: Dolphin

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 512 is a T-shaped fixed dolphin constructed with wooden piers and wooden side railings located at the south end of Runway 13-31 **(Photograph 1)**. The northwest to southeast oriented length has three evenly spaced extensions on the west side with runway landing lights **(Photograph 2)**. Building 513, recorded on the Airfield form, is located on the east end of the T.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 512 with Building 513 on far left, camera facing southeast, October 13, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1964, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and C. Brookshear
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/13/2009 and 12/16/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011194
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z
***Resource Name or #** Building 512

B1. Historic Name: Dolphin
B2. Common Name: Dolphin
B3. Original Use: Ship Beacon B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1964

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 512 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** "Vessel Moorings," *Civil Engineering Corps Bulletin*, Vol. 1, No. 2 (1947): 29-35; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 4:The Runway Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; 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); see footnotes.

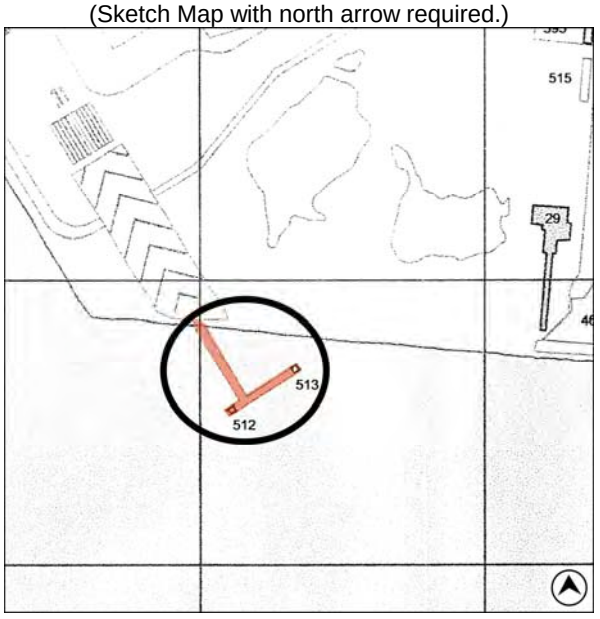
B13. Remarks:

***B14. Evaluator:** S. Miltenberger and M. Bunse

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California — The Resources Agency **Primary #** P-01-011194
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** Building 512

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25 and October 13, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the postwar years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings and structures constructed during the Cold War era, or World War II-era buildings and structures used during the Cold War are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. Building 512, located on the south end of Runway 13-31, served a necessary purpose as a dolphin. Yet, this structure did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Building 512 was constructed in 1964 as a semi-permanent structure on the south end of Runway 13-31. Dolphins typically consist of a cluster of piles secured together by wire, and are intended to prevent ships from colliding with waterfront structures. Building 512 was a more-elaborate dolphin; the 30 square-foot wooden structure served as a ship beacon until base closure in 1997. [1] Building 513, located at the east end of the dolphin operated and Building 514 (located on the airfield) were constructed in 1964 as a two-part wheels-up and wave-off runway lighting system. The purpose of the lighting system is to signal the pilot preparing to land if the landing gear of his aircraft has been lowered. The wheels-up lights illuminate the underside of the aircraft to enable a wheels-watch stationed in the approach zone to determine if the landing gear is fully lowered at night. The watchmen on NAS Alameda was stationed in the small building located on the dolphin (Building 512) at the south end of Runway 13-31 with white approach lights on the dolphin. Wave-off lighting signals the pilot during the day and night if the landing gear is not lowered. The wave-off lights are equipped with red filters and face landing aircraft.[2]

Many buildings and structures on NAS Alameda, such as Building 512, fall within the "Waterfront Operations" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include piers, wharfs, dolphins, diving lockers, maintenance shops, crane tracks, and navigation range lights. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. These buildings are utilitarian and many are of prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, these buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context

[1] "Vessel Moorings," *Civil Engineering Corps Bulletin*, Vol. 1, No. 2 (1947): 29-35; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 4: The Runway Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; and Building 612, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[2] Naval Facilities Engineering Command, *NAVFAC DM-23.1, Airfield Lighting Design Manual 23.1*, July 1981, http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA119525&Location=U2&doc=GetTRDoc.pdf (accessed December 22, 2009).

State of California — The Resources Agency **Primary #** P-01-011194
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** Building 512

***Recorded by:** M. Bunse and C. Brookshear ***Date:** October 13 & December 16, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Building 512 was built in the midst of Cold War operations on NAS Alameda, and was part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Waterfront Operations function of the dolphin did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Moreover, while the structure retains integrity to the period when it was constructed, it was unremarkable in its use in routine fleet support, and was not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. The dolphin is purely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It has no direct or important association with a historically significant individual, and is unlikely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, although Building 512 served a necessary purpose on NAS Alameda during the Cold War era, its construction and use is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Building 512 with lighting, camera facing east, December 16, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011195
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 517

P1. Other Identifier: Navy Exchange Beverage Store

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 517 is located south of Building 118 on Trident Avenue. It is a metal and wood prefabricated building composed of two gable roof units. The east side composed of seven bays is recessed except for the third and seventh. The third bay is enclosed with a double door with transom and sidelights. The seventh bay at the north end is also enclosed with a metal personnel door facing south **(Photograph 1)**. The north side has a set of corrugated metal doors on the east section **(Photograph 1)**. The west side has a wide overhanging roof acting as a storage area **(Photograph 2)**. A full length corrugated metal overhead door is located to the south and a set of solid metal double doors to the north. Fenestration includes a boarded up horizontal window over the overhead door. The south wall is plain **(Photograph 3)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, October 15, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1968, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011195
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 517

B1. Historic Name: Navy Exchange Beverage Store
B2. Common Name: Navy Exchange Beverage Store
B3. Original Use: Navy Exchange Beverage Store B4. Present Use: Not in use
***B5. Architectural Style:** Pre-fabricated building
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1968

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 517 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

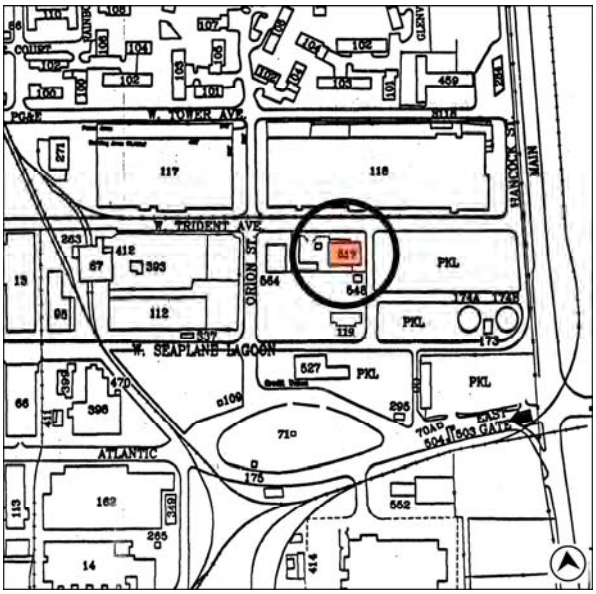
***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010

(This space reserved for official comments.)



State of California — The Resources Agency **Primary #** P-01-011195
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 517

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 517, the Navy Exchange Beverage Store, is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Building 517 was constructed in 1968 as the Navy Exchange Beverage Store and covered 3,200 square feet.[1] In 1972, the building added a 5,500 square foot addition and the hardware and garden departments were moved into this new "Mini-Mart" from their previous location at the main retail store. The Navy Resale System Office made the expansion possible through the approved use of non-appropriated funds.[2] The expansion was one of the projects undertaken by the Seabees and Self-Help personnel beginning in 1971.[3] In recent years Building 517 has primarily been used as the garden shop, though it remained classified as the Navy Exchange Beverage Store when the base closed in 1997.[4] The side lights around the former double door entrance have since been boarded over, as have the doors themselves; however the remainder of the building is intact according to its original construction and addition.

[1] Department of the Navy, "*Detailed Inventory of Naval Shore Facilities, Volume 5, Section 2, Naval Districts 11, 12 and 13 (Served by West-NAVFACENGCOM), NAVFAC P-164, June 30, 1972*, Box 55, Record Group 8, P-Books, CEC/Seabee Museum, NBVC, Port Hueneme.
[2] "Navy Exchange Opens Mini-Mart," *The Carrier*, 10 July 1972.
[3] US Navy, *Command History 1971*, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes 1968-1997, 14 volumes, Base Directory, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco).
[4] Building 517, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011195
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 517

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Building 517 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[5] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While it retains some integrity to when it was built, the building was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Built as a beverage store, the building expanded to include garden and hardware departments, and continued in its role as an unexceptional fleet support building. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). Pre-fabricated buildings, like the one recorded here, were widely used in naval facilities during the Cold War period. This facility does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 517 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing southeast, October 15, 2009.

[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011195
HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 517

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Camera facing northeast, October 15, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011196
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 525

P1. Other Identifier: Bowling Lanes

***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** ; **¼ of ¼ of Sec** ; M.D. **B.M.**

c. Address: 2751 Todd Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 525 is a single story, rectangular building covering 23,208 square feet. It has a shallow gable roof visible from the west end with the other three sides displaying an aggregate stucco parapet roof. A concrete foundation supports the red brick veneered walls on the north, east, and south sides and the concrete block west wall. On the east side an extended awning of aggregate stucco covers the main entrance. Metal roll-up doors provide freight access on the north, east and south walls. There are several infilled doors including three former freight doors on the north side and a former personnel door on the south side. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, December 11, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1970, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse and C. Brookshear
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/25/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011196
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 525

B1. Historic Name: Bowling Lanes
B2. Common Name: Bowling Lanes
B3. Original Use: Bowling Lanes B4. Present Use: Auction house
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1970

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Werner-Herbison-Padgett Co.
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 525 is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

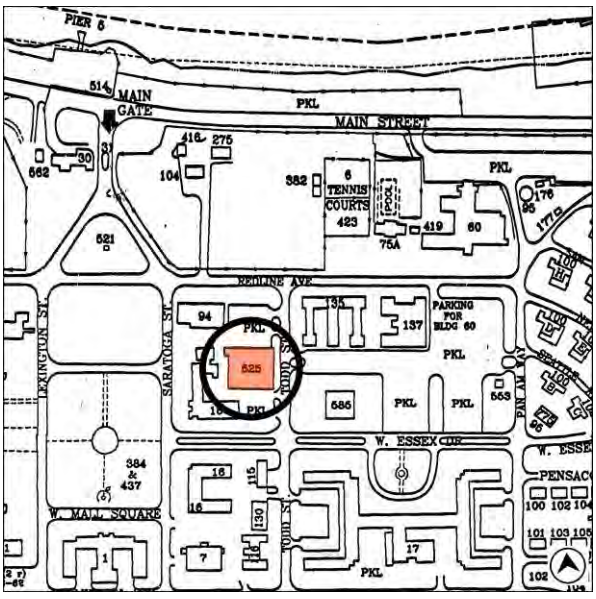
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011196
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 525

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

P3a. Description (cont.):

Concrete ramps lead up to the main entrance on the east side, the freight doors on the south side, and the double metal doors on the west side. Flush metal personnel doors are located on the west and south sides. The main entrance is composed of metal frame glazed doors flanked by fixed transom windows. Aggregate stucco planter boxes decorate the base of the east side façade.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 525, the Bowling Lanes, is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Building 525, the base's 24-lane bowling alley, was constructed in 1970 at a cost of $742,600 without the use of appropriated funds. The air station utilized a loan from the Bureau of Naval Personnel Special Service to pay for the building's construction, which began in February 1970 by the Werner-Herbison-Padgett Co., general contractor for the Brunswick Corporation. The new bowling alley was outfitted with 24 lanes of Brunswick equipment, a Navy Exchange snack bar, locker room, and meeting facilities all of which opened on July 24, 1970. Since its opening, the bowling alley remained self-sufficient, paying off the initial loan from its proceeds. In 1974 the center's Resale and Pro Shop was expanded to include the purchase and drilling of bowling balls. The bowling alley served military personnel and their dependents along with Department of Defense civilian employees.[1] The building has been

[1] "Grand Opening of New Bowling Alley," *The Carrier*, 17 July 1970; US Navy, *1974 Command History*, unlabeled folder in Box 2 of 2, NAS Command History, 5757-1b, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); *1987 Command History*, 1987 Command History folder, Box 2 of 2, 5757-1b, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

State of California — The Resources Agency **Primary #** P-01-011196
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 525

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

modified since its construction. The north side now has three infilled, former freight doors and the south side has an infilled, former personnel door. Available building records do not disclose when these alterations were made.

Evaluation

The Bowling Lanes building was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. As a bowling alley, Building 525 played an unremarkable and typical role in support of base personnel. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). The primarily concrete building represents typical utilitarian construction, used widely on military installations. As a facility that was used and staffed by a large number of people, it does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). The construction and use of Building 525 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). Moreover, the alterations that have been made to the doors on this building have diminished the integrity of design, materials and workmanship. Building 525 does not possess historic significance and is not a contributing element of the NAS Alameda Historic District.

P5a. Photographs (cont.):

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011196
HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 525

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

Photograph 2: Camera facing southeast, September 25, 2009.

Photograph 3: Camera facing northwest, September 25, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011198
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 527

P1. Other Identifier: Credit Union

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Building 527 is approximately 6,000 square feet and was built in 1970. Visually it is a combination of two rectangular buildings which are connected to each other by a narrow enclosed walkway between the two buildings which sit almost side-by-side from east to west. The west wing sits on a concrete pad and has a flat cantilevered roof with a raised enclosure which surrounds the HVAC equipment. The sides of the building are clad in metal and set-back from concrete dividers which surround the building. The main entrance is on the south side of the building and has anodized metal double glass personnel doors surround by fixed lights **(Photograph 1)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1970, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
M. Bunse; C. McMorris; R. Flores
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

P9. Date Recorded: 10/15/09 & 12/16/09

P10. Survey Type: (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011198
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 527

B1. Historic Name: Credit Union
B2. Common Name: Credit Union
B3. Original Use: Credit Union B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1970

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 527 is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

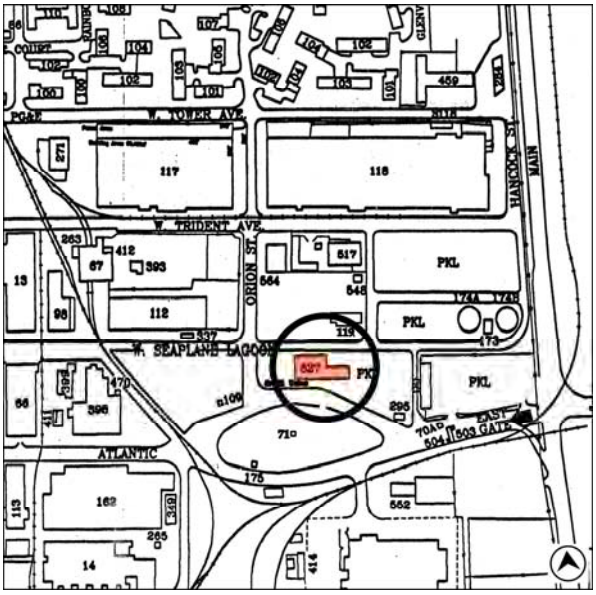
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** M. Bunse and J. Freeman
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011198 HRI# Trinomial

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 527

***Recorded by:** C. McMorris and R. Flores ***Date:** December 17, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

There is a ramped concrete entrance with metal handrails surrounded on either side by two concrete curbs which enclose bushes. The north side of the building has a metal utility box attached with two louvered vented doors **(Photograph 2)**. The east wing sits on a concrete pad and has a flat roof that is cantilevered on the east and west side and is clad in T-11 type siding. There is a recessed entrance with a wooden ramp on the north side **(Photograph 1)** and a solid metal personnel security door with a small window and wooden porch on the east side **(Photograph 3)**. There are long vertical windows, some boarded, which skirt the majority of the circumference of the building **(Photograph 3)**.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 527, the Credit Union, is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Building 527 was built in 1970 by The Bank American Trust Company and Federal Employees Credit Union which was previously located in Building 62. The credit union operated out of Building 527 and then opened another branch off-base to facilitate more efficient service to its growing membership.[1]

[1] Barbara Baack, former NAS Alameda civilian employee (1961-1989), oral interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 8, 2009; "NAS Credit Union Expands – Second Building Under Construction,: *Alameda Times-Star*, 13 April 1970.

State of California — The Resources Agency **Primary #** P-01-011198
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 527
***Recorded by:** C. McMorris and R. Flores ***Date:** December 17, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

The Credit Union building was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While it retains some integrity to when it was built, it was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. As a credit union, Building 527 played an unremarkable and typical role in support of base personnel. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). The primarily concrete building represents typical utilitarian construction, used widely on military installations. As a facility that was used and staffed by a large number of people, it does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 527 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Building 527, camera facing southeast, December 11, 2009.

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011199
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 540

P1. Other Identifier: Line Shack

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 540, a 609 square foot building, has a square footprint built on a concrete slab, and flat wooden roof **(Photograph 1)**. The walls are constructed of concrete. The west side of the building has two swing doors with louvered vents at the top and bottom, one of which is missing. Louvered vents are also located on the north and south walls and east and west corners. The building is located at the southwest pier of Building 23.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, September 30, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1975, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/30/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011199
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 540

B1. Historic Name: Line Shack
B2. Common Name: Line Shack
B3. Original Use: Line Shack B4. Present Use: Maintenance Aircraft Storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1975

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Attached to Building 23 southwest pier

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Line Shack (Building 540) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

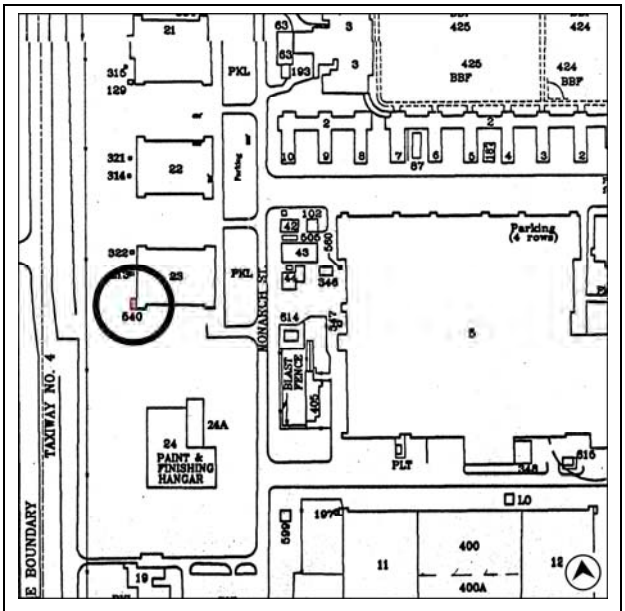
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011199
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or** # (Assigned by recorder): Building 540

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Building 540 was constructed in 1975 to serve as a line shack in the hangars area; it has also been reported to house a diesel generator. The aboveground storage tank located next to the building provided fuel to the generator within Building 540.

Evaluation

Building 540 was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time as storage. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the storage function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although it retains a measure of integrity from when it was constructed, it is unremarkable in its use in routine fleet support, and not historically important within the context of station operations or within the larger historical context of

[1] 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), 8-1.
[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency **Primary #** P-01-011199
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or** # (Assigned by recorder): Building 540

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

development of the San Francisco Bay Area in general. This NAS Alameda building is utilitarian in design, materials, and construction methodology and relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). The building is typical of Cold War era storage facilities located on military bases. The building does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 540 is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011201
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings Review Code	Reviewer	Date

Page 1 **of** 4 ***Resource Name or #:** Building 544

P1. Other Identifier: Liquid Oxygen/Nitrogen Facility

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 544 is a metal-framed pre-engineered Butler-type building with a rectangular footprint measuring 48 feet by 28 feet measuring 960 square feet with raised seam sheet metal siding and roofing **(Photograph 1)**. The gable roof has roof vents. The north side has a centrally located personnel door flanked by two windows. The west side has two windows on the south end, one is a two-part sliding aluminum window and the other is boarded up. The north end has a long boarded up window and a covered double door entry way with a sloped concrete ramp. The south wall mirrors the north wall **(Photograph 2)**. The east side has four evenly spaced boarded up windows.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1974, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011201
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 544

B1. Historic Name: Liquid Oxygen/Nitrogen Facility
B2. Common Name: Liquid Oxygen/Nitrogen Facility
B3. Original Use: Liquid Oxygen/Nitrogen Facility B4. Present Use: Not in use
***B5. Architectural Style:** Butler Building
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1974

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

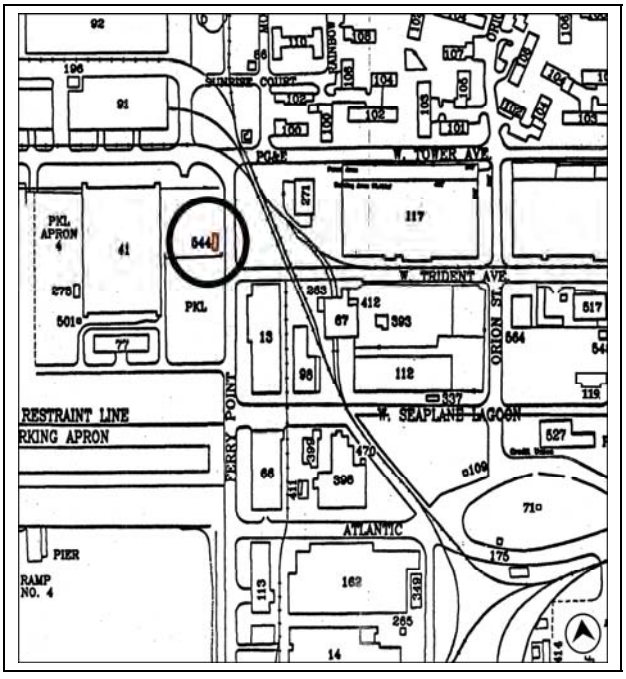
Building 544 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Brookshear and S. Melvin

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011201
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 544

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance:

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 544 is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during Cold War era operations.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Building 544 was constructed in 1974 east of Hangar 41 to serve as a liquid oxygen and nitrogen facility for jet engine fueling / maintenance. Building 544 remains in its original location.[2] The boarded up windows on the building are part of a protection program by the Navy as part of their layaway program, and do not affect the integrity of the building.

Evaluation

Building 544 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. None of these facilities played an important role in 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War. In the larger context of the naval operations in California and nationwide during this period, Building 544 did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Building 544 was unremarkable in its use in

[1] 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), 8-1.
[2] Building 544, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011201
HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 544

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Building 544 is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). It does not have a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while Building 544 served a function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing southwest, October 8, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011203
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 546

P1. Other Identifier: Bus Station

***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** ; **¼ of ¼ 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:
North of Building 35, near the intersection of W. Midway Avenue and Pan Am Way, on former Naval Air Station Alameda.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Set in a concrete slab, Building 546 is an 81 foot square feet metal-frame bus shelter measuring twelve feet by six with metal screened panels, a flat wood roof and an aluminum bench.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 7, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1974, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/7/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011203
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 546

B1. Historic Name: Bus Station
B2. Common Name: Bus Station
B3. Original Use: Bus Station B4. Present Use: Bus Station
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1974

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 546 is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet)

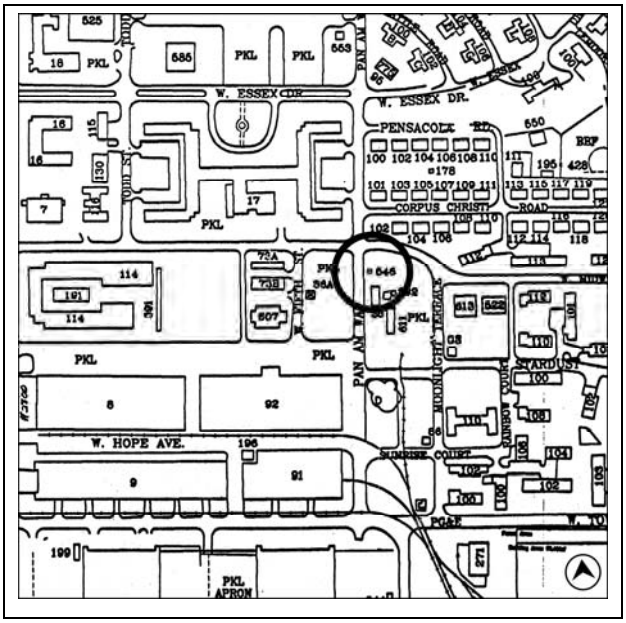
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011203
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 546

***Recorded by:** C. Brookshear and Scott Miltenberger ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This bus station, Building 546, is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The structure did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Building 546 was constructed in 1974 as a semi-permanent bus station. It remains in its original location and no apparent modifications have been made to the structure.

Evaluation

This bus station was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[1] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this structure did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station

[1] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 546

***Recorded by:** C. Brookshear and Scott Miltenberger ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

operations or within the larger historical context of development of the San Francisco Bay Area in general. As a bus station, Building 546 played an unremarkable and typical role in support of base personnel. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). As a facility that was used by a large number of people, it does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 546 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011204
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 550

P1. Other Identifier: Pavement and Grounds Equipment Shed

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 550 are two gable end grooved metal butler type buildings with roof vents covering 1,920 square feet. The north end of the west wall has a three-part wooden door flanked by a pair of two-part sliding metal. The south end has a plywood double door **(Photograph 1)**. The south wall has four two-part sliding metal windows **(Photographs 1, 2)**. The south end of the east wall has the same plywood doors on the west wall and two sliding windows on the north end **(Photograph 2)**. All windows are covered with metal security bars. The north side was not accessible.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, November 3, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1974, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 11/3/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 550

B1. Historic Name: Pavement and Grounds Equipment Shed
B2. Common Name: Pavement and Grounds Equipment Shed
B3. Original Use: Pavement and Grounds Equipment Shed B4. Present Use: Storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1974

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

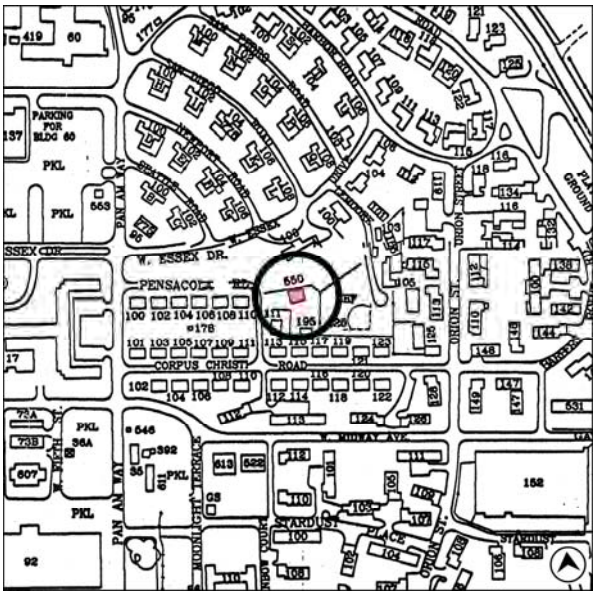
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Pavement and Grounds Shelter (Building 550) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 550

***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 550 was constructed in 1974 as a semi-permanent structure to store grounds equipment west of Building 428. By 2001, a maintenance contractor was using the almost 2,000 square-foot metal structure. The building remains in its original location and the plywood doors may be modifications from the original building.

Evaluation

Building 550 was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time as storage. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the storage function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although it retains a measure of integrity from it was constructed, it is unremarkable in its use in routine fleet support, and not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda building is largely utilitarian in

[1] 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), 8-1.
[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 550

***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☒ **Continuation** ☐ **Update**

design, materials, and construction methodology and relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It is typical of Cold War-era storage facilities located on military bases. The building does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 550 is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing northwest, November 3, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011206
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 564

P1. Other Identifier: Package Store

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 564 is 95 x 70 foot rectangular building clad in vertical metal siding with a flat boxed roof covering 8,736 square feet **(Photograph 1)**. The north side has a flat boxed roof porch supported by three metal posts. The glass and aluminum double door entryway has a fixed transom over the double doors and two full length plate glass windows to the west, one of which is covered with wood lattice **(Photograph 2)**. A concrete and metal railing ramp leads to the main entryway with an elevated sidewalk around the north and west sides. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 15, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1974, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011206
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 564

B1. Historic Name: Consolidated Package Store
B2. Common Name: Package Store
B3. Original Use: Package Store B4. Present Use: Church
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1974, 1975-1988 expansion off rear.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 564 is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet)

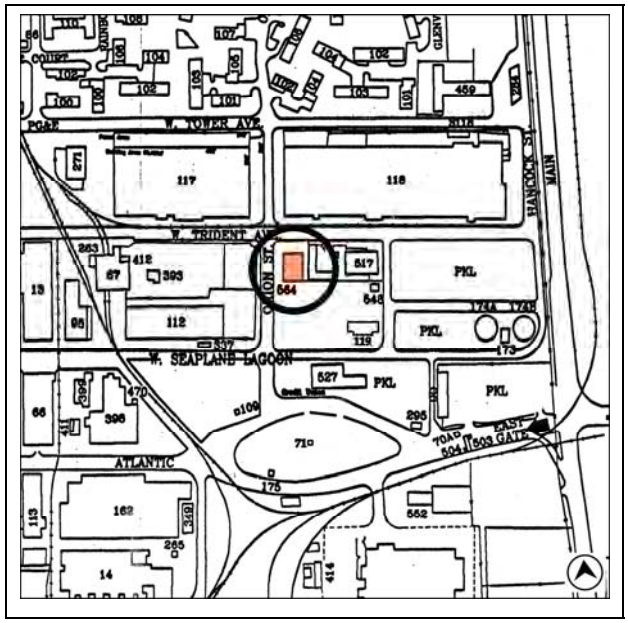
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011206 HRI# Trinomial

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 564

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

P3a. Description (cont.):

The west side is composed of three sections with a metal personnel door in the middle section. A rectangular louvered vent is located at the north end of the southern section with a metal personnel door next to a corrugated metal overhead door at the southwest corner. The south end of the building has two security lights and a Christian cross **(Photograph 3)**. The east side has a metal door on the southwest corner with an electrical meter box.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. The former Package Store, Building 564, is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Members of CB-426 and NAS Self-Help Division began construction of the Package Store in April 1974 and it was opened in March 1975. The construction of the building aimed to combine all existing off-sale liquor stores on the base, including the store across the street from the Officers' Club and at the Chiefs' Club. The original building had 4,000 square feet of sales floor, 2,000 of which was a carpet wine cellar. With the consolidation of the two liquor stores, sales and volume of the Consolidated Package Store increased 80 percent during the first year of operation, which was the highest gross profit percentage of package stores in the Bay Area. Between 1975 and 1988 the south end of the building was extended. In 1992 the Package Store moved to the Main Exchange in Building 118 to reduce operating costs and extend hours of operation.[1]

[1] JO3 Will Larsen, "Package Store opens Saturday," *The Carrier*, 10 March 1975; Alameda, California 1980 & 1988 aerials http://historicaerials.com (accessed December 11, 2009); United States Navy, *1974 NAS Alameda Command History*, 75, unlabeled folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes 1968 to 1997, RG 181 US Naval Shore Establishments, National Archives San Bruno, California; United States Navy, *1992 Command History*, 1992 Command History,

State of California — The Resources Agency **Primary #** P-01-011206
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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 564

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Building 564 was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While it retains some integrity to when it was built, it was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. As a liquor store, the building performed a typical support role found on military bases. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). The primarily concrete building represents typical utilitarian construction used widely on military installations. As a facility that was used and staffed by a large number of people, it does not have a direct or important association with a historically significant individual, nor is it likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 564 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes 1968 to 1997, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 30; United States Navy, *1975 NAS Alameda Command History*, unlabeled folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes 1968 to 1997, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 70.

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET

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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 564

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Main entry detail, camera facing southwest, October 15, 2009.

Photograph 3: Camera facing northwest, October 15, 2009.

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PRIMARY RECORD

Primary # P-01-011207
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NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 584

P1. Other Identifier: Pier Utility Boiler Plant

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 584 is a multi-story, irregular rectangular, metal-sided building that is approximately 12,500 square feet. This building is composed of a four-story main building, and several multistory wings on the west and north sides of the main building **(Photograph 3)**.

The main building is four stories, has a flat roof with a shallow parapet, and sits on a rectangular concrete base which serves as the first story. On the east side there is an attached four story metal staircase with metal handrails; each of the three landings, including the first floor, has a solid metal slab door; the entire structure is supported by steel 'I' beams **(Photograph 1)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1977, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 584

B1. Historic Name: Pier Utility Boiler Plant
B2. Common Name: Pier Utility Boiler Plant
B3. Original Use: Pier Utility Boiler Plant B4. Present Use: Non-Nuclear Steam Plant/Gas Mains
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) First constructed in 1977, altered in 1994.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 584 is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** R. Herbert and J. Freeman

***Date of Evaluation**: January 2010

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 584

***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

On the south side of the main building there are three large metal air scrubbers connected to the building by metal pipes. The scrubbers are attached from the south side to three metal four-story smoke stacks which have enclosed vertical ladders leading up to a metal platform with handrails which encircle the top of the stacks **(Photograph 1)**. On the north side of first floor of the main building there are two freight bays with metal roll-up doors. There are three sets of louvered metal vents running vertically, two of which run the full length, from the second story to the top of the parapet. The third set of vents, farthest west, runs from the top of the smaller attached building to the top of the roof parapet **(Photograph 2)**. Attached to the northwest corner of the main building there is shorter building with solid metal personnel doors on the north and west sides. On the east side there is a setback and another part of the building with a low shed roof which sets on a concrete slab. This extension has a small horizontal metal overhang which shelters a latched metal door **(Photograph 2)**. On the west side of the main building there is a shorter rectangular metal building with a flat roof and parapet. This building has a freight bay and metal roll-up door on the northwest corner. On its west side there are three building-height cylindrical metal vents which are attached to both the building and concrete pads on the ground **(Photograph 3)**.

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This building is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

[1] 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), 8-1.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 584

***Recorded by:** R. Herbert and K. Clementi **Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Construction began on Building 584 in1975 and it went online in 1977. The plant had a boiler, an air compressor plant, a fuel oil storage facility and an intermediate industrial waste handling facility as well as utility lines. This plant replaced the mobile power systems of Mobile Utilities Support Equipment (MUSE) which provided "cold iron" power to the ships docked at Piers 2 and 3.[2] Cold iron is the term used to refer to a ship when it docks and powers down its engines, then plugs into port-provided-power which continues to run all of their on-board equipment such as refrigeration, cooling, heating, and lighting. Building 584 provided this power to the ships which docked at Piers 2 and 3. The plant remains much the same as when first constructed with the exception of a small addition added onto the northwest corner in 1994.

Evaluation

The pier utility boiler plant, Building 584, was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the public works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This prefabricated building is typical of Cold War-era buildings located on military bases. This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 584 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[2] "Final Testing on New NAS Steam Plant," *The Carrier*, 15 July 1977; "Boiler Plant Underway," *The Carrier*, 18 August 1975.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET

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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 584

***Recorded by:** R. Herbert and K. Clementi **Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 584, facing southwest, October 8, 2009.

Photograph 3: Building 584, facing southeast, October 8, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011209
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Building 585

P1. Other Identifier: CPO Open Mess

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 585 is the former Chief Petty Officers (CPO) Open Mess. It is approximately 10,600 square feet and has an irregular rectangular footprint with a flat parapet roof that is hipped and covered in tile on the north, south and west sides and is supported by concrete and stucco walls. The building is set back by a landscape area from West Essex and Todd Streets with a circular driveway on West Essex. The west, north and south sides are visually divided by incised concrete supports **(Photograph 1)**. The east side or the rear of the building has a flat roof with a tile shed roof extension and additional flat-roof one-story rooms attached around its perimeter. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing east, December 11, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1976, US Navy Bldg records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/6/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 585

B1. Historic Name: CPO Open Mess
B2. Common Name: CPO Open Mess / CPO Club
B3. Original Use: CPO Open Mess B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1976

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy

***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 former CPO Open Mess / CPO Club (Building 585) is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

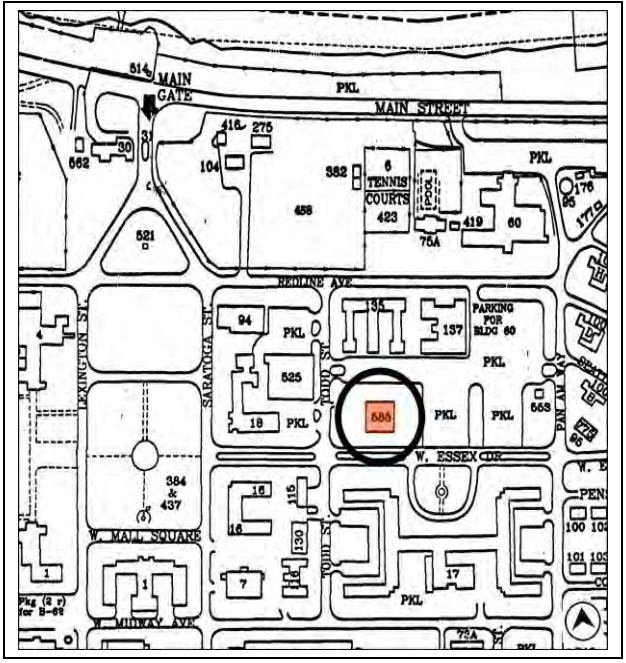
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011209 HRI# Trinomial

Page 3 **of** 5 ***Resource Name or** # (Assigned by recorder) Building 585

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The walkway leading up to the west side of the building is covered by a metal-framed awning supported by metal poles and framed on either side by knee-high brick planters **(Photograph 1)**. The entrance has double metal glazed doors with full-length fixed side lights. Other windows around the west, north and south sides are tall narrow anodized fixed windows with small hopper windows on the top and bottom. The corners of the building have setbacks with solid metal personnel doors. On the southeast corner of the building there is a small square one-story flat-roofed concrete room **(Photograph 2)**. The east side of the building, which is partially obscured by a tall fence enclosing a side yard, has a tile shed roof and an uneven façade with several entryways that have solid metal doors which open out onto a large concrete patio area next to what appears to be a flat-roofed storage room with a large metal storage container attached to it's north side **(Photograph 3)**. On the northeast side of the building the setback on the corner is partially enclosed by a concrete wall and has a small patio area with a set of solid metal doors and next to a window which was described above. Along the northwest side of the building there is a recessed solid metal personnel door at the top of shallow concrete steps with a low concrete metal utility box covered by a metal grate to the west of the door.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. [1] Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. Building 585 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Building 585 was constructed in 1976 as a new Chief Petty Officer club at a cost of approximately $829,000, replacing the previous CPO club that had been located off station near the southeast corner of the base near the corner of Lincoln Avenue and Central Avenue. The CPO Open Mess was constructed on the site where Building 84, Bachelor Officers' Quarters once stood. It included two bars, a restaurant, and stage with a dance floor. It could

[1] 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), 8-1.

accommodate up to 450 people. Activities at this facility included live music, dancing, banquets, and bingo. It served as CPO Open Mess as well as a night club known as the "Top 4 Club."[2]

Evaluation

Building 585 was built during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building retains some integrity to when it was built, but is unremarkable in its use within routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for buildings constructed during the 1980s at naval stations (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while the CPO Open Mess served a valuable function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). Building 585 does not possess historic significance and is not a contributing element of the NAS Alameda Historic District.

[2] United States Navy, "1975 Command History," 67-68 and "1977 Command History," 58, Box 2 of 2, US Naval Shore Establishments, RG 181, National Archives and Records Administration-Pacific Region (San Francisco); IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 15: The Bachelor Officers' Quarter Zone; Alameda Point, Alameda, California," January 2001; Bronson "Chief" Parry, former Navy Chief Petty Officer who served on NAS Alameda (1966-1976), oral interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 22, 2009. Chief Parry served as the night manager at the CPO club during the early 1970s.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011209
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Trinomial

Page 5 **of** 5 ***Resource Name or # (Assigned by recorder)** Building 585

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 585 southeast corner, facing north, October 6, 2009.

Photograph 3: Building 585 east side, facing northwest, October 6, 2009.

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PRIMARY RECORD

Primary # P-01-011210
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 595

P1. Other Identifier: Liquid Oxygen Equipment Shelter

***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** ; **¼ of ¼ 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 Alameda

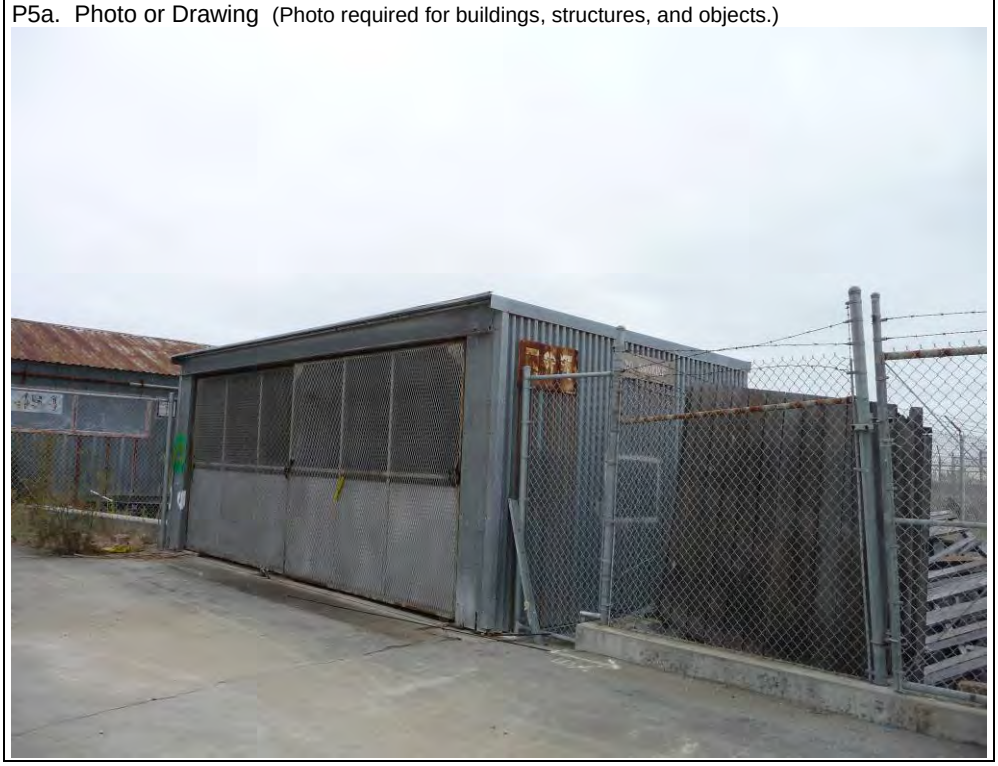
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 595 is a 25 feet by 15 feet corrugated metal shed with a flat metal roof covering 375 square feet. The north side is composed of two sliding metal doors with a solid metal panel on the bottom and covered with expanded metal panels. The south, east, and west sides lack openings **(Photograph 2)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1976, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 595

B1. Historic Name: Liquid Oxygen Equipment Shelter
B2. Common Name: Liquid Oxygen Equipment Shelter
B3. Original Use: Liquid Oxygen Equipment Shelter B4. Present Use: Covered Ground Check-Flight Test
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1976

***B7. Moved?** ☐No ☐Yes ☒Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Liquid Oxygen Shelter (Building 595) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

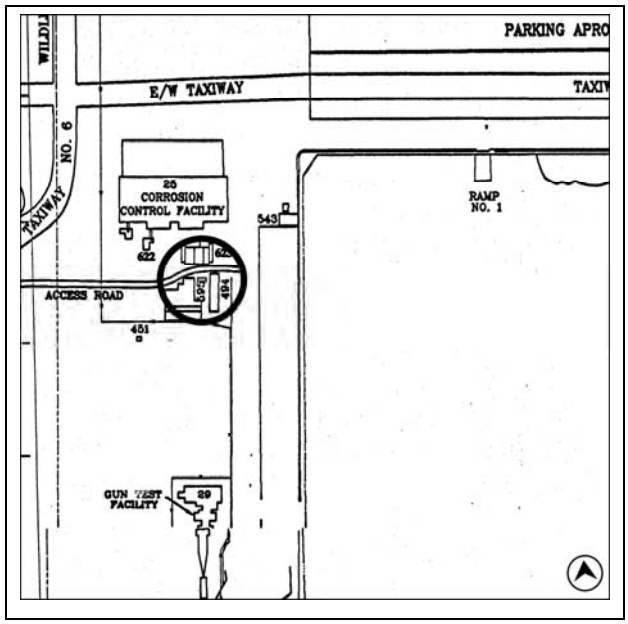
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Miller and S. Miltenberger

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011210
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 595

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

This semi-permanent building was constructed in 1976 to serve as a liquid oxygen equipment shelter. This building stored liquid oxygen for use in small aircraft.[2] It was most recently used as a Covered Ground Check-Flight Test maintenance shop.[3] Building 595 appears unaltered from its original construction.

Evaluation

Building 595 was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time as storage. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[4] In the larger context of the naval operations in California and nationwide during this period, the storage function of these building

[1] 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), 8-1.
[2] IT Corporation, "Zone Analysis Data Summary Zone 7: The Corrosion Control and Aircraft Testing Zone, Alameda Point Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034. Submitted to Southwest Division Naval Facilities Engineering Command, January 2001.
[3] Building 595, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011210
HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 595

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although it retains a measure of integrity from when it was constructed, it is unremarkable in its use in routine fleet support and not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda building is utilitarian in design, materials, and construction methodology and relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). The building is typical of Cold War era storage facilities located on military bases. The building does not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 540 is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing northwest, October 8, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

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NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 **Resource Name or #:** (Assigned by recorder) Building 607

P1. Other Identifier: Craft Hobby Shop

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 677 West Ranger Avenue 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The irregular-shaped plan of Building 607 covers a total of 9,795 square feet. Built on a concrete foundation the vertical corrugated metal walls rise up to meet the corrugated metal hipped roof, which is accented with flashing. A combination of metal and glazed personnel doors provides access to all but the east side of the building, which lacks fenestration. The double metal personnel door on the northwest corner has a smaller set of metal doors directly above it. Rows of single-pane, casement windows are located along the north and south sides of the building and fixed side and overhead transom windows surround the glazed personnel doors. Large metal louver vents are located in the northeast and northwest sides of the building. The southwest corner of the building contains a ventilator structure that is enclosed by a tall, corrugated metal fence. The north end of the building has a small courtyard enclosed by a wooden fence.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, October 7, 2009

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1980, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger & C. Brookshear
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/7/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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): Previous DPR form evaluated by ARRA

DPR 523A (1/95) ***Required information**

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 607

B1. Historic Name: Craft Hobby Shop
B2. Common Name:
B3. Original Use: Craft Hobby Shop B4. Present Use: Hobby Shop
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1980

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This form has been prepared to reaffirm the City's previous conclusion based on the station wide evaluation of Cold War-era resources prepared as part of the study referenced in P11. Building 607 was previously evaluated in June 2009 as part of an Alameda Reuse and Redevelopment Authority (ARRA) / City of Alameda project to support an Alameda Point Collaborative Project. The ARRA concluded that the building did not meet the criteria for listing in the National Register and the SHPO concurred on July 8, 2009. For reference, the ARRA's previous form is attached. Building 607 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet)

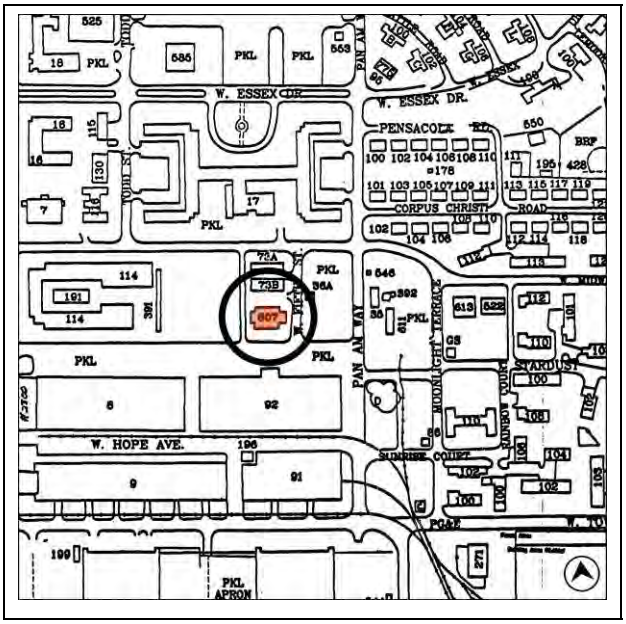
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011211
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 607
***Recorded by:** S. Miltenberger and C. Brookshear ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance:

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet)

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 607 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

The new Craft Hobby Shop building was completed in 1980 at a cost of $1,130,000. A Hobby shop existed on NAS Alameda since the 1940s and served as recreation building that included wood, ceramics, and lapidary shops. Its grand opening in Building 607 took place on August 19, 1980. This new building also included a metal art room, resale store, multipurpose room, and textile classroom. During the 1980s, services in the Craft Hobby Shop included classes for the various shops as well as classes in cake decorating. Building 607 continued to serve as the Craft Hobby Shop until the base closure in 1997. No apparent external modifications were made to Building 607; however it may have been re-roofed between 1988 and 2000.[1]

[1] "NAS Can Well Be Proud of the Station Marine Corps," *The Carrier*, 2 June 1944; US Navy, *1980 Command History Naval Air Station, Alameda, California,* unlabeled folder containing Command History 1980, Box 2 of 2, 5757-1b, Naval Air Station Command History, 40 Volumes 1968-1997, 14 Volumes NAS Base Directory, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region (San Francisco); United States Navy, *NAS Alameda Internet*

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 607
***Recorded by:** S. Miltenberger and C. Brookshear ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Building 607 was built during the final decade of the Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building retains some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for buildings constructed during the 1980s at naval stations (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while this building served a beneficial MWR function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing southeast, October 7, 2009.

Naval Facilities Assets Data Store (iNFADS), 2008; Alameda, California Aerial Photographs, 1988, 2000, retrieved from www.historicaerials.com (accessed December 11, 2009).

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of 2** ***Resource Name or #:** Building 607 Hobby Shop

P1. Other Identifier: Building 607 Hobby Shop
***P2. Location:** ☐ **Not for Publication** X **Unrestricted** ***a. County:** Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Oakland West, CA **Date: 1978** **T** ; **R** ; **¼ of** **¼ of Sec** **;** M.D. **B.M.**
c. Address: 677 West Ranger 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:

The building is located at 677 West Ranger Street, Alameda California on the former Naval Air Station Alameda.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Building at 677 West Ranger is a metal clad, single story building with a standing metal seam roof constructed in 1980. The Building is located within the NAS Alameda Historic District, but it is not a designated contributer to the distict. The current occupant of the building, the Alameda Point Collaborative (APC) is proposing to modify the building to include a community kitchen. The building currently serves as an office and community center for APC. The modifications to the building are primarily within the building. Exterior changes to the building are limited to the southeast corner of the building which will be modified to allow for installation of a new walk-in cooler/freezer. The cooler/freezer will be located under the existing roofline and will be painted to match the existing metal siding of on the building. The existing roofline will not be modified. The exterior of the freezer unit is a galvanized metal produced by USS, called Galvalume. Galvalume is carbon steel sheet coated with aluminum zinc alloy. The exterior is easily primed and painted and will be painted to match the existing metal siding on the building.

***P3b. Resource Attributes:** (List attributes and codes)
***P4. Resources Present:** **X** 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: 677 West Ranger, North Elevation. Photographed on June 9, 2009.

***P6. Date Constructed/Age and Sources: X** Historic (Constructed 1980)
☐Prehistoric ☐Both

***P7. Owner and Address:**
Department of the Navy, Base Realighment and Closure Program Management Office West (BRAC PMO WEST), 1455 Franzee Road, Suite 900 San Diego, CA 92105-4310

***P8. Recorded by:** Andrew Thomas, AICP City of Alameda Planning and Building Department, 2263 Santa Clara Street, Alameda Ca. 94501

***P9. Date Recorded:** June 9, 2009

***P10. Survey Type:** Site Specific

***P11. Report Citation:**
Historic Architectural Resources Inventory for the Naval Air Station, Alameda by Sally Woodbridge 1992
Guide to Preserving the Character of the Naval Air Station Alameda Historic District, Stephen D. Mikesell, 1997
NAS Historic District Assessment and Historic Preservation Strategy Alameda, Page and Turnbull (2005)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 2 **of** 2 **Resource Name or #:** (Assigned by recorder)_____

***Attachments:** ☐NONE **X Location Map** ☐Sketch Map ☐Continuation Sheet **X Building, Structure, and Object Record** ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

DPR 523A (1/95) ***Required information**

State of California — The Resources Agency **Primary #**
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of 2** ***NRHP Status Code**

***Resource Name or #** Building 607/677 West Ranger

B1. Historic Name: Building 607
B2. Common Name: Alameda Point Collaborative Offices
B3. Original Use: Hobby Shop B4. Present Use: Offices and Service Center
***B5. Architectural Style:** Contemporary
***B6. Construction History:** Constructed 1980
***B7. Moved? X No ☐Yes ☐Unknown Date: Original Location:**
***B8. Related Features:** See Project Description

B9a. Architect: Unknown b. Builder:
***B10. Significance: Theme:** n/a **Area:**
Period of Significance: n/a **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

World War II Evaluation:
The Alameda NAS Historic District is eligible for listing on the National Register with a period of significance from 1938 to 1945. Building 607 is located within the Shops Area of the NAS Historic District, but it is not a designated contributor to the NAS Historic District. The building was constructed in 1980 as a craft and hobby shop for families living on the base at the time. The building housed a ceramics shop and kilns, woodworking facilities, and other hobby materials.

The Shops Area of the NAS Historic District is described in the "Guide to Preserving the Character of the Naval Air Station Alameda Historic District" as the area that "was given the least attention of all areas of the original NAS Alameda, at least with respect to its architectural detail." The shop buildings were "designed strictly for function rather than appearance." Within the shops area there is no uniformity of design. The Guide concludes "notable architectural features are rare in the Shops Area, restricted to Buildings 6 and 8." The 1992 Sally Woodbridge study entitled "Historic Architectural Resources Inventory for the Naval Air Station, Alameda (1992)" determined that the building did not qualify as a contributor and the 2005 Page and Turnbull Historic District Assessment rated its significance as "low".

In conclusion, the minor modification to the exterior corner of Building 607 will not have a negative effect on the integrity of the NAS Historic District because Building 607 is not a contributor to the District, Building 607 does not display any of the character defining features characteristic of the Shops Area, the building was not built during the period of significance, and the modifications are designed such that the changes will only be visible from a limited view within the district, and the modifications are designed to minimize the changes to the appearance to the building.

Cold War Evaluation
A Cold War-era eligibility study has not yet been started for all buildings at the base, but records provide a basis for evaluating the structure. Built as a hobby shop for Navy personnel and families, the building does not appear to meet the criteria for listing in the National Register of Historic Places nor does the building embody the "exceptional importance" required under Criterion Consideration G for properties less than fifty years of age. There is no evidence that the building had direct or indirect important association with significant events and themes of the Cold War such as weapons or aircraft research and development or any associations with significant people (Criterion A and B). A structure with contemporary style and standardized form, Building 607 does not reflect important architectural themes or styles (Criterion C) or the potential to yield important information in the future (Criterion D). In conclusion, the utilitarian structure lacks architectural significance and does not appear to meet the criteria for listing on the National Register.

(This space reserved for official comments.)

Archeological Evaluation
The site is located on fill material placed between 1931 and 1935 by the US Army for the construction of Benton Air Field. The proposed modification would not result in any changes to the foundation or subsurface materials. Given that the site is on fill material and that the work is limited to minor exterior modifications to the building there is little

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 **Resource Name or #*** (Assigned by recorder)_____

likelihood of an adverse impact to archaeological resources as the result of the project.

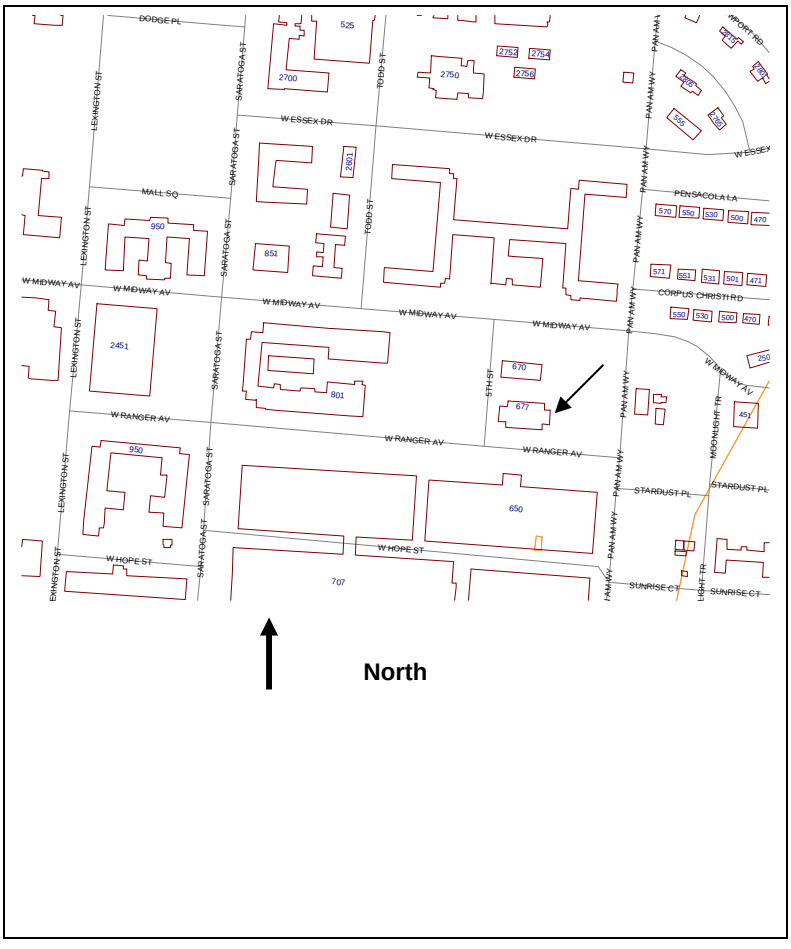
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** Historic Architectural Resources Inventory for the Naval Air Station, Alameda by Sally Woodbridge 1992
Guide to Preserving the Character of the Naval Air Station Alameda Historic District, Stephen D. Mikesell, 1997
NAS Historic District Assessment and Historic Preservation Strategy Alameda, Page and Turnbull (2005)

B13. Remarks:

***B14. Evaluator:** Andrew Thomas

***Date of Evaluation:** June 9, 2009



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011214
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 610

P1. Other Identifier: High Speed Grind Shelter

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 610 is located on the south side of Building 360. It has a rectangular plan spanning 1,800 square feet and set upon a raised concrete foundation. This modular structure has corrugated metal sides with a flat roof. A set of concrete steps and metal railing lead to a single metal personnel door on the west side. The north half of the east side has a single story metal roll-up door accessed by a concrete ramp. The north side of the building cannot be accessed because of its proximity to Building 360.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 610 at right, camera facing northeast, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1979, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011214
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 610

B1. Historic Name: High Speed Grind Shelter
B2. Common Name: High Speed Grind Shelter
B3. Original Use: High Speed Grind Shelter B4. Present Use: Dedicated Aircraft Engine OH
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1979, modified 1982

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

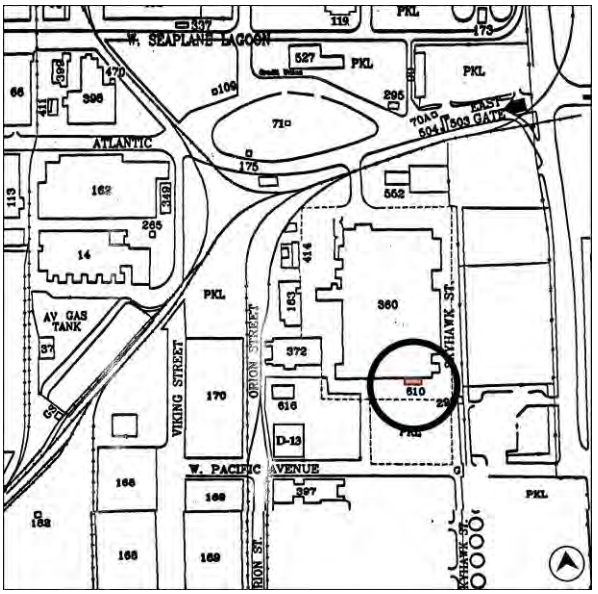
This high speed grind shelter (Building 610) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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 Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** J. Freeman, H. Norby, C. Brookshear
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011214
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 610

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 610 was constructed in 1979 and improved three years later, serving as a metal grinding and machining facility supporting the O & R functions of Building 360. It has maintained its location on the southern side of Building 360 since its construction and remained the high speed grind shelter until base closure in 1997. No apparent modifications have been made to Building 610.[2]

Evaluation

The high speed grind shelter, Building 610, was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the public works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is utilitarian in design, materials, and construction methodology and is

[1] 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), 8-1.
[2] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 22: The Southeastern Refinery and Heavy Industrial Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET

Primary # P-01-011214
HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 610

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). Prefabricated buildings of this type are typical of Cold War era buildings located on military bases. This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while Building 610 served a valuable function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing west, December 16, 2009.

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PRIMARY RECORD

Primary # P-01-011215
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 611

P1. Other Identifier: Electronics Maintenance Shop

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 2440 Pan Am Way 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 611 has a rectangular plan covering 973 square feet with a north-south orientation. A chain-link fence encloses the yard surrounding the building, leaving only the north side of the structure exposed. Metal fascia cap the gabled ends of the metal roof. The top half of the building is clad in corrugated metal panel siding, which sits above its six-foot high concrete block base. Two large sliding metal doors are located on the south side and enclosed within a metal grill. The two windows located on the north side are boarded up with exterior metal grills. Four windows with metal grills are located on both the east and west sides of the building.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, October 7, 2009

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1981, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/7/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 611

B1. Historic Name: Electronics Maintenance Shop
B2. Common Name: Electronics Maintenance Shop
B3. Original Use: Electronics Maintenance Shop B4. Present Use: Electronics Communication Maintenance Shop/ Marine Sanitation Services

***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1981

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

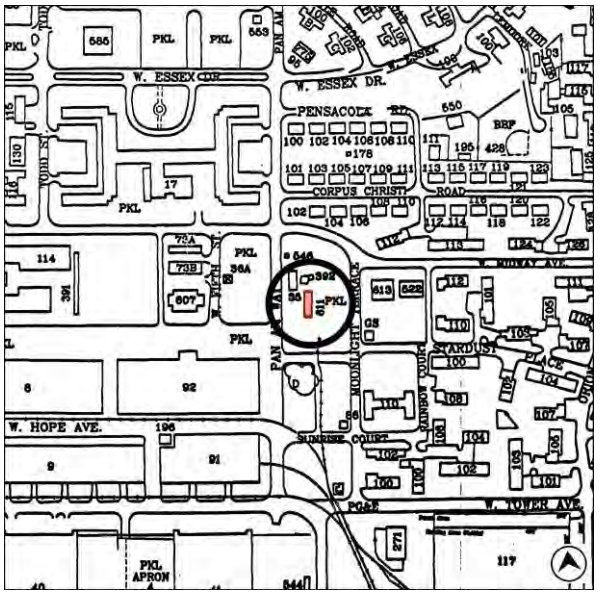
B9a. Architect: Unknown b. Builder: CBU-416 (Seabees)
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The former Electronics Maintenance Shop (Building 611) is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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 Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** H. Norby and C. Brookshear
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011215
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 611
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 611 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Construction Battalion Unit-416 (Seabees) started construction on Building 611 in 1980 as an electronic repair facility.[2] This semi-permanent structure remained as an electronics maintenance shop until base closure in 1997. Aside from boarded-up windows, the building has no apparent modifications from its original construction.

Evaluation

Building 611 was built during the Cold War era operations on NAS Alameda, and is part of the broader fleet support functions of the station during this period. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Public Works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building was

[1] 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), 8-1.
[2] US Navy, *1980 Command History Naval Air Station, Alameda, California*, unlabeled folder containing 1980Command History, Box 2 of 2, 5757-1b, Naval Air Station Command History, 40 Volumes 1968-1997, 14 Volumes NAS Base Directory, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration Pacific Region, (San Francisco); United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 611
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 7, 2009 ☒ **Continuation** ☐ **Update**

unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while Building 611 served a valuable function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing northwest, October 7, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011216
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 612

P1. Other Identifier: Hose Maintenance Building

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Building 612 is located in the southern portion of the naval base, east of Viking Street and south of W. Ticonderoga Avenue. This 4,000 square-foot utilitarian building sits on a concrete foundation with a west-east orientation. It has a low-sloped, front-gable roof of corrugated metal. The walls are clad in vertical corrugated metal siding and have metal corner boards. A low-sloped concrete ramp provides access to the single-story roll-up door on the west side. The west side also had a metal personnel door with a small glazed panel, two double hung, metal-framed windows with large metal louver vents above them. Both the north and south sides have rows of double-hung, metal framed windows and metal personnel doors.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, October 8, 2009

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1980, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011216
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 612

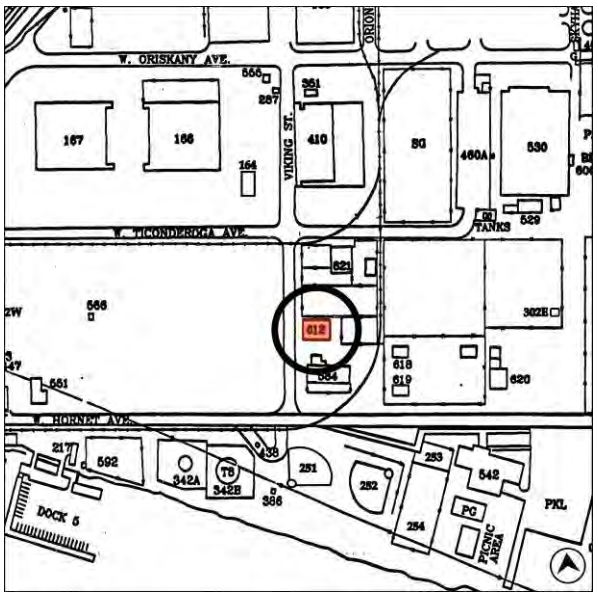
B1. Historic Name: Hose Maintenance Building
B2. Common Name: Hose Maintenance Building
B3. Original Use: Hose Maintenance Building B4. Present Use: Building Housing Misc. Utility Plt.
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1980
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: Andersen Manufacturing
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This hose maintenance building (Building 612) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.
B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011216
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 612
***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

This Andersen manufactured building was constructed in 1980 as the hose maintenance building. It was used to test and store flexible hoses and piping and incorporated a water recycling system.[2] The building maintained its location and use through base closure in 1997. The building has no apparent modifications since its original construction.

Evaluation

The hose maintenance building, Building 612, was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Public Works function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is

[1] 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), 8-1.
[2] IT Corporation, "Zone Analysis Data Summary, Phase 2A Sampling, Zone 19: The Dock Support Services Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034. Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011216
HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 623

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This prefabricated building is typical of Cold War-era buildings located on military bases. This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 612 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011217
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 613

P1. Other Identifier: Family Services Center

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 451 Stardust Place 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 613 is a one-story 4,624 square foot concrete building with pyramidal roof covered in tiles. The sides are inset with cast concrete corner pillars. The south side has to recessed metal doors flanking three fixed metal windows with open lower portion, and one sliding metal windows to the east **(Photograph 1)**. The center of the west side wall is flush with the roof eave and has two sliding doors flanked by recessed metal doors and a single sliding window located on the north end; two sliding windows are located on the south **(Photograph 2)**. The east side has a centrally located recessed metal door with four-over-five lights on either side of the single glass and metal door. A metal sliding door is located on the south and sliding metal window to the north **(Photograph 3)**. The north side has six irregularly placed sliding metal windows.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, November 4, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both 1983, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 11/4/2009

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011217
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 613

B1. Historic Name: Family Services Center
B2. Common Name: Family Services Center
B3. Original Use: Family Services Center B4. Present Use: Office
***B5. Architectural Style:** Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1983, altered 1988

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 613 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

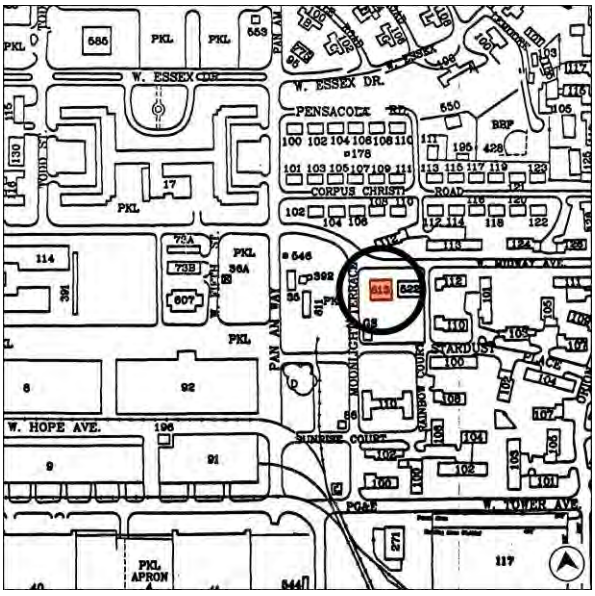
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011217
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 613
***Recorded by:** C. Brookshear and C. Miller ***Date:** November 4, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Building 613 did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Construction of Building 613 was completed in 1983 at a cost of $300,000, to become the new location of the Family Services Center. The Family Services Center was developed in 1981 on NAS Alameda to assist Navy personnel and their families with relocation information, child development services, counseling, and volunteer work. It was originally located in Building 135 and moved to Building 137 in spring 1982. A delay in the phone-line systems prevented the Center from moving to its permanent location in Building 613 until 1983. By 1983 the Center was staffed and in full operation, offering crisis intervention and counseling along with workshops and support groups. Building records indicate that the building was modified in 1988; however the manner of alteration was not disclosed and no apparent changes are noticeable from the exterior. Building 613 remained the Family Services Center until base closure in 1997. [1]

Evaluation

Building 613 was built during the final years of the Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare,

[1] US Navy, *Naval Air Station Alameda, Command History 1981,* and *1982* Naval Air Station Command History 30 Volumes 1968-1997, RG 181, National Archives and Records Administration, San Bruno; "Naval Air Station Alameda," (San Diego, CA: MARCOA, Publishing, Inc., 1993), Box 2 of 2, 5757-1b, 3195G, RG 181, National Archives and Records Administration, Pacific Region, (San Francisco); United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 613
***Recorded by:** C. Brookshear and C. Miller ***Date:** November 4, 2009 ☒ **Continuation** ☐ **Update**

strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The building retains some integrity to when it was built, but is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for buildings constructed during the 1980s at naval stations (NRHP Criterion C / CRHR Criterion 3). This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while the Family Services Center served a valuable function on NAS Alameda during the Cold War era, its construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing southeast, November 4, 2009.

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET

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HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 613
***Recorded by:** C. Brookshear and C. Miller ***Date:** November 4, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Camera facing southwest, November 4, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011218
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 620

P1. Other Identifier: Industrial Shop

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 620 was constructed between 1980 and 1985, and covers about 3,600 square feet. It is a single story and has an irregular rectangular footprint with a composition shingled side-gable roof with open eaves and small metal vents in each gable close to the roof line. The building is clad in T-111 type siding. On the east side there is a solid personnel door covered by a shed roof extension and windows that have been boarded **(Photograph 1)**. On the north side is a larger equipment opening with a wooden tilt-up door. There are three additions on the north end, two have a side gabled roofs and wood paneling and two personnel entrances which are boarded over. The third addition sits on concrete pilings and has a flat top and vertical grooved wood panel siding with a boarded over personnel door **(Photograph 2)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1980-85, Aerials Photographs

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
Rand Herbert and Karen Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/08/09

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011218
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of 4** ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 620

B1. Historic Name: Industrial Shop
B2. Common Name: Industrial Shop
B3. Original Use: Industrial Shop B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1980-85

***B7. Moved?** ☐No ☐Yes ☒Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Industrial Shop (Building 620) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) it does not possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

Historic Context

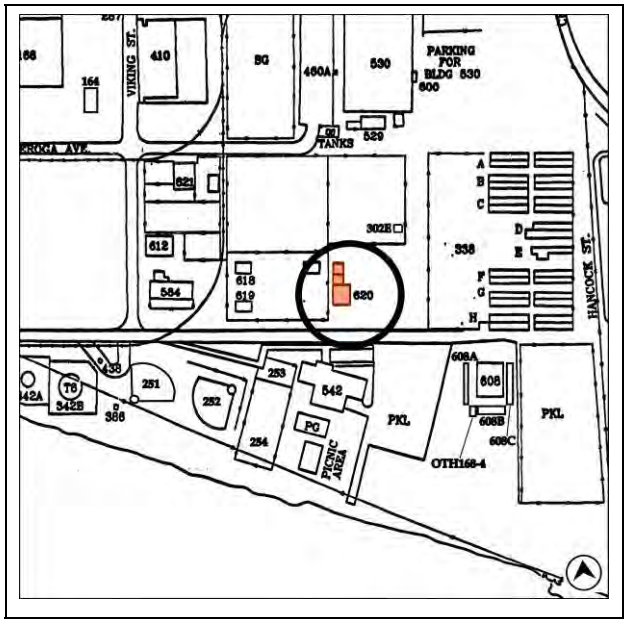
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.
B13. Remarks:

***B14. Evaluator:** C. Miller and R. Herbert

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011218
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 620
***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. Building 620 did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 620 is a late Cold War addition to the NAS Alameda facility and was used as an industrial shop. The space currently occupied by this building was used for aircraft parking from 1947 through 1970.[2] From 1970 until the construction of Building 620 it was used as an equipment and materials storage yard.[3]

Evaluation

Building 620 was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time as storage. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[4] In the larger

[1] 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), 8-1.
[2] Alameda, California Photograph Aerials 1947-1985, from www.historicaerial.com, (accessed December 11, 2009).
[3] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 19: The Dock Support Services Zone Parcel 154: Buildings 620, 621, 621A and Open Space Areas; Alameda Point, Alameda, California," January 2001.
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 620
***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

context of the naval operations in California and nationwide during this period, the storage function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It is unremarkable in its use in routine fleet support, and not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda building is largely utilitarian in design, materials, and construction methodology and relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). The building does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 620 is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing southwest, October 8, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011219
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Building 621

P1. Other Identifier: Waterfront Operations Building

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 270 West Ticonderoga Avenue 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 621 (Waterfront Operations Building) has a large rectangular plan, resting on a concrete foundation that covers 6,640 square feet **(Photograph 1)**. It has a low-pitched, offset, front-gable roof of corrugated metal. The walls are clad in prefabricated metal panel siding. Two-story roll-up metal doors are located on the west and south sides of the building. A single-story roll-up metal door is found on the east end of the south side and above it is an aluminum-framed sliding window. On the west end, south of the bay door, is a solid metal personnel door and adjacent aluminum-framed, sliding window. The east end includes a steel staircase with metal handrail that lead to a second personnel door with a slight, flat roof projection to cover the entrance.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 621, camera facing northeast, October 8, 2009

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1988, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***Resource Name or #** (Assigned by recorder) Building 621

B1. Historic Name: Waterfront Ops Building
B2. Common Name: Waterfront Ops Building
B3. Original Use: Waterfront Ops B4. Present Use: Ship Services Support Building
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1988

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 621 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 19: The Dock Support Services Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; 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); see footnotes

B13. Remarks:

***B14. Evaluator:** S. Miltenberger and R. Herbert

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011219 HRI# Trinomial

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***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Nevertheless, 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.

Individual buildings and structures constructed during the Cold War era, or World War II-era buildings and structures used during the Cold War are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. Building 621, constructed in 1988 for use as an industrial machine shop to support marine maintenance, was just such a building. Prior to the construction of Building 621, this portion of the base was initially used for aircraft parking between 1947 and 1970 and through the 1970s and 1980s the area was an equipment and materials storage yard. Building 621 does not appear to be modified from its original construction and remains in its original location. Nevertheless, it did not have a direct or important role in NAS Alameda's operations, ,nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era. Today, it is a ship services support building. [1]

Many building and structures on NAS Alameda, such as Building 621, fall within the "Waterfront Operations" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include piers, wharfs, dolphins, diving lockers, maintenance shops, crane tracks, and navigation range lights. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. These buildings are utilitarian and many are of prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, these buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[2]

Evaluation

Building 621 was built in the midst of Cold War operations on NAS Alameda, and was part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Waterfront Operations function of the building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Building 621, moreover, while retaining integrity to the period when it was constructed was nevertheless unremarkable in its use in routine fleet support, and was not historically important, within the context of

[1] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 19: The Dock Support Services Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; Building 621, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[2] 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), 8-1.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

station operations or within the larger historical context of development of the San Francisco Bay Area in general. The building is purely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It has no direct or important association with a historically significant individual, and is unlikely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, despite serving a necessary purpose on NAS Alameda during the Cold War era, the construction and use of Building 621 is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

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PRIMARY RECORD

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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 622

P1. Other Identifier: Steam Boiler Plant

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 622 is located west of the Seaplane Lagoon and south of Building 25. It is a corrugated metal shed with a rectangular plan spanning 9,088 square feet. It has a very low-pitched, front-gable roof with a narrow overhang on the east and west sides. Its prefabricated metal walls rest on a raised concrete pad foundation. The south-facing façade includes two concrete steps that lead to a set of metal and glazed personnel doors, flanked by large louvered vents. Louvers comprise the majority of the north side of the building.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northeast, October 8, 2009

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1987, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***Resource Name or #** (Assigned by recorder) Building 622

B1. Historic Name: Steam Boiler Plant
B2. Common Name: Steam Boiler Plant
B3. Original Use: Steam Boiler Plant B4. Present Use: Steam Heat Building-Shelter
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1987

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

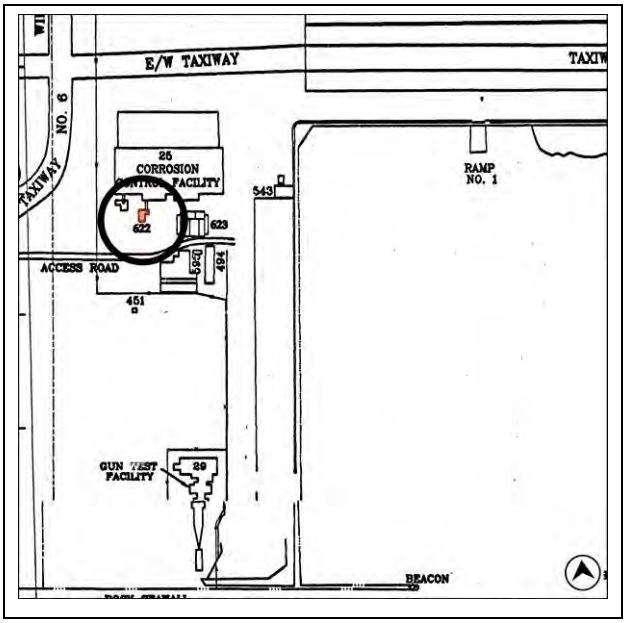
This steam boiler plant (Building 622) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

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Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 622
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique to NAS Alameda or the military and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Building 622 was constructed in 1987 as a steam generation building. It provided hot water and worked as a switching station for surrounding buildings. Its utilitarian purpose included use of a boiler and associated storage tanks located within the building.[2] Building 622 remains in its original location and does not appear to be modified since its original construction.

Evaluation

The steam boiler plant, Building 622, was constructed during Cold War operations on NAS Alameda, as a part of the infrastructure serving the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Infrastructure function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Infrastructure such as Building 622 is needed to support urban activities, and its ubiquitous nature renders it secondary in the context of station operations. While it retains some integrity to its original construction, it was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common

[1] 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), 8-1.
[2] IT Corporation, "Zone Analysis Data Summary Zone 7: The Corrosion Control and Aircraft Testing Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034," Submitted to Southwest Division Naval Facilities Engineering Command, January 2001.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This prefabricated building is typical of Cold War era buildings located on military bases. This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 622 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

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PRIMARY RECORD

Primary # P-01-011221
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Building 623

P1. Other Identifier: Diesel Fuel Tank Farm

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 623 is a rectangular building with associated exhaust towers and tanks. It has concrete block walls built upon a concrete foundation; the concrete walls stop halfway up the building and are continued by corrugated metal walls that extend to the flat roof. It has three sets of double metal personnel doors on the south façade, which are interspersed with large metal vents. The east and west side lack any fenestration, but have adjacent metal exhaust towers. The north side area is enclosed by a chain link fence that restricts access to the associated large metal storage tanks and pipes. A concrete stoop leads to the single metal personnel door on the east end of the north side, next to an exterior metal service stairwell. Two large vents are also located on the north side of the building.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: camera facing northwest, October 8, 2009

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1987, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
S. Miltenberger and H. Norby
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/6/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Building 623

B1. Historic Name: Diesel Fuel Tank Farm
B2. Common Name: Diesel Fuel Tank Farm
B3. Original Use: Diesel Fuel Tank Farm B4. Present Use: Jet Engine Fuel Storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1987
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

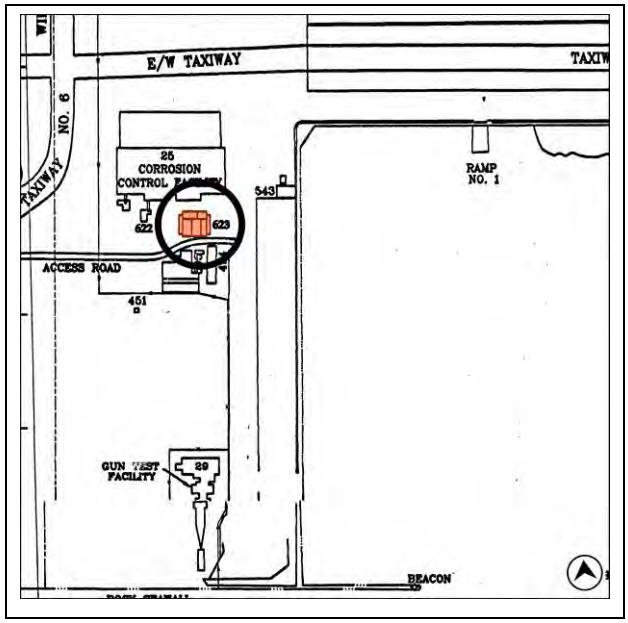
This fuel tank farm (Building 623) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011221
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 623
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. This building is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The building did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

Building 623 was constructed in 1987 as a support facility for Building 25. It stored bulk liquid jet engine fuel and was known as the diesel fuel tank farm until base closure in 1997. The building has numerous pipes and storage tanks that are externally linked to the building. The building and the associated equipment does not seem altered since its original construction.[2]

Evaluation

The fuel tank farm building was constructed during Cold War operations on NAS Alameda, and is part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Public Works / Infrastructure function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While it retains some integrity to its original construction, the building was unremarkable in its use in routine fleet support and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is

[1] 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), 8-1.
[2] Building 623, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Building 623
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This part concrete block, part prefabricated metal-frame building is typical of military installations. This facility does not have a direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Building 623 was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Camera facing southwest, showing north and east sides, October 8, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011222
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Carrier Piers Area

P1. Other Identifier: Carrier Piers 1, 2, 3, Wharfs 1 and 2, Buildings 431, 434, 601, and 201062

***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** ; **¼ of ¼ 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 Alameda; south of the Seaplane Lagoon

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The form records Carrier Piers 1 through 3, Wharfs 1 and 2, and Buildings 431 (Mooring Dolphin/25 Piles), 434 (Mooring Dolphin/25 Piles), 601 (Oil / Water Separator), and 2061062 (Crane Tracks) located south of the Seaplane Lagoon as a group owing to their proximity and their shared association with waterfront operations at former NAS Alameda (**Photograph 1**).

Pier 1 is approximately 650 feet long and 44 feet wide and extends from the shore east to west (**Photograph 2**). It has a concrete deck set on steel I-beams and supported by concrete piles. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Pier sign, camera facing southwest, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
See BSO Sheet

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert, K.Clementi, C.McMorris
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 12/11/2009 & 12/16/2009

P10. Survey Type: (Describe): Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 15 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Carrier Piers Area

B1. Historic Name: Piers, Wharfs, Buildings 431 and 434
B2. Common Name: Piers, Wharfs, Buildings 431 and 434
B3. Original Use: Piers, Wharfs, Buildings 431 and 434 B4. Present Use: Piers and Wharfs
***B5. Architectural Style:** Piers and Wharfs
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939 (Pier 1 built), 1941 (Pier 2 built), 1945 (Pier 3,Wharfs 1 and 2, and Building 434 built), 1951 (Building 431 built), 1970s (Pier 3 expanded and improved), 1973 (Pier 2 expanded), 1980 (Building 601 built), 1988 (Pier1 upgraded), 1990 (Wharf 2 replaced); US Navy Building Records

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: See B10.
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Carrier Piers 1 through 3, Wharfs 1 and 2, and Buildings 431, 434, 601, 20162 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

The Carrier Piers Area (Piers 1-2 and Wharves 1 and 2) was previously evaluated by Sally B. Woodbridge in 1992 and was found to be a "non-contributing temporary or miscellaneous, nondescript structure," because of loss of integrity, thus it was not evaluated as a potential contributor. This form re-examines that evaluation and seeks to identify any additional significance attributable to the Carrier Piers Area for activities during the Cold War era. (See Continuation Sheet)

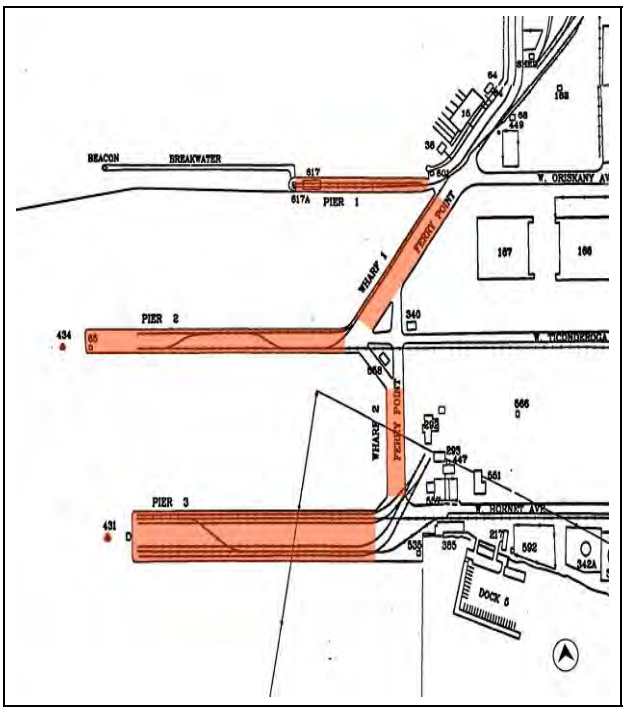
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992 (US Naval Shore Establishments, RG 181, NARA Pacific Region); US Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes.

B13. Remarks:

***B14. Evaluator:** S. Miltenberger and R. Herbert

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency	Primary # P-01-011222
DEPARTMENT OF PARKS AND RECREATION	HRI#
CONTINUATION SHEET	Trinomial

Page 3 **of** 15 ***Resource Name or #** (Assigned by recorder) Carrier Piers Area

***Recorded by:** R. Herbert and K. Clementi ***Date:** December 11 and 16, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The top of the pier has a raised walkway edge. Along the south side of the pier there are a number of steel and cast iron dock cleats and bollards which are set on the inside of this walkway. The north side walkway is lined with modern steel streetlight poles. The north and south edges of the pier are lined with wooden pier bumpers. On the north side towards the east end there is a wooden personnel ramp leading to a floating dock in the Seaplane Lagoon. A ramp leads from the west end to the rock jetty (Building 200650, recorded on a separate form) that extends from the end of the pier; the jetty partially encloses the lagoon. Although there are no railroad tracks currently on the pier, track remnants can be found at the eastern base of the pier. Two floating camels are located near the center of the pier on it north side. There are several structures on the pier – most notably Building 617A, a temporary structure of unknown date – that appear to have been added after the original construction (**Photograph 3**).

Building 601, located at the foot of Pier 1, has a rectangular footprint and is approximately 1,000 square feet. It is a prefabricated Butler-style metal-clad building on a concrete pad with a low side gabled metal roof. On the south side of the building, there is a set of building-height solid-metal doors next to a single metal personnel door with a shed overhang; on the east side, there is a ground level knee-high metal vent and an equipment door (**Photograph 4**).

Pier 2 is 1,201 feet in length and extends from the shore east to west. It has a concrete deck set on steel "I" beams and is supported by concrete piles. Along either edge of the deck are alternating steel and cast iron dock cleats and bollards interrupting a concrete curb. The outer edge of the pier is lined with wooden pier bumpers. The top deck of the pier has a row of modern high intensity steel light poles which run down just off the center. There are abandoned crane tracks which run west to east and were used for a mobile crane and Mobile Utility Service Equipment (MUSE) units prior to 1977. These crane tracks, which also run along Pier 3, are Building 201062.

Along either edge of Pier 2 are utility boxes which provide different types of "cold iron" power to ships berthed at the pier (**Photographs 5, 6**). There are openings in the deck of Pier 2 that have been made in preparation to move electrical transformers below deck level to provide more space on the pier (**Photograph 7**).

Building 434 are two mooring vessels located at the western end of Pier 2. The smaller dolphin is a conventional dolphin consisting of a cluster of piles lashed together with rope with a ladder on the east side. The other vessel is a mooring platform with a concrete cap with a metal bollard at each corner on groups of piles. A light pole with beacon is located on the deck of the mooring platform (**Photograph 8**).

Pier 3 is approximately 1,365 feet long, 150 feet wide and extends from the shore east to west. It has a concrete deck set on steel "I" beams and is supported by concrete piles. Along the edge of the deck are alternating steel and cast iron dock cleats and bollards interrupting a concrete curb. The outer edge of the pier is lined with wooden pier bumpers. The top deck of the pier is divided lengthwise by a four foot chain link fence. There is a row of modern high intensity steel light poles which run down the center of the pier. Each side of the pier has an abandoned crane track (Building 201062) set in it along with widely spaced track for a mobile crane (**Photographs 9, 10**). An angled connecting railroad track is located toward the west end of the pier. At the west end of the pier there is a metal transformer box labeled "104"; west of the transformer box is a metal shed roof building set out from the end of the pier on wooden pilings. On the north side of Pier 3, near the USS *Hornet* Museum, is a plaque commemorating the Doolittle Raid of April 18, 1942. The plaque was erected by the Native Sons of the Golden West on December 7, 2007.

Building 431 is a dolphin located at the western end of Pier 3. I t is a conventional dolphin consisting of a cluster of piles lashed together with rope. A ladder is located on the east side and two red-light beacons on top of the dolphin (**Photograph 11**).

Wharf 1, located between Piers 1 and 2 south of the Seaplane Lagoon, has a northeast/southwest orientation with an area totaling 7,586 square feet. It is a concrete surface on concrete piles and a west facing edge interspersed with five cleats and five metal bollards. At its longest point, it is 775 feet and at its widest 50 feet. A metal ladder near the north end of the wharf leads down to the water level. A board formed concrete wall in front of the wall piers has a horizontal wooden bar and located between the wooden piers and concrete are pipes for utility hookups (**Photograph 12**).

Wharf 2, located between Piers 2 and 3 south of the Seaplane Lagoon, measures 582 long by 45 feet wide with a concrete surface and concrete curbing with interspersed with three metal cleats, four metal bollards, and lighting. A metal ladder near the south end of the wharf leads down to the water level. Like Wharf 1, Wharf 2 has a board formed concrete wall in front of the wall piers with a horizontal wooden bar and located between the wooden piers and concrete are pipes for utility hookups (**Photograph 13**).

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

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). Maneuvers in 1913 illustrated the first uses of Navy aircraft for observation, spotting and reconnaissance. During this exercise off the coast of Cuba, the entire Naval aviation contingent participated in scouting, spotting mines and submarines. Despite the growing usefulness of naval aviation, further illustrated through the use of seaplanes for anti-submarine patrols in World War I, the sinking of the *Ostfriesland* by aircraft, and successful employment of aircraft in the 1923 Fleet Exercises, funding to expand Naval aviation activities was slow in coming.[1] The advent of Naval aviation resulted in the creation of new classes of ships to tend to aircraft, among these were seaplane tenders and aircraft carriers. Together ships and planes extended their individual tactical capabilities and operational range. Naval air stations, like NAS Alameda, were equipped with airfields and docking facilities to accommodate both craft. During World War II the combined abilities of aircraft and ships became critical in the Pacific theater. The piers and wharfs of NAS Alameda provided docking for carriers and seaplane tenders and support for these ships. The pier and wharf system provided means of supplying the ships, unloading and off loading aircraft, and supporting ship systems while in dock. Pier 2 is the likely embarkation point for the Doolittle Raid of

[1] 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 – 1-10, 2-13, 3-24 – 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.

April 18, 1942 against Japan, but the area has been heavily altered through improvements to the piers and ship services at the piers.

Pier 1 was built by the San Francisco Bridge Company in 1939; it was intended to be used by tenders, smaller boats and ships that serviced larger vessels. As built, the pier was concrete on concrete pilings and consisted "of 24 cells of steel sheet piling filled with dredged material and surfaced with Penetration Macadam with a concrete cap and curb along outside walls, also a pile fender system." A standard gauge track railway facility was included on the structure. Between the 1939 construction date and the 1980s, Pier 1 was repaired and upgraded numerous times.[2]

Constructed in 1980 at the western end of Pier 1, the Butler-style Building 601 served as an oil/water separator facility, treating and discharging bilge water (water that contains oil, solvents and other environmentally hazardous material) produced aboard ships. Butler-style buildings – commonly referred to as "Butlers," from the name of the leading manufacturer of such buildings, the Butler Manufacturing Company – were designed with prefabricated rigid, wedge beam, steel frames. Gable roofed and sided with seamed or corrugated sheet metal, "Butlers" were used extensively by the military after World War II. Unlike the arch-shaped Quonset huts used extensively during World War II and the Korean War, Butler buildings often had interchangeable parts and could be combined in various fashions. They had "truss clear" or "clear span" interior spaces that provided more room and were liked for their ease and speed with which personnel could construct them. They were also far more resistant to fire than the many temporary wood buildings constructed by the military during World War II.[3]

Pier 2 was built in 1941, and along with Pier 3, berthed and serviced a variety of aircraft carriers through the 1990s. As it built, the pier (like Pier 1) had a standard gauge 30-foot crane tracks which ran from east to west. In 1973, Pier 2 was extensively modernized by Santa Fe Pomeroy, Inc. of San Francisco (a sub-contractor to Scott-Buttner Corporation of Oakland). Alterations to the structure included extending the pier 200 feet in length 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 26,000 pound per hour (PPH) MUSE boiler was installed along with a new 12 KV line, and temporary steam, potable water, and compressed air lines. The 12 KV line ran from south to north across the pier and provided cold iron power – power supplied by ports to berth vessels to permit vessel to continue operating onboard equipment such as refrigeration, cooling, heating, and lighting. These changes also necessitated moving the MUSE Transformer located at from Pier 3 (installed in 1971) to Pier 2.[4] 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.

These crane tracks, which also run along Pier 3, are Building 201062. The tracks were originally constructed in 1940 to service Pier 2; they were extended to Pier 3 when it was built in 1945. The Colby Porter Crane, which ran along

[2] Structure Card 2-00685, Box 60, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive; and Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963,* Box 38, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; United States Navy, *1988 Command History*, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, US Naval Shore Establishments, National Archives and Records Administration-Pacific Region (San Francisco), 12.

[3] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 18: The Dock Zone; Alameda Point, Alameda, California," January 2001; "Butler Company History," online at http://www.butlermfg.com/about/history.asp (accessed July 2009); Raymond F. Bartelmes, "Military Prefabricated Buildings," *Military Engineer*, March-April 1957, 96; and Butler Manufacturing Company catalog, 1955.

[4] 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).

the tracks in the 1960s and assisted in loading and off-loading vessels, was operated out of Building 292 (recorded on a separate form). In late 1967, the engine of this crane was replaced.[5]

Building 434, located west of Pier 434, was constructed in 1945 and consists of two fixed mooring vessels. The smaller mooring vessel is a dolphin used as a guide and buffer to prevent damage from collisions between ships and water front structures. The second is a square mooring platform, which was constructed between 1987 and 1988.[6]
Pier 3 was built in 1945 by Ben C. Garwich, Inc. of San Francisco. It was designed to berth aircraft carriers and also had a standard gauge 30-foot crane railway facility which ran from east to west. Since 1945, Pier 3 berthed many of the same aircraft carriers as Pier 2 – *USS Hornet* (CV-8), *USS Midway* (CV-41), *USS Coral Sea* (CV-43), *USS Nimitz* (CVN-68), including the first nuclear powered carrier the *USS Enterprise* (CVN-65). Pier 3 also provided service to deep draft ships assigned to the Bay Area.[7]

Although a monument is posted at Pier 3 commemorating the Doolittle Raid of April 18, 1942, the raid was likely launched from either Pier 1 or Pier 2 as Pier 3 was not constructed until 1945. In addition, no facilities on NAS Alameda were built specifically in support of this well-known mission. In March 1942, the mission led by USAAF Lt. Col. James "Jimmy" Doolittle against Japan departed for combat from Alameda. Sixteen Army Air Corps B-25 Mitchell bombers were loaded aboard the carrier *USS Hornet* under strict secrecy at the naval station's Pier 1 or 2, and on April 2 departed for the Sea of Japan. A little over two weeks later, on April 18, 1942, Doolittle's Raiders attacked Tokyo, Nagoya, Osaka, and Kobe, scoring a symbolic, psychological, and by some interpretations, a strategic victory against the Japanese early in the war.[8]

As the need for pierage grew on the west coast, beginning in the 1950s, some additions and alterations were made to the piers. In 1951, two dolphins – groups of pilings that provide extra space at piers to moor ships and to act a buffer, preventing damage from collisions between ships and water front structures – were constructed; one of these dolphins was Building 431, located west of Pier 3. Seven years later, a party fishing boat and a new recreation boathouse were sited at the foot of Pier 3. In 1971, still more improvements were made to the pier area; mooring camels, floats set up to moor vessels in addition to the piers, were set up to improve fleet services.[9]

One of the most significant upgrades to Pier 3 was the MUSE installation in 1971 to meet the cold iron power needs of the USS *Midway*. The MUSE was diesel-electric powered; it had a 1500 KW generator with a separate control unit and two 750 KW generators mounted on the rail section located midpoint on the north side of the pier. The power was delivered to the ship's main sponson (connection point) and the aft emergency bus (electrical connection). MUSE was originally installed on the crane tracks, which gave the Navy the option to move the transformer readily from pier to pier as needed (as it did when Pier 2 was undergoing renovation). Cold iron power was previously

[5] Structure Card 2-01062, Box 60, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.
[6] Building 434, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*; Alameda, California Aerial Photographs 1987 and 1988, retrieved from www.historicaerials.com (accessed December 29, 2009); and "Vessel Moorings," *Civil Engineering Corps Bulletin vol. 1, no.2* (1947): 29-35.
[7] PIER 3, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; and "Celebrating 40th anniversary: NAS looking forward," *Alameda Times-Star* 1980 Progress Edition, 4 July 1980.
[8] LCDR B.L. Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California" (unpublished manuscript, 1996), 6, Aerospace Maintenance Duty Officers' Association, http://www.amdo/history.html, accessed September 11, 2009; and "Doolittle, James H.," *The Simon and Schuster Encyclopedia of World War II*, edited by Thomas Parrish (New York: Simon and Schuster, 1978), 160.
[9] United States Navy, *History of US Naval Air Station, Alameda 01 Jan 1951 to 30 June 1951*, 19, Box 2 of 22, NAS Command History, 1940-1992; *History of US Naval Air Station, Alameda, 01 Nov 1940 to 31 Dec 1958*, 7, NAS Command History 1940-1992, Box 1 of 2, 5757-1b, RG 181, NARA (San Francisco); Building 431, *iNFADS*, 2008; and "New Mooring Camels at Carrier Piers," *The Carrier*, 22 March 1971.

provided to the USS *Enterprise* by the City of Alameda, which could only support cold iron power to one ship at the time.[10]

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 (recorded on a separate form). This was a permanent power plant on the base which 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.[11] 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.[12]

Wharf 1 was originally constructed as a bulkhead by Macco Construction of Los Angeles in 1939. The Wharf, also known as the Approach Pier, was constructed by Johnson, Drake and Piper and the later extension of 24 feet and increased width of ten feet was completed by contractors Ben C. Gerwick of San Francisco.[13]

Wharf 2 was constructed in 1945 by Ben C. Gerwick Incorporated of San Francisco. In 1990 the concrete surface of the wharf was replaced, which included the removal of railroad tracks, due to damage from the 1989 earthquake.[14]

The structures grouped together in this form represent a period of time at NAS Alameda from 1939 through 1990 and reflect the increasing demand of waterfront operations of a growing, active naval base through the addition of infrastructure. Although constructed at different times, Carrier Piers 1, 2, and 3; Wharfs 1 and 2; and Buildings 431 and 434 share similarities in design and construction to each other. Despite not having a counterpart in the vicinity, the design and construction of Building 601 was virtually identical to any other Butler-style building of the Cold War era; similarly, the crane tracks were of standard gauge and appear to be of common design.

Evaluation

Carrier Piers 1 through 3, Wharfs 1 and 2, and Building 434 (mooring dolphin) were built as part of the original period of construction on the station, and fall within the period of significance of the district: 1938-1945. Although these structures are associated with the district's significance under NRHP Criterion A (CRHR Criterion 1) for its contribution to the nation's defense during World War II, the alterations to piers and the surrounding area prevent them from conveying its association with the World War II context. Furthermore, the piers and wharfs lack individual integrity and the utilitarian style prevents these structures from conveying any architectural design significance it may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated,

[10] "Pier 3 MUSE Installation," *The Carrier*, 19 April 1971; United States Navy, *1971 Command History*, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes 1968 to 1997, RG 181, NARA (San Francisco), 6.
[11] "Celebrating 40th anniversary: NAS looking forward," *Alameda Times-Star* 1980 Progress Edition, 4 July 1980.
[12] "NAS prepared for Nimitz-class nuclear-powered aircraft carrier," *Alameda Times-Star*, 25 September 1980, Naval Air Station 1979-1980's clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California; "NAS construction gets green light," np, 19 December 1981, Naval Air Station 1979-1980's clippings file, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California.
[13] Structure Card 200648, Box 60, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.
[14] Structure Card 2-00643, Box 60, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; and Richard A. Ryniak, Statement of Work, 31 May 1990, Subject: (CR33-667), Replace Concrete Wharf, Location: Wharf No. 2, Naval Air Station Alameda, Folder: R4-90, RPL. Conc. Pvmt. Wharf #1 to #2, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

> 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.
>
> … 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.[15]

The buildings considered to be non-contributors were those within the district that were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. The carrier piers area was placed in the latter category because the buildings and structures were so altered through multiple changes over time that they do not contribute to the district. Research undertaken for this project in building plans, base maps, and aerial photographs indicates that while the buildings were originally constructed during the period of significance, many structural changes have been made since that time. Pier 1 has been repaired and upgraded during its lifetime. Pier 2 retains little integrity to its potential period of significance through numerous renovations and the addition of temporary structures has substantially altered the pier. Pier 3 was upgraded in the 1970s with the addition of MUSE / cold iron equipment. Wharf 2 was resurfaced and the railroad tracks removed in the early 1990s, which has altered its integrity. Overall the alterations have degraded the integrity of design, materials, feeling and association. Significant post –World War II construction of other buildings in the area have impacted the integrity of setting, feeling and association. The carrier piers area, therefore, does not convey its association with NAS Alameda operations during World War II, and is not a contributing element of the historic district.

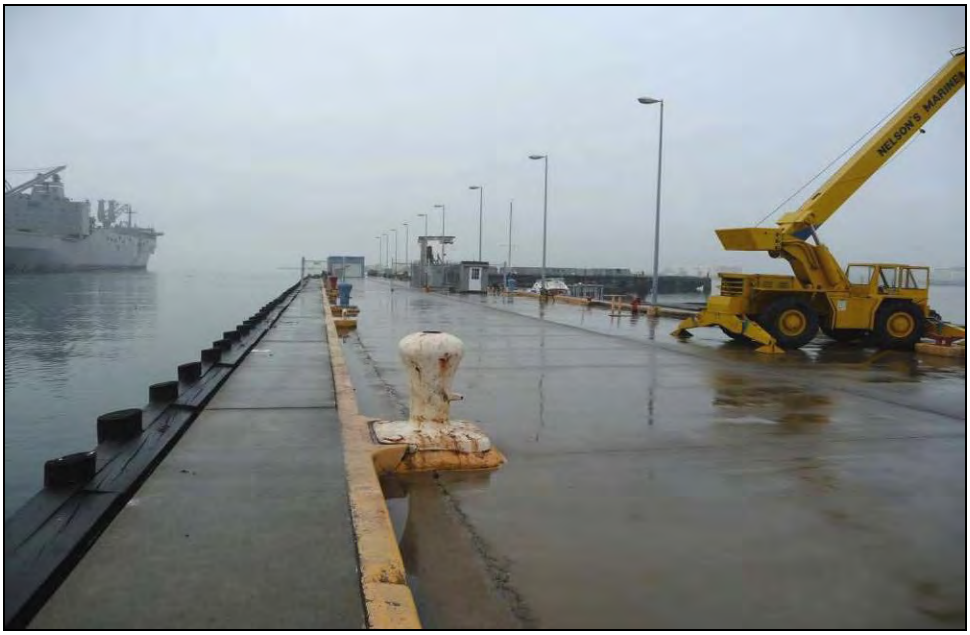
The carrier pier area falls within the "Waterfront Operations" property type. Following the advent of aircraft carrier operations during World War II strategy and tactical emphasis within the Navy shifted to other areas. The "Historic Context: Themes, Property Types, and Registration Requirements" for California Military Properties (the Statewide Study) does not include Naval air stations as significant within the Cold War context. During the Cold War waterfront operations became common support activities. These properties were not directly related to the primary mission of the station, but were developed and utilized as necessary elements of a functioning naval facility. The ordinary functions of this property type during the Cold War are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. These buildings are utilitarian and many are of prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, theses buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.

In the larger context of the naval operations in California and nationwide during the Cold War, the Waterfront Operations function of this area did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations during the Cold War. The history of the station during the Cold War illustrates that neither the 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 weapons research and development, weapons and aircraft testing and

[15] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.

evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[16] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):



Photograph 2: Pier 1, facing west, December 16, 2009.

[16] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency **Primary #** P-01-011222
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 10 **of** 15 ***Resource Name or #** (Assigned by recorder) Carrier Piers Area
***Recorded by:** R. Herbert and K. Clementi ***Date:** December 11 and 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Building 617A located at west end of pier, camera facing east, December 16, 2009.

Photograph 4: Building 601 at east end of Pier 1, camera facing northwest, December 11, 2009.

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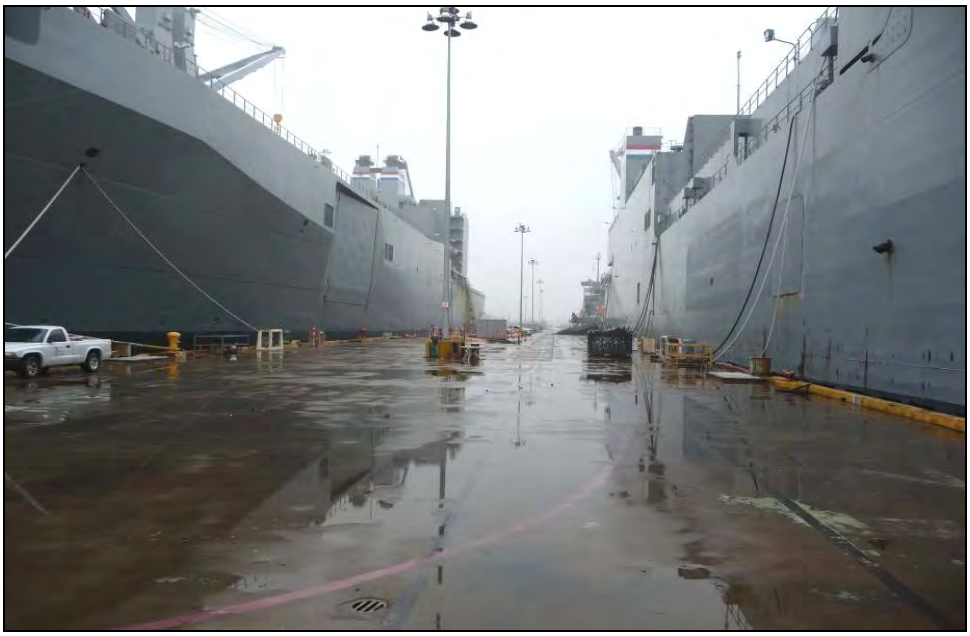
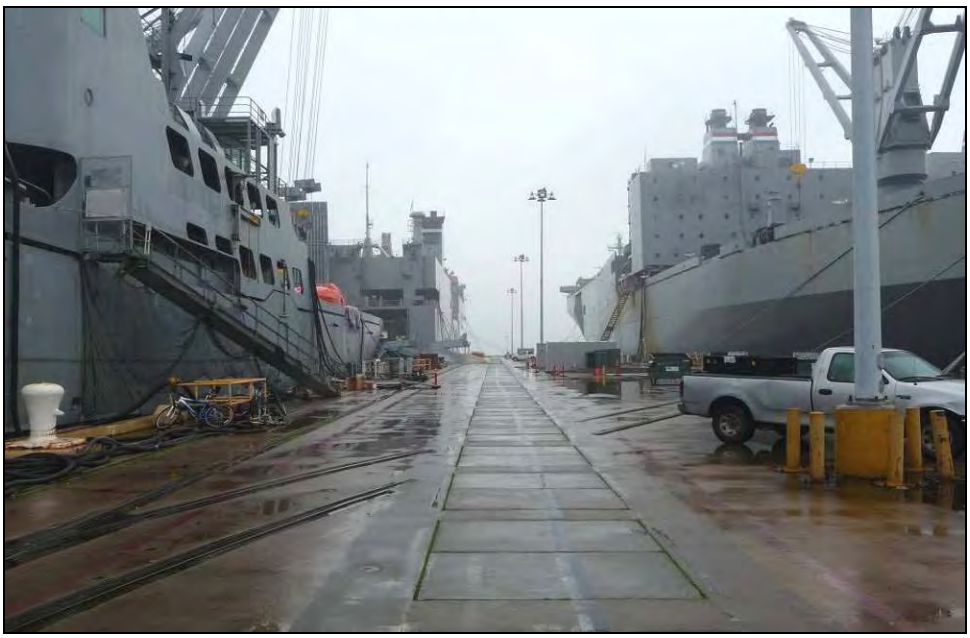
CONTINUATION SHEET **Trinomial**

Page 11 **of** 15 ***Resource Name or #** (Assigned by recorder) Carrier Piers Area
***Recorded by:** R. Herbert and K. Clementi ***Date:** December 11 and 16, 2009 ☒ **Continuation** ☐ **Update**



Photograph 5: Pier 2, camera facing west, December 16, 2009.



Photograph 6: Pier 2, utility Boxes on north and south sides, facing east, December 16, 2009.

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CONTINUATION SHEET

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Page 12 **of** 15 ***Resource Name or #** (Assigned by recorder) Carrier Piers Area
***Recorded by:** R. Herbert and K. Clementi ***Date:** December 11 and 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 7: Pier 2, preparation to move existing electrical transformers below deck, December 16, 2009.

Photograph 8: Building 434 (dolphin), camera facing west, December 16, 2009.

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CONTINUATION SHEET

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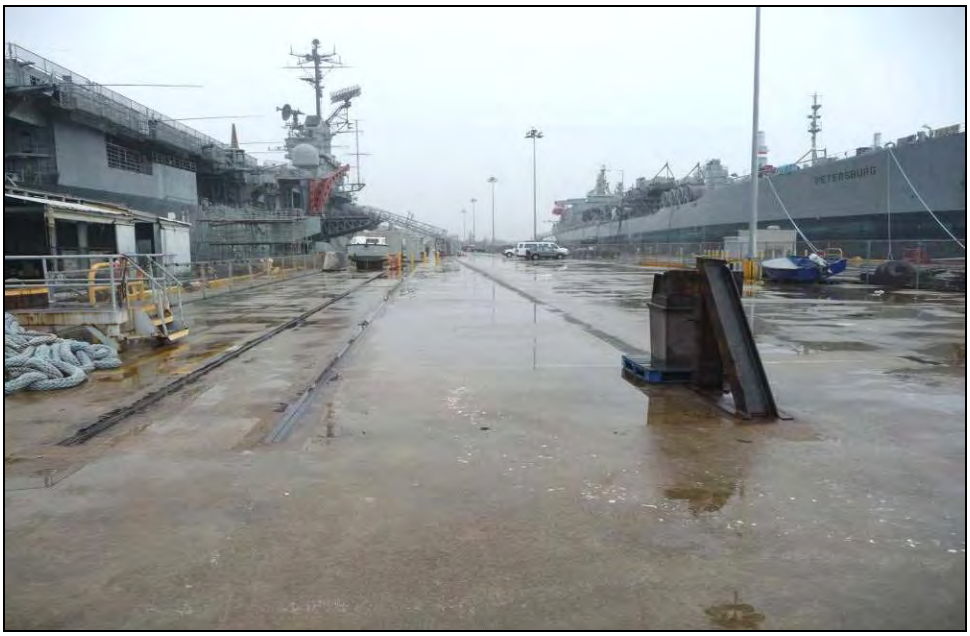
Page 13 **of** 15 ***Resource Name or #** (Assigned by recorder) Carrier Piers Area
***Recorded by:** R. Herbert and K. Clementi ***Date:** December 11 and 16, 2009 ☒ **Continuation** ☐ **Update**



Photograph 9: Pier 3, camera facing east, December 16, 2009.

Photograph 10: Pier 3, camera facing west, December 16, 2009.

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CONTINUATION SHEET

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Page 14 **of** 15 ***Resource Name or #** (Assigned by recorder) Carrier Piers Area
***Recorded by:** R. Herbert and K. Clementi ***Date:** December 11 and 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 11: Building 431 (dolphin), camera facing west, December 16, 2009.

Photograph 12: Pier 1 in foreground with Wharf 1 in background, camera facing southwest, December 16, 2009.

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CONTINUATION SHEET

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HRI#
Trinomial

Page 15 **of** 15 ***Resource Name or #** (Assigned by recorder) Carrier Piers Area
***Recorded by:** R. Herbert and K. Clementi ***Date:** December 11 and 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 13: Wharf 2, camera facing north, December 16, 2009.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011223
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Children's Play Yards

P1. Other Identifier: Buildings FH-2127 and FH-2129

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Both FH-2127 and FH-2129 are treated as a group on this form, because they both function as children's play yards and they are located in the same vicinity. Both play yards have irregular shapes filled with tan-bark enclosed by a low-rise concrete curb which encircles modern playground equipment **(Photographs 1, 2)**. Building FH-2127, Midway Park, is also surrounded by a low chain-link fence with an entry gate **(Photograph 2)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building FH-2129, Camera facing northwest, November 3, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1969, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 11/03/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011223
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Children's Play Yards

B1. Historic Name: Children's Play Yard
B2. Common Name: Children's Play Yard
B3. Original Use: Children's Play Yard B4. Present Use: Children's Play Yard
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1969; unknown - upgrade to modern playground equipment

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These children's play yards, Buildings FH-2127 and FH-2129, are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

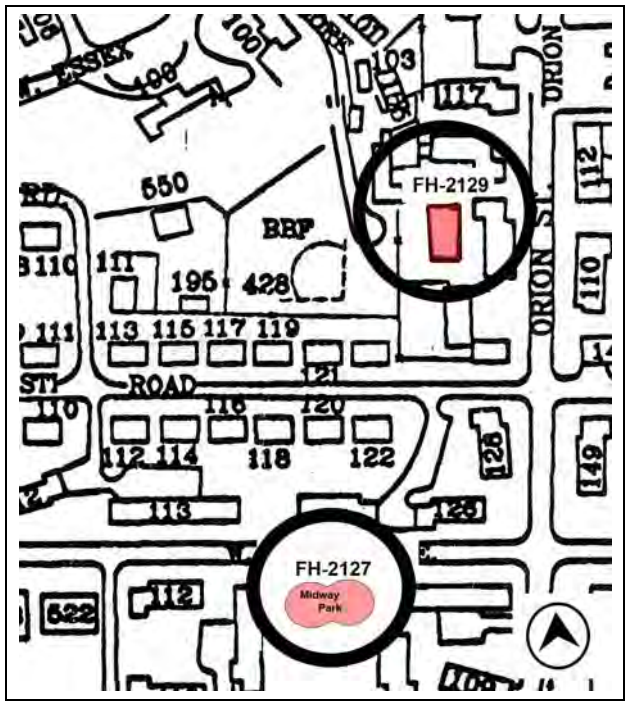
Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011223
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Children's Play Yards

***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. These structures are not eligible for listing in the NRHP or CRHR because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. The structures did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did they make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

During the mid to late 1960s, as part of the Navy's build up of housing in the Capehart neighborhoods, they also encouraged the inclusion of family friendly amenities like playgrounds. Site surveys have documented the existence of recreational facilities such as children's playgrounds as well as ball fields.[1]

[1] Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 68, 118, 119, 129, 132.

State of California — The Resources Agency **Primary #** P-01-011223
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Children's Play Yards

***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

These resources were built during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the MWR function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). The construction and use of the children's play yards was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). Additionally, the replacement of all play equipment has diminished the overall integrity of the structures, as those are the key elements of a play yard.

P5a. Photographs (cont.):

Photograph 2: Building FH-2127, camera facing northwest, November 3, 2009.

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011224
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 7 ***Resource Name or #:** Cleaning and Stripping Shelter Buildings

P1. Other Identifier: Buildings 410 and 351

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1500 Block on Orion Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form records Buildings 410 and 351, grouping them together because of their similar functions and proximity **(Photograph 1)**. Building 410 is a rectangular single story, metal clad, double gabled metal roof building. It is approximately 34,668 square feet. Three large metal vents and other smaller vents pierce each of the two rooflines. The west side of the building has a set of large retractable multi-pocket metal doors which, when closed, meet at a stationary metal panel with a solid metal personnel door that is close to the center of the building. There are five pocket doors on the south end with an inset solid metal door and ground level waist-high louvered vents in the bottom of the other four pocket doors. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 410 (center) and 351 (center-left), camera facing southeast, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
Bldg. 410: 1958; Bldg. 351: 1949, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/08/09

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 7 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Cleaning and Stripping Shelter Buildings

B1. Historic Name: Cleaning and Stripping Shelter (Building 401); Paint Locker/ARMCO Hut (Building 351)
B2. Common Name: Cleaning and Stripping Shelter; Paint Locker/ARMCO Hut
B3. Original Use: Cleaning and Stripping Shelter; Paint Locker/ARMCO Hut B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1958 (Building 410 built), 1949 (Building 351 built)

***B7.Moved?** ☒**No** (Bldg. 410) ☒**Yes** (Bldg. 351)☐**Unknown**
Date: **Original Location:** Bldg. 351 southeast of present location (see Photograph 2).

***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 410 and 351 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because neither individually nor as a group do they possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

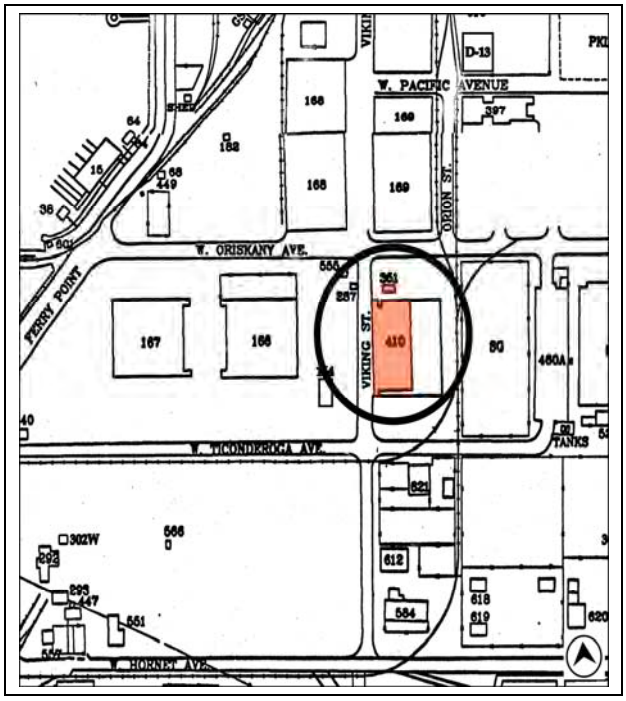
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992 (US Naval Shore Establishments, RG 181, NARA Pacific Region); Julie Decker and Chris Chiei, eds., *Quonset Hut: Metal Living for a Modern Age* (New York; Princeton Architectural Press, 2005); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes.

B13. Remarks:

***B14. Evaluator:** S. Miltenberger and R. Herbert

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

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***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The north end of the west side has a set of six pocket doors – five with vents and one with a solid metal personnel door. When put in motion, the pocket doors would roll back into the large metal pocket which extends from either the north or south ends. Each of the pockets has a solid metal door on the north and south side. When the doors are closed, the west side of the building appears to have a concave façade with a cantilever overhang **(Photograph 1 and 3)**.

The north side of the building has several multi-level shed additions. The lower addition is enclosed with metal siding and has three ribbons of two-by-two metal framed awning windows on the north side with a metal personal door that has louvered vents. The higher shed addition has only a shed roof supported by metal "I" beams and is surrounded by a chain link fence **(Photograph 1)**.

The east side, or the back of the building, has two identical sections under each gable. Each side has a solid metal personnel door, a mid-height shed extension and a roll-up bay door. It appears that the south side of the building has been altered in the past and then changed back by reapplying individual sheets of corrugated metal **(Photograph 2)**.

Building 351 is a Quonset Hut, a lightweight prefabricated building made out of corrugated galvanized steel setting on mudsill. A single metal personnel door and boarded over window are located on the east and west sides **(Photograph 4)**.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era, or World War II era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This group of buildings is not eligible for listing in the NRHP or CRHR because neither individually nor as a group do they possess historic significance under the NRHP or CRHR criteria. Although Buildings 410 and 351 participated in NAS Alameda's Assembly & Repair (A&R, later Overhaul and Repair, or O&R, and Naval Aircraft Rework Facility, or NARF) operations, particularly with regard to aircraft preservation, these buildings were not engaged in historically significant naval missions and activities.[1]

Construction on Building 410 was complete on April 21, 1958 **(Photograph 6)**.[2] The building was built specifically for aircraft stripping, cleaning, and corrosion control activities which prepared the aircraft for eventual storage in nearby special containers (Buildings 338A-H, recorded on a separate form) – colloquially known as "cans" – for

[1] 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), 8-1.
[2] "1960s Oblique Aerial," RG 181, 3195B-C, Box 21 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

preservation of inactive aircraft. Building 410 stored and used chemicals and wastes including oils, paints, paint strippers, detergents, and waste water that were either critical to or byproducts of aircraft preservation.[3]

Building 351 was constructed by Station Forces in 1949 east of the aircraft parking near the piers, and used as for general maintenance by the Overhaul and Repair department **(Photograph 2)**. The building was moved around 1958 to the northwest corner of newly constructed Building 410 and acted as a support building to the aircraft stripping facility that held flammable materials **(Photograph 5)**. It served the stripping facility as a corrosion control facility until 1990.[4]

Thousands of Quonset huts were built in the United States starting in World War II. Their design was based on the Nissen Bow Hut first built by the British military during World War I. Named for their place of manufacture, the Davisville Construction Battalion Center at Quonset Point Naval Air Station, Rhode Island, several other companies became involved in manufacture of this building type including Stran Steel, the Anderson Sheet Metal Company and Armco International Corporation of Middletown, Ohio. Armco was the company that manufactured a heavy ingot iron building which was modeled on earth-retaining structures similar to storm sewers or culverts. Armco Huts were used for both ammunition magazines as well as personnel shelters. Armco Huts needed no rib supports and were strong enough to be buried under six feet of earth.[5]

Evaluation

The history of the station during the Cold War illustrates that neither the 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. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[6] Buildings 410 and 351, therefore, although possessing a relatively high degree of integrity nevertheless do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because neither has direct or important associations with significant 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 buildings, moreover, do not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3) nor are they likely to reveal important

[3] US Navy, *History of US Naval Air Station, Alameda, 01 Nov 1940 to 31 Dec 1958*,50, Box 1 of 2, 5757-1b, NAS Command History, 27 volumes, 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration-Pacific Region (San Francisco); and IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 22: The Southeastern Refinery and Heavy Industrial Zone; Alameda Point, Alameda, California," January 2001.

[4] Building 351, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 22: The Southeastern Refinery and Heavy Industrial Zone; Alameda Point, Alameda, California," January 2001; US Navy, *US Naval Air Station Master Shore Development Plan, Part III Section 2, General Development Plan Index of Structures*, Yard and Docks #582643, 13 August 1952, RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1; US Navy, US Naval Air Station's Photograph Album, Alameda, California, c. 1953, Oakland History Room, Oakland Public Library, Oakland, California.

[5] Julie Decker and Chris Chiei, eds., *Quonset Hut: Metal Living for a Modern Age* (New York; Princeton Architectural Press, 2005), 1-29 and 149.

[6] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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historical information about that period (NRHP Criterion D / CRHR Criterion 4). Buildings 410 and 351 played valuable roles in the operations of the station, particularly with regard to aircraft preservation, but that role was not historically significant to the research, design, testing and evaluation of such aircraft – functions that might have qualify the buildings for listing on National Register or the California Register.

P5a. Photographs (cont.):

Photograph 2: Building 410, southeast corner, camera facing northwest, October 8, 2009.

Photograph 3: Building 410, southwest corner, camera facing northeast, October 8, 2009.

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Photograph 4: Building 351, camera facing southeast, October 8, 2009.

Photograph 5: Circa 1953 aerial photograph with original location of Building 351 circled, camera facing west.[7]

[7] US Navy, *US Naval Air Station Master Shore Development Plan, Part III Section 2, General Development Plan Index of Structures*, Yard and Docks #582643, 13 August 1952, RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1; US Navy, US Naval Air Station's Photograph Album, Alameda, California, c. 1953, Oakland History Room, Oakland Public Library, Oakland, California.

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Photograph 6: Circa 1960s oblique aerial photograph of Building 410, camera facing west.[8]

[8] "1960s Oblique Aerial," RG 181, 3195B-C, Box 21 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

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Page 1 **of** 15 ***Resource Name or #** (Assigned by recorder) Control Tower
***Recorded by:** C. Brookshear and S. Miltenberger* **Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building in "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992 by Sally B. Woodbridge (see attached). The re-evaluation contained herein concludes that Building 19 is eligible for listing in the NRHP as a contributing element of the NAS Alameda Historic District. Its NRHP status code is 3D.

P1. Other Identifier: Building 19

P2 e. Other Locational Data: 2175 Monarch Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 19, the Control Tower, is a 23,706 square foot, roughly L-shaped building constructed in a series of phases beginning in 1941. The main portion of the building is constructed of poured concrete. The foundation utilized board forms and larger panel forms were used for the remainder of the building. The north-south portion of the L is two stories and the east-west portion is a single story. A four-story control tower rises from the southwest corner of the building (**Photograph 1 and Photograph 2**). A wood frame segment extending east from the northern corner, recorded in 1990, has been removed.

The north-south element of the L-shape has a rectangular form with a parapet roof and is five bays long. There is a contemporary metal railing at the parapet and the roof has been covered with wood decking to create a useable exterior space. Some of the metal frame divided windows in this portion of the building appear to be replacement windows. Facing the airfield (west side) bands at each story connect groups of three light windows, except for the large pane replacement windows on the first floor and large vertical single pane window at the stairwell adjacent the western entrance. The bay closest to the tower, contains a flat hood sheltered entrance accessed by a short flight of steps. The entrance is a pair of contemporary aluminum frame glazed automatic sliding doors with wide side lights and a two part transom. The north side of the building has an exterior metal stair with tubular metal rails. At each level a metal personnel door leads to the stairs that is adjacent to a single three light north facing window. On the east side of the building there are four groupings of windows located on the southern half of the upper story overlooking the single-story east-west portion and the entrance located on the first floor. The northern most grouping of east facing windows on the second floor is smaller than the other sets of windows. Raised bands connect the windows and extend to the northern end where there are no openings, but there are repairs in the concrete where previous openings were in-filled. The first floor entrance on the east side is similar to the west side entrance. It is a pair of aluminum frame glazed automatic sliding doors with wide side lights and a two part transom sheltered by a flat hood and is reached by a set of concrete stairs. The entrance can also be accessed by a contemporary concrete wheelchair ramp that doubles back along the northern portion of the building (**Photographs 1, 2, 3, 4, 5, and 6**). The south side of this portion of the building, adjacent to the control tower, has two smaller sets of windows on the second floor.

The east-west portion of the building is formed by a single-story element on a high foundation and consists of two sections. The northern portion is nearly square and built of poured concrete. It has three groups of three light windows with the bottom light an operable hopper window. Raised bands are located above and below the windows and continue around to the east end of the building, which has another grouping of windows and a single personnel door. The door is sheltered by a square concrete hood and is reached by a set of poured concrete stairs with tubular metal rails. The door has a vertical rectangular window and transom. The southern portion of this part of the building extends further east and is constructed on a similar concrete foundation. This portion of the building was remodeled with stucco panels and it has contemporary metal frame windows with operable bottom hoppers. There is a single set of windows facing east, west, and north, the latter of which may have been reused from the earlier iteration of the wing. There are five sets of windows facing south (**Photographs 3, 4, 5, and 6**).
The control tower element of Building 19 is a square, four story tower rising from the southwest corner of the building. It is made of concrete and is topped by a control room. The concrete tower continues the bands of windows

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pattern from the north-south element of Building 19 on the second floor and third floors. The bands consist of sets of windows with corner windows on the west side of the tower. The east side has two single windows on the third floor. Fenestration on the ground floor is comprised of single windows and a pair of west facing windows, along with entrances on the east and west sides of the tower. The metal door entrances, one on the east and two on the west, are accessed by concrete steps, the eastern of which also has a transom above the door. The control room is set on the flat roof of the control tower, recessed slightly from the plane of the exterior wall that is topped by a contemporary metal tube railing. The walls of the control room are largely comprised of glass with large panes angling out from the top and bottom. The glass windows form an octagon and are built on a concrete base and topped by a concrete roof supporting antennas. There is a glazed doorway with sidelights and transom facing northeast. The control room is reached on the exterior by a metal stair from the roof of the north-south element of the building and there are spiral stairs on the interior.

The interior areas of Building 19 have been altered throughout the building. The ground floor was renovated in the 1990s to accommodate new offices, thus changing the original interior plan. Additionally, the control tower itself, once the heart of operations, has had its equipment removed (**Photograph 7**).

There are also two other buildings associated with Building 19 that are noted here, but recorded on a separate DPR 523 form. These are Building 19-1 and Building 491. Building 19-1 was constructed in 1962 as an addition to Building 19 and was connected to the building. This metal side-gable garage is located immediately north of Building 19 and is now freestanding. Building 491 is located on the south side of Building 19 adjacent to the control tower and is a (freestanding) small one-story concrete block flat roof building constructed in 1961.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear, S. Miltenberger, and Christopher McMorris, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report For Naval Air Station Alameda," 2011.

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***Recorded by:** C. Brookshear and S. Miltenberger* **Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Building 19, camera facing southeast, December 16, 2009.

Photograph 2: Building 19, camera facing northeast, December 16, 2009.

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Photograph 3: Building 19, southern portion of east-west wing in foreground, tower in background, camera facing northwest, September 30, 2009.

Photograph 4: Building 19, east side, camera facing west, September 30, 2009.

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Photograph 5: Building 19, east-west wing and east entrance, camera facing southwest, November 3, 2010.

Photograph 6: Building 19, north end of east side, camera facing west, November 3, 2010.

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***Recorded by:** C. Brookshear and S. Miltenberger* **Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

Photograph 7: Interior of control tower, camera facing southwest, December 16, 2009.

B10. Significance (cont.):

This update form was prepared to provide additional information about the Control Tower, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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 layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[1] 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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings.[2] 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 seaplane functions, piers, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. Building 19, the operations building, was placed at the corner between the airfield and Seaplane Lagoon. The NAS Alameda base plan had a comprehensive aesthetic design based on Beaux Art axial planning, in addition to its functional organization. The most important aspect of these plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. BuDocks used these principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda in 1939 show that from the beginning, the station was arranged along intersecting axes, although placement of the Operations Building / Control Tower was not yet defined. This likely occurred with input from BuAer, following approval of the station's initial plans.[3]

Building 19 housed the Operations Department on NAS Alameda. The department coordinated airfield and dock operations, communicated with inbound and outbound aircraft, filed flight data, and operated transportation and ferry flights to the station. Within Building 19 three functions occurred: flight control, flight information and emergency rescue services. The remaining portion of Building 19 reflects the flight control aspect of the activities. Information services provided by the department included aerial and station photography needs in addition to monitoring flight information, and was partially located in the wooden wing on the northeast corner of the building (no longer extant).

[1] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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.

[2] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

[3] 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; 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.

Rescue and crash services were contained in another wing on the northwest corner of the building (also no longer extant).[4]

Increasing use of radar and radio and the development of instrumented landings resulted in changes to the equipment in the control tower. The original lights and signal devices on the roof of the control tower, used to indicate airfield conditions, were replaced with antenna and other electronic signal equipment. An unusual feature was the installation of a closed circuit television system in 1956. Runway expansion to accommodate jet aircraft expanded beyond the visual range of the tower and the television system was installed to provide visual information.[5]

Among the tenant activities was the Navy Weather Central San Francisco. In 1950 Weather Central moved to the base from the Federal Office Building in San Francisco and occupied offices on the second floor of Building 19. In 1957 the Navy Weather Central San Francisco was renamed Fleet Weather Central (FWC) under the control of the Bureau of Aeronautics. This change in organization did not change the mission of FWC, which was to gather and report weather data to the military supporting flight and naval operations. Naval support included oceanographic information for surface ships and submarines and surface data used to plan safe and efficient oceanic journeys. Information was provided to all 12th Naval District activities and selected other agencies. This activity, like the control tower operations, updated equipment throughout its tenancy. Additional administrative reorganization in the 1970s replaced the FWC with the Naval Oceanography Command Detachment Alameda providing the same services.[6]

Like other buildings on NAS Alameda constructed during the World War II period, Building 19 was constructed in phases and has also had portions removed over time (**Figure 1**). Martinalli Construction Co. of San Francisco constructed the first portion of Building 19 in 1941 for $257,907 as part of the initial development of NAS Alameda. This initial building was an 'L' shaped one to two story building with the four story control tower at the southwest corner. The plan for the control tower, an octagonal room with angled windows, was typical of towers that the BuDocks designed and built at the time. During World War II, contractor Johnson, Drake and Piper built additional wings on the building.[7] In 1943 a two story, timber frame wood sided wing was added to the northeast corner of the

[4] "Know Your Station," *The Carrier*, 25 Feb 1944.

[5] "Know Your Station," *The Carrier*, 25 Feb 1944; US Navy, *History of US Naval Air Station, Alameda, 1 July 1952-31 December 1952*, Compartment 5757-1b, Box 1 of 2, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 14; "Navy Using Television to Land Planes" *Oakland Tribune*, 26 February 1956; "The Nerve Center of The Station," *Alameda Times-Star*, 25 Oct 1960; United States Navy, Bureau of Yards & Docks; NAS Alameda, Building 19, "Replacement of Window Glass in Control Tower Cab. Building 19," PWO Drawing No. 9916, Aperture Card PWC 59900, 03 Aug 1961, BuDocks, BRAC PMO West Caretaker Site Office, Treasure Island; US Navy, *1963 Command History, Naval Aviation Depot, Alameda, California*, NAS Alameda General Records, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco). Operations reports noted, "Between August 1953 and the end of December 1958 the following number of approaches were completed: IFR – 3150; Hooded – 23,001; Visual 12,134. In addition a total of 1958 wave-offs were given. The combined total of controlled approaches as of 31 December 1958 was 4027."

[6] US Navy, "Replacement of Window Glass in Control Tower Cab. Building 19," PWO Drawing Nos. 6328, 8851, 9185, 9844, 10433, 11292, 80091; Aperture Cards PWC 63739, 66058, 72222, 59845, 57613, 57732, 59267," NAS Alameda BuDocks, Bureau of Yards & Docks; NAS Alameda, Building 19, BRAC PMO West Caretaker Site Office, Treasure Island; US Navy, *History of U.S. Naval Air Station, Alameda, 1 January 1950 to 30 June 1950*, Command History 4 of 25, July 1050-31 December 1950, Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 181; US Navy, *Naval Aviation Depot, Alameda, California, History of US Naval Air Station 1 Nov 1940 to 31 Dec 1958*, Compartment 3195, Box 2 of 22, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 21; "Fleet Weather Central Keeps the Fleet Informed," *The Carrier*, 17 February 1967; US Navy, *Naval Air Station Alameda Directory*, San Francisco, 1983.

[7] Building 19, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; NOy 4165, folder 3 of 23,

building, increasing the square footage by approximately one third. Between 1944 and 1945 two more wings were added to the building. These were an addition on the south side of the one story east-west wing of the original building and a garage off the northwest corner, both of which were timber frame structures with wood siding. The current southern portion of the east-west wing has the same footprint, and is of similar size, as the 1945 addition in that location. The concrete foundation appears to be original, but the single story structure on that foundation has stucco panels with more windows than the original 1945 addition. The garage at the northwest corner of the building no longer remains (**Photograph 8**).[8] Following 1945 the Navy made several alterations to the northern end of the building and also made interior alterations (**Table 1**). Woodbridge's previous recordation noted that the Navy made multiple alterations to this building, but she did not specifically list what those changes were or when they were made.

Photograph 8: 1945 picture of Building 19 with fire/rescue station on left.[9]

In 1956, the Navy added to the building's crash and rescue facilities with a metal car port on the east side of the garage that had been built in 1945 (and is not extant). A metal frame gable structure with metal siding, now known as 19-1, replaced that carport and more than doubled the capacity for crash and rescue in 1962 (**Photograph 9**).[10]

Box 25, NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme; C.A. DeLa Rosa, "Control Tower Design," *CEC Bulletin*, January 1947, 41-43.

[8] US Navy, "Contract NOy-4165 for Additional Aviation Facilities, NAS Alameda, Alameda, California," NOy 4165, folder 3 of 23, Box 25, *NOy Contracts*, RG12 Bureau of Yards & Docks, CEC/Seabee Museum NAVFAC Archive, Port Hueneme; US Navy, Assembly & Repair Department, NAS, Alameda-June 1, 1942, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

[9] US Navy, "Control Tower," #122-1, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

[10] "Know Your Station," *The Carrier*, 25 Feb 1944; US Navy, *History of US Naval Air Station, Alameda, 1 July 1952-31 December 1952*, Compartment 5757-1b, Box 1 of 2, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 14; "Navy Using Television to Land Planes" *Oakland Tribune*, 26 February 1956; "The Nerve Center of The Station," *Alameda Times-Star*, 25 Oct 1960; United States Navy, Bureau of Yards & Docks; NAS Alameda, Building 19, "Replacement of Window Glass in Control Tower Cab. Building 19," PWO Drawing No. 9916, Aperture Card PWC 59900, 03 Aug 1961, BuDocks, BRAC PMO West Caretaker Site Office, Treasure Island; US Navy, *1963 Command History, Naval Aviation Depot, Alameda, California*, NAS Alameda General Records, RG 181, US Naval Shore

Internal modifications of rooms, halls, and mechanical equipment occurred throughout Building 19's history; however, no exterior modifications could be correlated with the years 1960, 1965, and 1967 that were noted on Woodbridge's previous evaluation of this building. At the time of Woodbridge's evaluation in the early 1990s the building retained its components built during World War II with the addition of expanded crash and rescue facilities. In 1989 the Loma Prieta earthquake struck the San Francisco Bay Area and caused major damage to NAS Alameda's airfield runways, taxiways and parking aprons as well as to some buildings, including Building 19. The wings on the northeast and northwest part of the building, constructed in 1945 had major damage and were removed in 1993 following Woodbridge's evaluation. As a result, the original core building from 1941 remains intact with a resided 1945 addition along the south side. Removal of the crash and rescue garage left Building 19-1 detached from Building 19.[11]

Since NAS Alameda's dis-establishment and Woodbridge's previous recordation in 1990 (see attached), Building 19 has been remodeled for use as offices and research space. Alterations to the building include replaced glazing, replacement exterior doors / windows, replacement of siding on south wing, and addition of a wheel chair ramp and the fire escape stairs. Doors and windows have been infilled, including a single personnel door and windows that were by the east side entrance, as well as an east facing window on the southern wing. The exterior stairs to the control tower were replaced and are now less steep than their historic predecessors, and additional railings were added atop the parapet. A small shed roof extension that had been built off the north side of the third floor the control tower was also removed. In addition, recent changes have exposed original windows. During the latter operational period of the station, west facing third floor windows on the control tower had been covered by a sign that read "Nimitz Field." This sign was subsequently removed revealing original windows.

Photograph 9: Building 19 during 1960s, camera facing southwest.[12]

Establishments, National Archives and Records Administration, Pacific Region, (San Francisco). Operations reports noted, "Between August 1953 and the end of December 1958 the following number of approaches were completed: IFR – 3150; Hooded – 23,001; Visual 12,134. In addition a total of 1958 wave-offs were given. The combined total of controlled approaches as of 31 December 1958 was 4027."

[11] See citations noted with Table 1.

[12] US Navy, *Naval Aviation Depot, Alameda, California, History of US Naval Air Station 1 Nov 1940 to 31 Dec 1958*, Compartment 3195, Box 21 of 22, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

Figure 1: Construction Progression Building 19.

Table 1. Building 19 Construction

Year	Alteration
1941	Original Construction, L-shaped building[13]
1943	Northeast timber frame wood-sided addition complete[14]
1944-1945	Addition of crash and rescue garage and southern addition to original east-west wing[15]
1952	Interior hall alteration[16]
1956	Closed circuit TV equipment added[17]

[13] NOy 4165, folder 3 of 23, Box 25, NOy Contracts, Record Group 12 Bureau of Yards and Docks, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme; Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme; Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum, NBVC, Port Hueneme.

[14] Aerial View Alameda California, 1943, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.

[15] U.S. Naval Air Station, Alameda California, December 1, 1945, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.

[16] United States Navy, Bureau of Yards & Docks; NAS Alameda, Building 19, "Building No 19 Alterations to Second Floor Architectural Plan," PWO Drawing No. 6490, Aperture Card PWC 63756, May 26, 1952, BuDocks, BRAC PMO West Caretaker Site Office, Treasure Island.

[17] "Navy Using Television to Land Planes" *Oakland Tribune*, 26 February 1956.

Year	Alteration
1958*	Addition of car port to east of existing crash garage and dormitory infill.[18]
1960*	No exterior alteration identified
1961	Control tower glass improvement[19]
1962-1963	Additional crash and rescue garage (19-1) [20]
1965*	No exterior alteration identified.
1967*	No exterior alteration identified.
1992-1993	Northeast wing removed, original crash garage removed, leaving building 19-1
1990s-2000s	Window / door replacement and in-fill; south wing siding replaced; fire escape / wheel chair ramp added; control tower windows revealed; control tower exterior stairs replaced; parapet railing added; interior alterations.

*Woodbridge indicates exterior alterations these years.

Evaluation

Building 19 was previously recorded by Sally B. Woodbridge as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" completed in 1992, in which it was considered a non-contributing element of the identified historic district. The Woodbridge evaluation concluded that the building had lost historic integrity. As discussed herein, re-evaluation of this building now concludes that it retains sufficient historic integrity to be a contributor to the historic district. The evaluation also concludes that Building 19 does not appear to have significance in terms of Cold War themes or events. Although it played a central role in the operations of this station during the Cold War era, its functions and uses were common to naval air stations around the nation and were not historically significant.

This evaluation concludes that Building 19's place within the existing NAS Alameda Historic District is as a contributing resource because of its shared association with other contributors to that district's significance under Criterion A and under Criterion C, as discussed below.

The original district significance discussion stated:

[18] United States Navy, Bureau of Yards & Docks; NAS Alameda, Building 19, " Additional Dormitory Space for Crash Fire Crew Building 19," PWO Drawing No. 8851, Aperture Card PWC 66058, 3/17/1959, BuDocks, BRAC PMO, West Caretaker Site Office, Treasure Island.

[19] United States Navy, Bureau of Yards & Docks; NAS Alameda, Building 19, "Replacement of Window Glass in Control Tower Cab. Building 19," PWO Drawing No. 9916, Aperture Card PWC 59900, 03 Aug 1961, BuDocks, BRAC PMO West Caretaker Site Office, Treasure Island.

[20] United States Navy, Bureau of Yards & Docks; NAS Alameda, Building 19, "Additional Crash Fire Facilities Proj, P-25," PWO Drawing Number 10433, Aperture Card PWC 57613, 6/19/1962, BuDocks, BRAC PMO West Caretaker Site Office, Treasure Island.

> 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.
>
> … 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 park like open spaces.

Buildings considered non-contributors were those within the district that were either constructed outside the period of significance (i.e., post 1945) or those built within the period of significance that had lost integrity through alteration. Building 19 had been placed in the second category because of what were considered "additions and alterations carried out after 1946." Woodbridge had limited access to Facilities Management Office files, and she summarized alterations to this building as "several wooden and metal-sided exterior additions in 1958, 1960, 1965, 1967; a wing on the S side and additions on the E side." Woodbridge may have considered some of the building's additions that had been constructed during World War II to have been among the changes built after 1946. Research undertaken for this project in building plans, contracts, and other sources, shows that most of the building extant in 1990 dated from the period of significance of the historic district (1938-1945) and most of the dates provided on the Woodbridge form do not correspond with major exterior alterations (**Table 1**). The building as it stands today includes the original tower and offices constructed in 1941, along with one wing that was built in 1945.

Building 19 is a contributor to the NAS Alameda Historic District, which is significant at the state level under NRHP Criterion A and NRHP Criterion C. The district 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 during the period of significance 1938-1945. Building 19 was the central facility for aircraft operations on the station. The building has primary significance for its association with the historic district's importance in naval air station development and the role NAS Alameda served during World War II. In addition to its historical significance, Building 19 also retains sufficient historic integrity to convey its significance to the historic district's period of significance.

Under Criterion A, Building 19 is a contributor to the NAS Alameda Historic District because of its important role within the station as the control point for flight operations and its 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 its important associations with the station's role in Pacific theater naval operations during World War II. NAS Alameda was one of the major naval air stations constructed in the years prior to World War II and the only one of the three built on the West Coast that was completely new construction. The Navy's detailed attention to construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet and the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period. 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. Building 19's crucial and primary function of aircraft flight control illustrates and provides a direct link to NAS Alameda support of its central and vital role in the Pacific theater. The building's expansion during the

war reflected additional functions. The building's secondary functions and the loss of building elements associated with these activities does not diminish the significance of the building, as its primary function of air traffic control and aircraft operations remains evident in the extant building.

Under Criterion C, Building 19 is significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. NAS Alameda was 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. NAS Alameda's careful arrangement of spatial organization and buildings / structures, along with the integration of architecture and landscape, use of Moderne style architecture, and details of the station's architecture demonstrate the Navy's distinct efforts to provide a modern facility to increase efficiency and functionality in support of the growing importance of Navy aviation. Design and construction of Building 19, as a flight control building, demonstrates the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period, and it shows the magnitude the Navy placed on the design to illustrate the modernity and importance of the naval aviation strategy for the Pacific Fleet. Refined details of the design, architectural details in keeping with the station theme, and functional location further support the importance placed on the design. Building 19 shares character-defining features (discussed further below) with the administrative core and shops on NAS Alameda. 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 building retains sufficient integrity of location, design, setting, materials, workmanship, feeling and association to contribute to the historic district and its period of significance from 1938-1945. Although there have been many alterations made to this building over time, including removal of building wings that had been constructed during the period of significance, the building retains essential physical features that convey its significance within the historic district. The building's form includes the original 1941 L-shape component plus an addition in 1945, thus illustrating the expansion of this facility, and leaving it recognizable to the district's period of significance. Wings that were added and removed to the building were constructed in a more temporary fashion and housed secondary functions, thus they were less important to the buildings historic integrity of design, materials, workmanship, feeling, and association. Many of the smaller alterations that have been made to the building have been done appropriately to retain the facilities overall integrity of design, materials, and workmanship on the exterior, generally leaving intact the building's historic massing, proportions, door / window patterns, and spatial relationships between its components. Furthermore, no additions have been built that obscure the historic building.

The historic district, and its contributors including Building 19, does not, however, have significance as the important work of a master as neither the designers at BuDocks 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.

Building 19 shares character-defining elements with both administrative and shop facilities throughout NAS Alameda, as defined in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District." The control tower does not convey the curvilinear aspects of the Moderne style found in the buildings facing the mall or quadrangle, but includes other aspects of the style used throughout the administrative core. Building 19 is constructed of smooth reinforced concrete, contains a vertical accent in the projecting control tower, and is fenestrated with horizontal band windows. The north, south and eastern sides are more utilitarian in keeping with the shops area that they face, but retain horizontal incised banding while the windows are spaced in a more utilitarian fashion. No character-defining features have been identified on the interior of Building 19.

State of California — The Resources Agency	Primary # P-01-011226
DEPARTMENT OF PARKS AND RECREATION	HRI#
CONTINUATION SHEET	Trinomial

Page 15 **of** 15 ***Resource Name or #** (Assigned by recorder) Control Tower

***Recorded by:** C. Brookshear and S. Miltenberger* **Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

The history of the station during the Cold War illustrates that Building 19, 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 naval 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.[21] Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Building 19, therefore, does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does 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). The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

***B14. Evaluator:** C. McMorris; R. Herbert; C. Brookshear

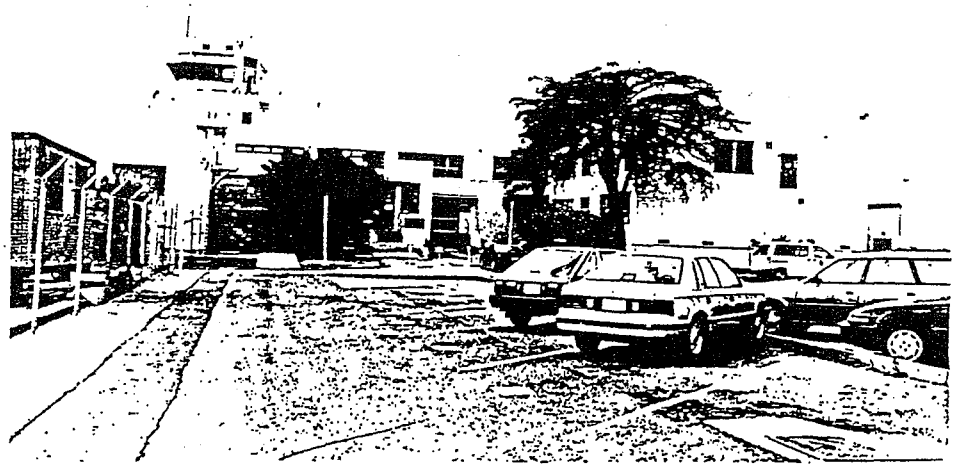
***Date of Evaluation:** January 2010 / July 2010 / March 2011

[21] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
1. Historic.Current name: Building 19, Flight Control Tower
3. Location: Taxiway 4 **NAS Alameda Map** P-18 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION5
6. Proptery category: District Number of resrouces documented: 85
7. Existing condition: a 1- to 4-story, concrete and wood frame building with an irregular plan and flat, parapeted roof. The building's identifying feature is the observation tower which has a railing and various antenna, etc., above a polygonal room with angled glazed sections separated by metal mullions. Below is a deck with a metal railing on top of the fourth story of the building. The rest of the original, concrete section of the building has 2 stories and a variety of metal-framed windows with single and multiple-light hopper sash and wooden and metal doors.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 19

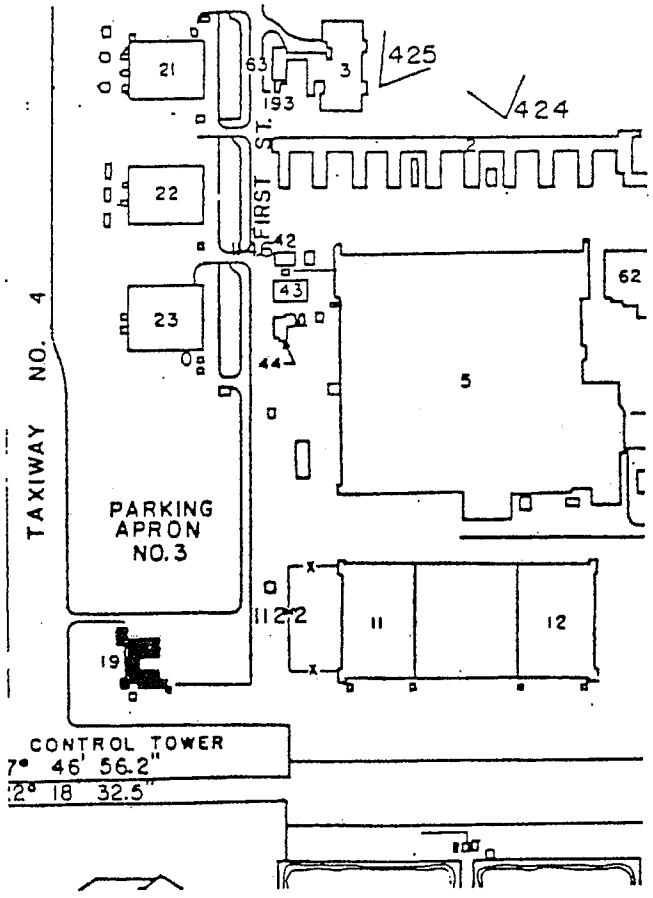
HISTORICAL INFORMATION

14. Construction date: 1941 Original location: same
15. ALTERATIONS: several wooden and metal-sided exterior additions in 1958, 1960, 1965, 1967; a wing on the S side and additions on the E side
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. These: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context fully developed: yes

19. Context: Building 19, the Flight Control Tower, does not contribute to the NAS Alameda because it has lost integrity through additions and alterations carried out after 1946.
20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

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

5.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

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

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

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

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

Design review considerations include:

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

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

5.3. Windows and Doors

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

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

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

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

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

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

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

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

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

Design review considerations for these windows and doors include:

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

5.4. Features and Elements

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

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

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

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

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

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011225
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Control Tower Support Buildings

P1. Other Identifier: Buildings 19-1 and 491

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 2175 Monarch Avenue 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Building 19-1 is located immediately north of Building 19. It is a rectangular, pre-fabricated corrugated metal building with a medium-pitched side gable roof. On the north side are six vehicle bays with metal roll-up doors. On the south side are windows and a small corrugated metal addition (**Photograph 1**).

Building 491, located on the south side of Building 19 adjacent to the control tower, and is a (freestanding) small one-story concrete block building with a flat roof. The west side has a six-pane window and the east side appears to have an opening filled in with concrete blocks. On the south side is a metal personnel door next to a louvered vent. A cylindrical vent is attached to the roof (**Photograph 2**).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 19-1, camera facing southeast, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
Bldg. 19-1: 1962; Bldg. 491: 1961, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address) C.Brookshear, S.Miltenberger,& C.McMorris
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011225
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Control Tower Support Buildings

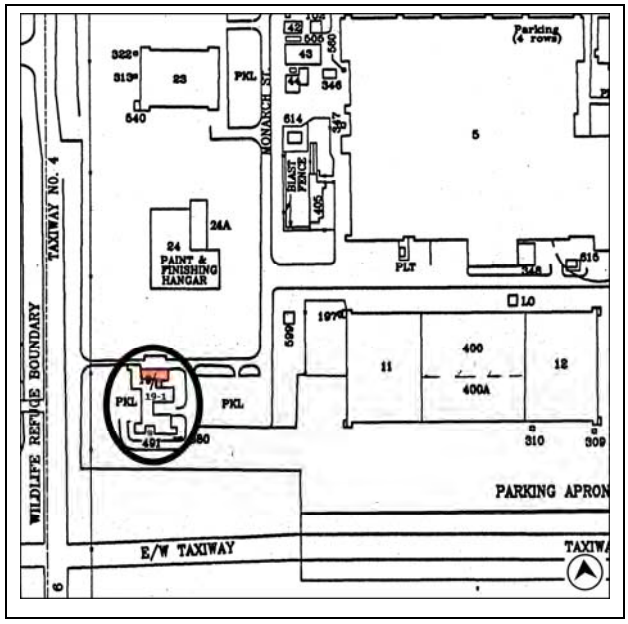
B1. Historic Name: Bldg. 19-1: Garage; Bldg. 491: Emergency Generator Building
B2. Common Name: Bldg. 19-1: Crash & Rescue Garage; Bldg. 491: Emergency Generator Building
B3. Original Use: Garage; Emergency Generator B4. Present Use: Crash & Rescue Garage; Emergency Generator
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Bldg. 19-1: 1962, Bldg. 491: 1961.
***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These Control Tower Support Buildings (Buildings 19-1 and 491) are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.
B13. Remarks:
***B14. Evaluator:** C. McMorris; R. Herbert; C. Brookshear
***Date of Evaluation**: January 2010 / July 2010 / March 2011



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011225
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Control Tower Support Buildings
***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[1]

In 1989 a major earthquake struck the San Francisco Bay Area. NAS Alameda sustained major damage to the airfield runways, taxiways and parking aprons and buildings. The north wing of the Operations Building had major damage and much of it was removed in 1993. This began the alterations to the fundamental form of building constructed during World War II. Contractors performed repairs on runways to restore flight operations crucial to the station's mission. Building 19-1 had been constructed in 1962 as an extension on the east side of the fire/rescue station attached to north of Building 19. The original part of the fire/rescue station was damaged and demolished in the 1989 earthquake, but the 19-1 addition remains.[2]

Building 491 was constructed in 1961 likely to serve as a supplemental power source for Building 19. A former opening on the east side is now filled with concrete blocks; otherwise the building appears unaltered and remains in its original location.

Evaluation

Buildings 19-1 and 491, were constructed during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these themes. None of these facilities played an important role in the

[1] 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), 8-1.
[2] US Navy, *1989 Command History Naval Aviation Depot, Alameda, California*, NAS Command History, 1968-1997, Compartment 5757-1b, Box 2 of 2, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 11; United States Navy, Bureau of Yards & Docks; NAS Alameda, Building 19, "Additional Crash Fire Facilities, Proj. P-25," PWO Drawing No. 10433, Aperture Card PWC 57613, 19 Aug 1963, BuDocks, BRAC PMO West Caretaker Site Office, Treasure Island; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 6: The Western Hangar Zone; Alameda Point, Alameda, California," January 2001.

State of California — The Resources Agency **Primary #** P-01-011225
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Control Tower Support Buildings

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the support function of these building to the Control Tower did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). They were unremarkable in its use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda resources are utilitarian in design, materials, and construction methodology and are relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). The prefabricated building (Building 19-1) is typical of Cold War-era buildings located on military bases. These facilities do not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Buildings 19-1 and 491 were not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). Neither Building 491 nor 19-1 possess historic significance and are not a contributing elements of the NAS Alameda Historic District.

P5a. Photographs:

Photograph 2: Building 491, camera facing northeast, September 29, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011197
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 9 ***Resource Name or #:** Electrical Substations

P1. Other Identifier: Buildings 552, 553, 554, 555, 558, and 559

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 552, 553, 554, 555, 558, and 559 are inventoried as a group on this form because they are all electrical substations. Buildings 553 and 554 are located within the NAS Alameda Historic District, but are non-contributing elements. Building 552, also named the "Cartwright Substation," has a three-by-five bay plan with pilaster dividers. The west side has a metal overhang door in the middle of the bay with a concrete ramp entry and louvered vents. The south and north sides have five bays with louvered vents located at the base of the wall in each bay. The north side has two symmetrical metal service doors with concrete steps and three evenly spaced louvered vents. A dedication plaque dated August 18, 1988 is located on the north wall. A substation and transformer is located behind the east wall. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 552, camera facing northeast, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1973, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/25/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011197
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 9 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Electrical Substations

B1. Historic Name: Electrical Substation
B2. Common Name: Electrical Substation
B3. Original Use: Electrical Substation B4. Present Use: Electrical Substation
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1973, Building 554 altered in 1994.
***B7. Moved?** ☐No ☐Yes ☒Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These electrical substations (Buildings 552, 553, 554, 555, 558, and 559) are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not individually, or as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet.

State of California — The Resources Agency **Primary #** P-01-011197
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 9 ***Resource Name or** # (Assigned by recorder) Electrical Substations

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

P3a. Description (cont.):

Buildings 553, 554, 555, and 558 are similar in design and construction. These buildings have a square or rectangular plan with a flat roof and parapet with an overhang of four to six inches. The concrete tilt-up walls are textured with vertical grooves. Each of these substation buildings includes a single metal personnel door, a double-metal personnel door, and louvered vents. Building 559 is a substation without a building exterior. The roughly rectangular grouping of transformer equipment is enclosed by a fence **(Photograph 3)**. Equipment includes a shed roof metal shelter, a transformer, a breaker unit on the north with doors on the south and north side of the switching equipment lockers.

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

All of these electrical substations were constructed in 1973, with few modifications since then. Building 552, the main electrical substation, was also known as the Cartwright Substation in honor of Richard A. Cartwright's service with the City of Alameda Bureau of Electricity. This building area also encompasses a large fenced compound that includes eight switches and a transformer set upon a concrete foundation.[2] Building 552 is also the largest substation covering a total of 28,566 square-feet. Buildings 553 (electrical substation #6) and 555 (electrical substation #8) were both designed to transmit 784kv, while Building 554 (electrical substation #7) was slightly smaller, transmitting 500kv. Building 558, electrical substation #14, includes 16 12kv switchgears with breakers, relays, and voltmeters. In 1993 a bilge and oily wastewater treatment facility was installed west of Building 558, at this point the substation was incorporated into the project to provide the necessary power to the new treatment plant.[3] Building 559, electrical substation #9, was constructed to transmit 1584 kV and is the only substation within this group without a concrete

[1] 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), 8-1.
[2] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 19: The Dock Support Services Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001.
[3] "NCEL Bilge and Oily Wastewater Treatment System Requirements," (October 20, 1993), File 03-810, Bilge Water, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

structure. The series of transmission boxes are set upon a concrete foundation, but no structures was building around them.[4] All of these substations remain in their original locations with no apparent changes to the structure of the buildings.

Evaluation

The electrical substations, Buildings 552, 553, 554, 555, 558, and 559, were constructed during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[5] In the larger context of the naval operations in California and nationwide during this period, the public works function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While they retain some integrity to their original construction, the buildings were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). These facilities did not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of these buildings was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[4] Building 559, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 5 **of** 9 ***Resource Name or #** (Assigned by recorder) Electrical Substations
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐**Update**

P5a. Photographs (cont.):

Photograph 2: Typical small substation**,** Building 553, Electrical Substation No. 6, camera facing southeast, October 9, 2009.

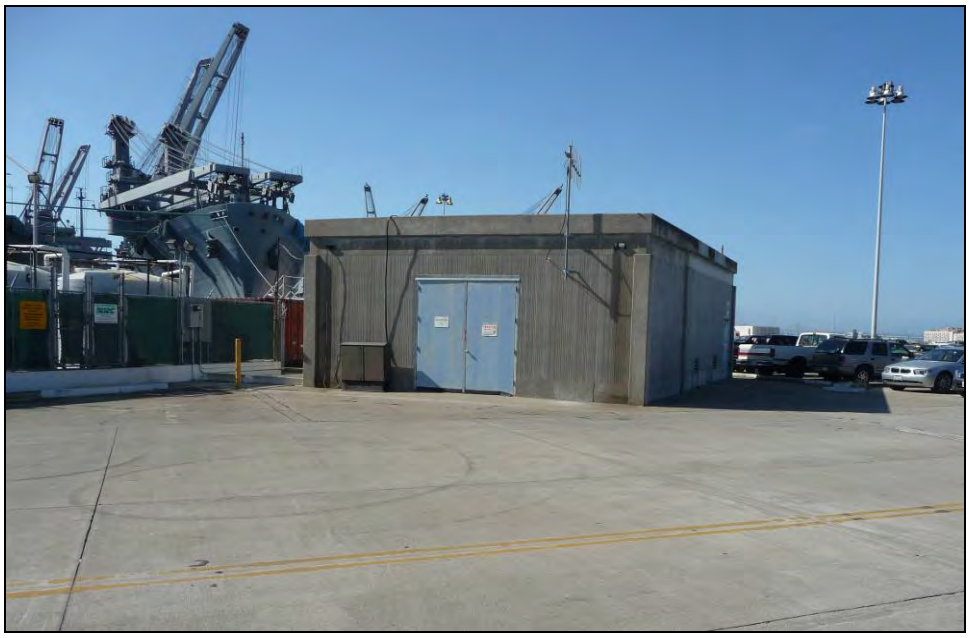
Photograph 3: Building 554, camera facing east, September 30, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011197
HRI#
Trinomial

Page 6 **of** 9 ***Resource Name or #** (Assigned by recorder) Electrical Substations
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 555, camera facing northwest, October 9, 2009.



Photograph 5: Building 558, camera facing northwest, September 30, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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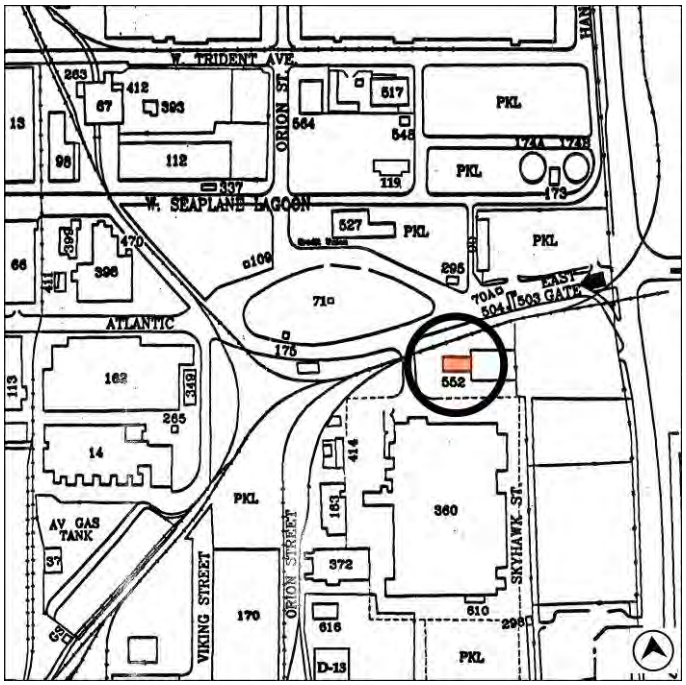
Page 7 **of** 9 ***Resource Name or #** (Assigned by recorder) Electrical Substations
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Building 559, Electrical Substation No. 9, camera facing northwest, October 13, 2009.

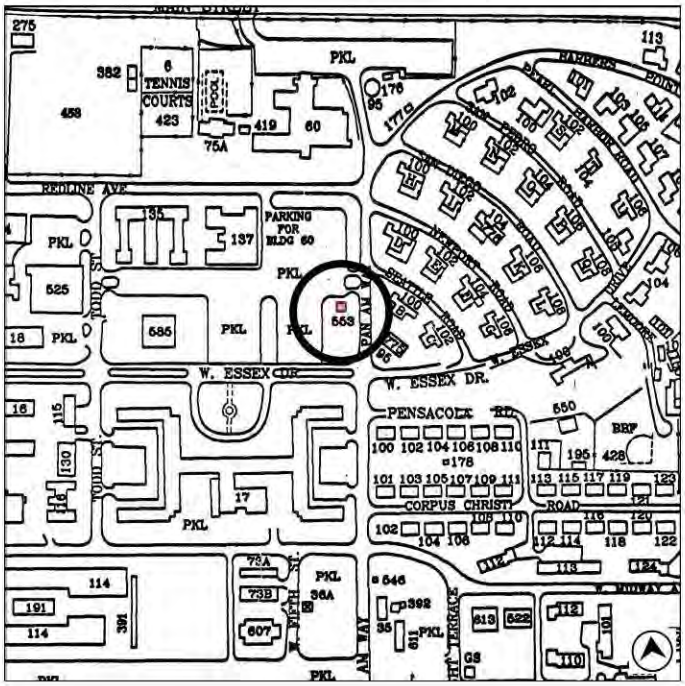
Sketch Maps:



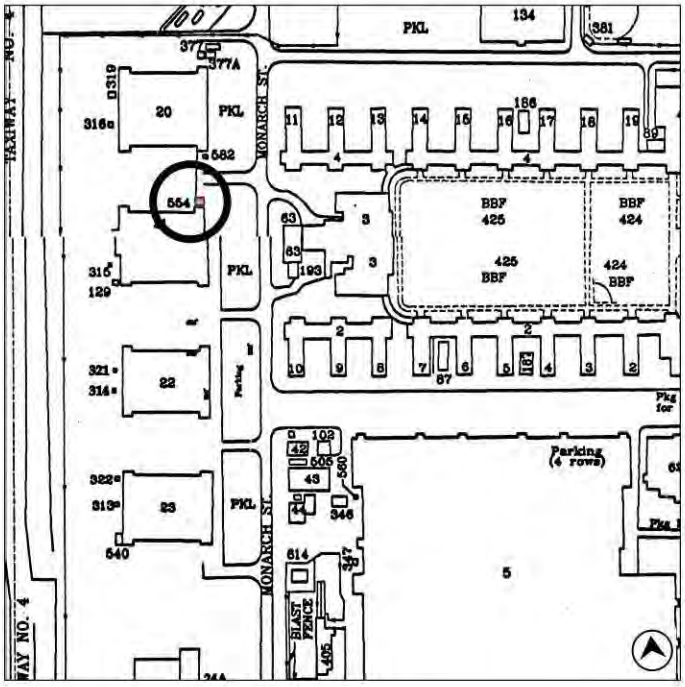
Building 552

State of California — The Resources Agency **Primary #** P-01-011197
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 8 **of** 9 ***Resource Name or #** (Assigned by recorder) Electrical Substations
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**



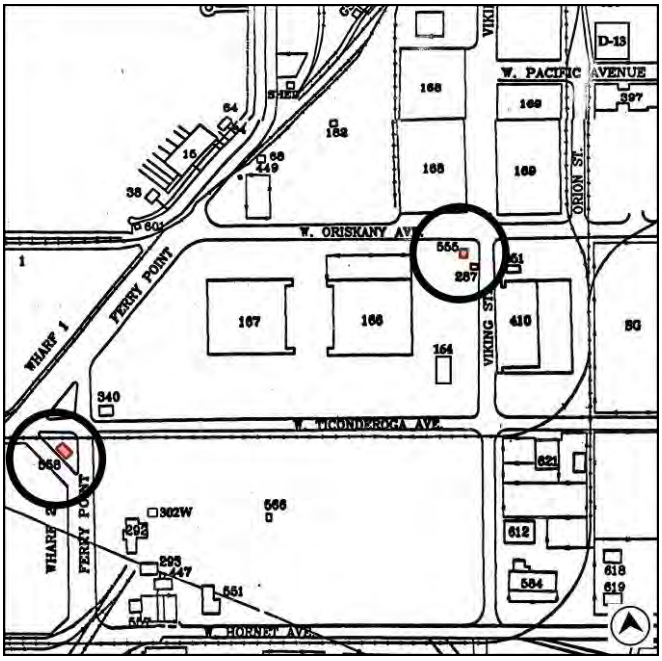
Building 553



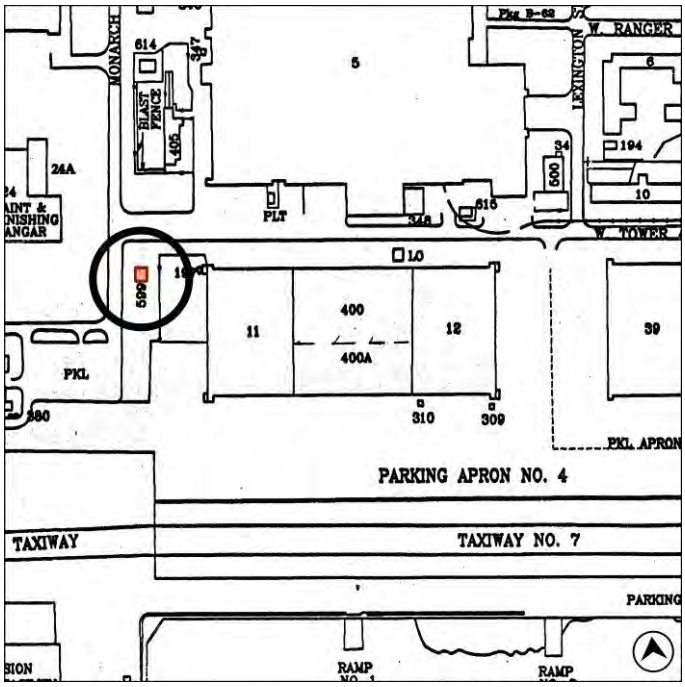
Building 554

State of California — The Resources Agency **Primary #** P-01-011197
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 9 **of** 9 ***Resource Name or #** (Assigned by recorder) Electrical Substations
***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☒ **Continuation** ☐ **Update**



Buildings 556 and 558



Building 559

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011200
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Engine Overhaul

P1. Other Identifier: Buildings 360, 360 A – D

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 360 is a large, roughly rectangular building with many additions covering 179,070 square feet. There are also four small raised-ridge metal building next to Building 360 which are designated Buildings 360 A-D. Building 360 has a concrete foundation, stucco clad exterior and a flat roof. A horizontal band of green corrugated fiberglass panels runs around most of the building high on the wall, with a row of three two-by-four windows interrupt the east end of the fiberglass band. While the building is generally rectangular, there are several small elements which protrude out from the rectangular form **(Photograph 1)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 15, 2009

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1953, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011200
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 8 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Engine Overhaul

B1. Historic Name: Engine Overhaul Building and Engine Component Storage
B2. Common Name: Engine Overhaul Building and Engine Component Storage
B3. Original Use: Engine Overhaul Building B4. Present Use: Engine Exam & Evaluation Shop
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1953, modified 1991 (Building 360); 1985 (Buildings 360 A-D)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Kaiser Engineering, Inc. b. Builder: Dinwiddie Construction Co. of San Francisco
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

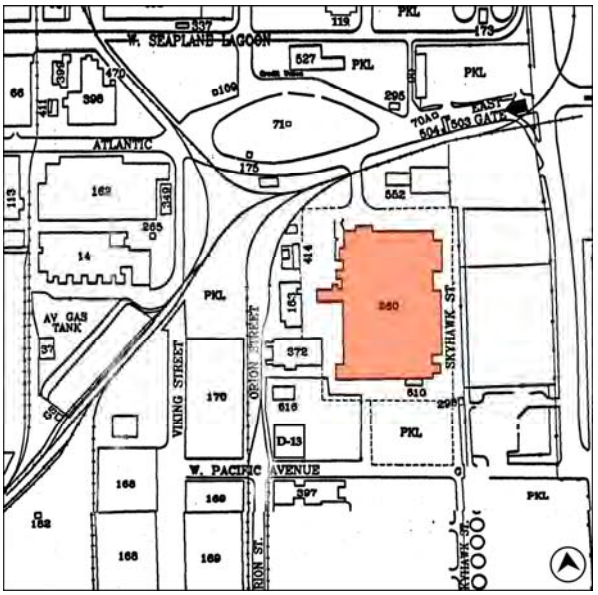
Building 360 and Buildings 360 A - D are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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.



B13. Remarks:
***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011200
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 8 ***Resource Name or #** (Assigned by recorder) Engine Overhaul

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

On the north side of Building 360 two elements extend out from the plane of the exterior wall. One is concrete and has three north-facing metal roll-up doors, a metal double personnel door and sets of two-over-three metal framed windows. Attached is a shelter with a concrete block wall and corrugated metal shed roof. At the other end of this side is a corrugated metal element with a low-pitched, front gable roof. It has a set of metal double doors and a single personnel door with a window. Just east of this element are two roll-up metal doors and a metal personnel door which open onto an exterior loading dock. Two large two-by-five louvered vents are centrally located on the north side **(Photograph 1)**.

On the south side of the building are two exterior loading docks with a concrete ramps. Opening on to the docks are a metal roll-up doors and personnel doors. Adjacent to this side of the building and abutting one of the loading docks is Building 610, a raised ridge metal building with a flat roof and metal roll-up door, which opens onto the dock. Along the roofline, large cylindrical metal vents rise from the roof and hover over the roofline. There is also a below grade personnel entrance of concrete steps with metal railing that lead to a single metal personnel door **(Photograph 2)**.

The west side of Building 360 has four elements that jut out from the rectangular plan of the main element of the building, three small and one large. The three small elements are concrete with three-light window sets, some of which have been boarded up. One of these also has a metal personnel door and a large metal sliding door, which both open onto an exterior loading dock. Another metal personnel door and two metal roll-up doors open onto the same dock from the main element of the building. A third personnel door opening has been boarded up. A second exterior loading dock with a metal roll-up door is also on this side. The fourth, larger element attached to the west side is concrete, roughly square, and has small loading docks in the two corners where it joins the main element of Building 360. These docks are covered by rounded, conical roofs and have metal sliding doors with an inset personnel door, and an adjacent metal personnel door. The west wall of this element is sheathed in metal panels and has a large metal roll-up door with an inset personnel door, and a single metal personnel door with metal stairs. A raised metal service door is on the north side **(Photograph 3)**.

The east side has three elements which extend out beyond the main element of Building 360. These are all concrete and have boarded up windows. One has a long course of window openings which contained sets of four windows each. Also interspersed on this side are sets of metal double doors with boarded up windows. A single exterior loading dock with metal roll-up door and concrete stairs is roughly midway on the east side. The main entrance to the east side is centrally located and has recessed metal double doors with boarded up window and transom lights. It is accessed by concrete stairs and a metal pipe railing; metal awning poles without fabric remain above the entry stairs **(Photograph 4)**.

Buildings 360 A-D: (Photograph 5) Building 360 A, B, C, and D are made of raised ridge metal with shed roofs and full width metal roll-up doors. They are located in the northwest, northeast, southwest, and southeast corners of Building 360.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as the Overhaul & Repair (O&R) Department and assigned it additional types of engines and aircraft to maintain. As the needs of the department developed further, O&R shifted from a total overhaul approach to reworking aircraft so they could return to the fleet in the shortest time possible. O&R was later incorporated into a support department for the Naval Integrated Aeronautics Program, and in April 1967, the Naval Air Rework Facility (NARF) replaced the O&R Department as part of a larger administrative reorganization within the Navy.[1]

The development of new technology associated with faster aircraft resulted in the need for new facilities to relieve overcrowding in the O&R department during the 1950s. Building 360 was constructed by Dinwiddie Construction Company of San Francisco in 1953 as a permanent jet engine overhaul plant. Kaiser Engineering, Inc. designed the architect and engineer drawings for the building. The building rests on mushroom shaped pilings four feet above the ground so that utilities underneath the building, such as electrical, fuel and water lines, can be easily accessed and repair work could be accomplished quickly to prevent any slow down of production. The 300 x 500 feet structure contained a 30 x 220 feet office building and a 90 x 100 feet paint room when first constructed (**Photograph 6**).[2]

In August 1945 the first turbo jet engine, a General Electric Model I-16, was overhauled at Livermore, but O & R officials moved all tools and equipment to Building 5 on NAS Alameda to set up a shop. The jet overhaul quickly outgrew the acre of space allotted to them in Building 5 and moved to two subsequent buildings. In 1946, overhaul and repair facilities on NAS Alameda were lagging behind the quickly advancing jet engine technology. Funds for a new jet engine overhaul plant were not granted until 1951 after the start of the Korean War. Even before the building was completed, machinery and tools were relocated from Building 66 to Building 360. The building was designed for later expansion, if required, in that the bulkheads could be removed if an addition was required.[3]

NAS Alameda was the first jet engine overhaul facility on the west coast (Building 66) and the new building made it the largest. The majority of the workload when the building first opened consisted of J33, J35, J47, J48, and J57 jet engines as well as R3350 and R4360 reciprocating engines. The building serviced engines from the West coast, Pacific overseas bases and carriers, as well engines from west of the Mississippi River. The J48 jet engines were serviced for the U.S. Air Force and could be repaired in 30 minutes.[4]

Shops within Building 360 included a paint shop, a sheet metal/metal spray shop, a non-destructive testing investigation shop, a blast shop, a welding/casting, and heat treating shop, a machine shop, engine assembly/disassembly shop, plating shop, grinding shop, lathe and drill shop, electrical maintenance shop, and others. A balance shop in the building was responsible for balancing overhauled engine parts for NAS Alameda as well as parts from Ames Laboratory on NAS Moffet Field used for wind tunnel experimental work. Once parts are balanced, they are sent to the Supply Department and ready to be shipped out to squadrons as far away as China. The balance

[1] Allbrandt, LCDR B.L. "History of the Naval Air Station and Naval Aviation Deport at Alameda, California." May 1996. Aerospace Maintenance Duty Officers' Association. http://www.amdo.org/history.html (accessed September 11, 2009); US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5),* 1 November 1940 to 31 December 1958, Box 2 of 22, 3195 B-C, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); "Prime Duties of O and R," Alameda Times-Star, 25 October 1960; Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269.

[2] Building 360, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; "Jet Engine Overhaul Building," *The Carrier*, 23 February 1951; "NAS Calls For Bids on Buildings," *The Carrier*, 15 June 1951.

[3] William P. Burke, "Plan Hazardous Test Building," *The Carrier*, 17 June 1955; Douglas B. Mauldin, AMI, "New Jet Overhaul Plant Operating: Mechanics Can Repair Engine in Half-Hour," *The Carrier*, 11 June 1954.

[4] Douglas B. Mauldin, AMI, "New Jet Overhaul Plant Operating: Mechanics Can Repair Engine in Half-Hour," *The Carrier*, 11 June 1954.

shop also was responsible for complete overhaul, disassembling, inspection, rework, and assembly of J48 impellers and turbine rotors.[5]

In the late 1950s a 20 x 100 foot mezzanine level was added over the storage area as well as a lean to addition to the northeast corner. In the early 1970s Engine Decanning, was relocated to Building 360 from Building 166 and the vacated space in the building houses NARF's Fleet Van Support Program. Engines decanned include the TF41, TF30, T56, J52, and J65.[6]

Buildings 360 A through D were constructed in 1985 as maintenance aircraft storage to support Building 360.[7]

Evaluation

Buildings 360 and 360 A - D were built during the Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[8] In the larger context of the naval operations in California and nationwide during this period, the O&R function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The buildings retain some integrity to when they were built, but are unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology (NRHP Criterion C / CRHR Criterion 3). These buildings do not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). While these buildings played a valuable role in the operations of NAS Alameda during the Cold War era, servicing technologically sophisticated aircraft and weapons systems, they did not play a significant role in their research, design, testing and evaluation, functions that might have imbued it with significance or exceptional importance (as would need to be the case for Buildings 360A-D which are less than 50 years old). Thus, Buildings 360 A-D do not meet the standards established under Criterion Consideration G or the CRHR special considerations for properties that are less than 50 years old.

[5] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling Zone 22: The Southeastern Refinery and Heavy Industrial Zone; Alameda Point, Alameda, California," January 2001; "49, 044: September 1955, Building #360 Building Plan," Aperture Card No. 43,574, Plans Room, Treasure Island; "O & R Shop 6225 Keeps Spots Out of Navy Engines," *The Carrier,* 10 January 1958.

[6] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Nov 1940- 31 Dec 1958,* History of U.S Naval Air Station folder, 1 Nov 1940-31 Dec 1958, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); "Successful Move: Engine Decanning In Bldg. 360," *The Carrier,* 5 June 1972.

[7] Building 360, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS),* 2008.

[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011200
HRI#
Trinomial

Page 6 **of** 8 ***Resource Name or #** (Assigned by recorder) Engine Overhaul

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: South side, camera facing north, December 16, 2009.

Photograph 3: Showing west side, camera facing southeast, October 15, 2009.

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CONTINUATION SHEET

Primary # P-01-011200
HRI#
Trinomial

Page 7 **of** 8 ***Resource Name or #** (Assigned by recorder) Engine Overhaul

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

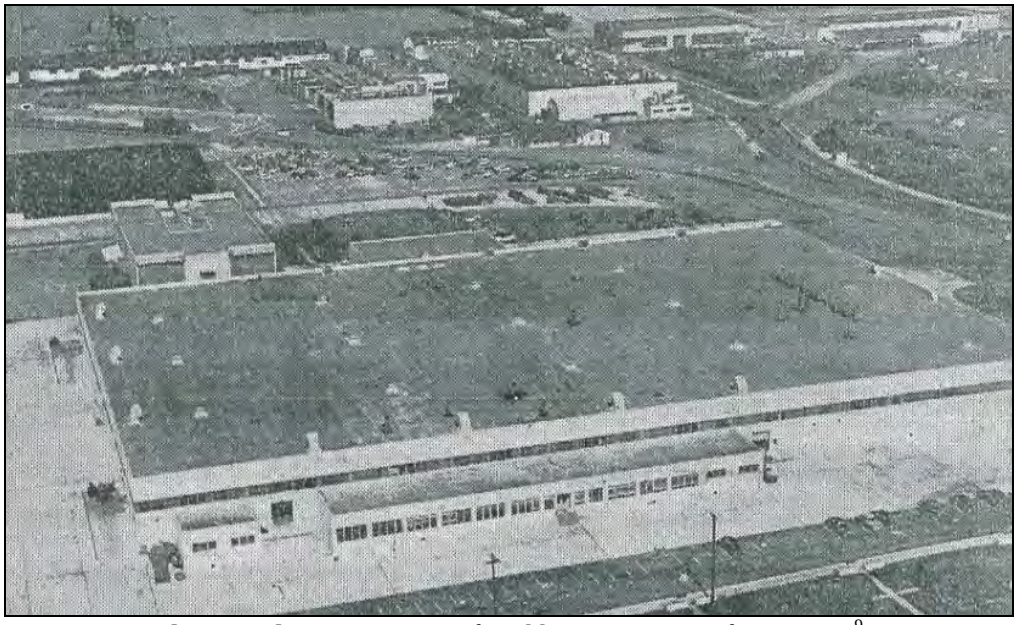
Photograph 4: Showing east side, camera facing southwest, October 15, 2009.

Photograph 5: Representative example of Buildings 360 A-D, at southwest corner of Building 360, camera facing southeast, October 15, 2009.

State of California — The Resources Agency **Primary #** P-01-011200
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 8 **of** 8 ***Resource Name or #** (Assigned by recorder) Engine Overhaul

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**



Photograph 6: 1954 image of Building 360, camera facing west.[9]

[9] Douglas B. Mauldin, AMI, "New Jet Overhaul Plant Operating: Mechanics Can Repair Engine in Half-Hour," *The Carrier*, 11 June 1954.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011202
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** Fleet Recreation Area

P1. Other Identifier: Buildings 251-254, 542 / Fleet Recreation Area

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 150 W. Hornet Avenue 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Fleet Recreation Area includes Building 542, two former baseball diamonds (Buildings 251 and 252) converted into one recreation field, a basketball court (Building 253), and tennis courts (Building 254). The playing fields are west of Building 542. Building 542 is a stubby 'T' shape 15,563 square foot building with a flat roof and parapet. The walls are concrete tilt-up construction and have a decorative band of vertical grooves just below roof height. There are aluminum downspouts on both the north and south sides. The main entrance is on the north side and is shorter than the east and west parts of the building (**Photograph 1**). The entry has a projecting flat roof with closed boxed eaves supported by two concrete posts. The entrance is recessed and has a grid of metal framed fixed lights surrounding double metal and glass personnel doors. Some of the windows and the doors are boarded over. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 542, camera facing southeast, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1975, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011202
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Fleet Recreation Area

B1. Historic Name: Fleet Recreation Center
B2. Common Name: Fleet Recreation Center
B3. Original Use: Non-Commissioned Officers Club, playing fields B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1975

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Shigenori Iyama b. Builder: US Navy
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The resources of the Fleet Recreation Area, Buildings 251, 252, 253, 254, and 542, are not eligible for listing in the National Register of Historical Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

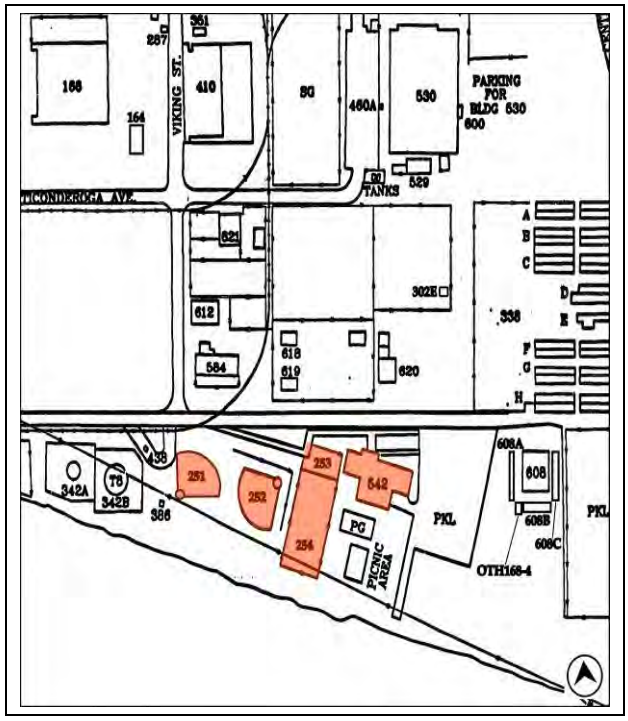
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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 Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** R. Herbert and H. Norby

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011202 HRI# Trinomial

 ***Resource Name or #** (Assigned by recorder) Fleet Recreation Area

***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The rear or south side of Building 542 has a similar, but deeper projection. The southern projection is more centered, but also has a lower roof than the east and west, flat projecting roof with closed boxed eaves and supporting concrete posts (**Photograph 2**). Under the projection the west and most of the south walls are fixed windows in metal frames and two double metal and glass personnel doors, all of which are boarded over and are surrounded by a narrow concrete walkway. On the roof a louvered screen element conceals the ventilation equipment. Metal single and double personnel doors, probably for emergency exits, are irregularly located in the concrete walls of the east and west wings.

Buildings 251 and 252 are no longer in existence as baseball fields; they have been converted to a single, large playing field (**Photograph 3**). Building 253 is a paved rectangular area containing two basketball courts. Building 254 includes four tennis courts and is surrounded by a chain link fence. A chain link fence also divides the area, creating two courts on either side.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. This group of resources did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did they make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

On August 2, 1971, ground broke for the new Fleet Recreation Center on a seven acre lot south of Avenue N, now West Hornet Avenue. Captain James Holbrook initiated the project and received funding from the Bureau of Navy

Personnel in November 1970.[1] Construction of the Fleet Recreation Center began in 1972 by the Seabees (CBU-409), who worked with Self Help over the next four years to complete the project. Building 542 was almost complete by July 1975, at which point it had an eight-lane bowling alley and the dining area in the western portion of the building was mostly complete. The Seabees and Self Help workers developed the grounds for the football field, baseball diamonds (Buildings 251 and 252), tennis courts (Building 254), and basketball courts (Building 253) in 1975. By July 1975, the football field and baseball diamonds were completed. The baseball diamonds were incorporated into the southwest (Building 251) and northeast (Building 252) corners of the football field.[2]

The Center's grand opening was on September 11, 1976, at which point it had exceeded its original loan of $810,000 to a final total of $1.2 million. The Fleet Recreation Center was developed for the use of active military, dependents, retired military, and reserve personnel on active duty. The Special Services Officer oversaw the operations of the Fleet Recreation Center, except for the snack bar and the 2500 square-foot restaurant, which were run by the Navy Exchange. The configuration and maintenance of the baseball fields changed during the 1980s. The diamond in the southwest corner (Building 251) was removed and by the end of the decade the entire field was less manicured and the remaining diamond was only visible if well irrigated. By the closing of the base the abandoned playing fields were deserted; however, between 2002 and 2005 the baseball and football fields were redeveloped into a single playing field. The tennis and basketball courts remain in their original configuration, though they have since been resurfaced.[3]

This area continued to serve as a recreation center through base closure in 1997. Building 542 has been used as a pizza parlor and laundry facility in addition to its original purpose of general recreation. The building's final property record from 2008 described its use as including a 4,750 square-foot Exchange Cafeteria, a 2,550 square-foot laundry and dry-cleaning center, and an 8,250 square foot bowling alley. It remains unclear when the laundry facility was added to the building. Currently Building 542 is not in use; however the only apparent changes to the exterior of the building have been the boarding up of broken windows and doors.[4]

Evaluation

The resources of the Fleet Recreation area, Buildings 251, 252, 253, 254, and 542, were built during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval operations overseas; rather,

[1] "Groundbreaking for Fleet Recreation Center," *The Carrier*, 9 August 1971.
[2] Howard G. Thomas, "A sailor's dream coming true," *The Carrier*, 5 May 1975; Howard G. Thomas, "Fleet Recreation Center a facility of fun," *The Carrier*, 4 July 1975..
[3] "Enjoy Fleet Rec. Center Roundup," *The Carrier*, 3 September 1976; Thomas, "A sailor's dream coming true," *The Carrier*, 5 May 1975; Naval Facilities Engineering Command Southwest, Aerial Photograph, "A-38_AV-2655-3-13_5-13-1985," and Aerial Photograph, "A-33_5009-2-1_9-30-1993." Alameda, California Aerial Photographs, 1988, 2000, 2002, and 2005 retrieved from www.historicaerials.com (accessed December 16, 2009).
[4] IT Corporation, "Zone Evaluation Data Summary, Phase 2A Sampling, Zone 23: The Southeastern Recreation Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

State of California — The Resources Agency **Primary #** P-01-011202
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Fleet Recreation Area

***Recorded by:** R. Herbert and K. Clementi **Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and Naval facilities around the nation.[5] In the larger context of the naval operations in California and nationwide during this period, the MWR function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Thus, while they retain some integrity to when they were constructed, these resources were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations of the period (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while the Fleet Recreation area resources served a valuable function on NAS Alameda during the Cold War era, their construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Building 542, camera facing north, October 8, 2009.

[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011202
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Trinomial

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Fleet Recreation Area

***Recorded by:** R. Herbert and K. Clementi **Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Playing fields 251, 252, 253, and 254, camera facing east, December 16, 2009.

State of California — The Resources Agency **Primary #** Bldg. 76: P-01-005910
Bldg. 134: P-01-005909
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 1 **of** 9 ***Resource Name or #** (Assigned by recorder)**:** Gymnasium and Pool

***Recorded by:** C. Brookshear, K. Clementi, and C. McMorris ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Buildings 76 and 134 are not eligible for listing in the NRHP either individually, nor are they located within the NAS Alameda Historic District. They have a NRHP status code of 6Z.

P1. Other Identifier: Buildings 76 and 134

P2e. Other Locational Data: Gym: 1101 West Red Line Ave; Pool: 1111 West Red Line Ave; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Enlisted Men's Pool (Building 76) and Gymnasium (Building 134) are treated as a group on this form because of their location, period of construction, and common recreational use.

Constructed in 1942, Building 76 is a tall, one-story wood frame rectangular building on a concrete foundation, with a low-pitch gable roof with metal louvered vents in both east and west gables. It is clad in vinyl siding placed over wood, which was documented in 1992. The building is approximately 25,000 square feet and houses an indoor swimming pool and racquetball courts, and is located immediately north of and attached to the gymnasium Building 134, constructed in 1945, by a centrally located one-story low-gabled enclosed breezeway which runs from it's south side to the north side of Building 134 (**Photograph 1**).

There are single story extensions at both ends of the Building 76. On the west end is a wood-sided structure with a low double convex-truss type roof, where the racquet ball courts are located. Access to this portion of the building is through two deeply recessed entryways on the west end of the building which have three single ground-level wooden personnel doors (**Photograph 1**). On the west façade there are two sets of raised wooden personnel doors on which were accessed by staircases which have been removed. At the east end of the building there is a one-story flat-roof partial width concrete addition. The east end has a roll-up metal freight door with an inset personnel door in the center, a louvered personnel door to the south and two boarded windows to the right. To the north of the addition there are two concrete handball courts (**Photograph 2 and 3**). Fenestration includes nine groups of four by two aluminum awning windows in three rows. Two of the center groups have louvered vents in place of the second row of windows on the north and south sides.

At the ground level of the south side of Building 76 west of the breezeway there is a partial fence which sits on a raised redwood deck and is perpendicular to the building. The deck between the two buildings has an asphalt walkway on its south side which leads east to a wooden ramp that runs north up to a personnel door. Above the deck are two metal roll-up freight doors which are positioned between the fence and the ramp. To the east of the door there are two small one-over-one aluminum sliders, one of which is boarded over. On the other side of the breezeway, at ground level of the north side of the building, there is a metal roll-up freight door with an inset personnel door and seven sets of boarded windows in wooden casings and a set of double solid metal doors.

In the middle of the south side of Building 76 is the breezeway which connects the two buildings. Both east and west sides of the breezeway have two square vents, one large, one small and three one-over-one aluminum sliders with wooden casings. The other personnel entrance to the pool can be accessed on the south side of the building to the east of the breezeway and has a concrete staircase with metal handrails which lead up to two single personnel solid metal doors with two sets of boarded windows on either side.

State of California — The Resources Agency **Primary #** Bldg. 76: P-01-005910
Bldg. 134: P-01-005909
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 2 **of** 9 ***Resource Name or #** (Assigned by recorder)**:** Gymnasium and Pool

***Recorded by:** C. Brookshear, K. Clementi, and C. McMorris ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Building 134 is a large rectangular building on a concrete foundation and is attached to Building 76 by the previously described enclosed breezeway (**Photograph 4**). The gymnasium covers a total of 36,959 square feet. Its two-story height is topped by a low-pitched side-gable roof accessed by metal exterior ladders on the northeast and northwest sides and pairs of metal louver vents are located in the gable peaks. There are single-story shed roof extensions on the north and south sides (**Photographs 5, 6**). The walls are clad in horizontal vinyl siding with large louvered vents located in the upper story on the north and south sides. The façade faces south with a centralized, inset stuccoed entrance including aluminum-framed and glazed double doors flanked by fixed windows. The building has a series of frosted single story aluminum framed hopper windows along the north and south sides; the windows are grouped in fours. Double sets of similar widows without the frosted glazing are located along the height of the second story also on the north and south sides. The west side includes a large metal roll-up door with a shed roof extension over it and three metal personnel doors, of which one is a double door. The personnel door furthest south has a small flat roof extension above it and the other single personnel door has a concrete ramp with metal railing leading up to it. On the east side is a similar metal roll-up door and shed roof extension with two personnel doors to the north of it. Also on the east side is a personnel door providing access to the northern extension.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear, K. Clementi, and C. McMorris, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: Building 76 on left, Building 134 on right, camera facing east, December 11, 2009.

State of California — The Resources Agency **Primary #** Bldg. 76: P-01-005910
Bldg. 134: P-01-005909
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 9 ***Resource Name or #** (Assigned by recorder)**:** Gymnasium and Pool

***Recorded by:** C. Brookshear, K. Clementi, and C. McMorris ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: Building 76 northeast corner, facing southwest, December 11, 2009.

Photograph 3: Building 76 southeast corner, facing northwest, December 11, 2009.

State of California — The Resources Agency **Primary #** Bldg. 76: P-01-005910
Bldg. 134: P-01-005909
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 9 ***Resource Name or #** (Assigned by recorder)**:** Gymnasium and Pool

***Recorded by:** C. Brookshear, K. Clementi, and C. McMorris ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Photograph 4: Building 134 northwest corner, Camera facing southeast, September 29, 2009.

Photograph 5: Building 134 southwest corner, camera facing northeast, September 29, 2009.

State of California — The Resources Agency	**Primary #** Bldg. 76: P-01-005910 Bldg. 134: P-01-005909
DEPARTMENT OF PARKS AND RECREATION	**HRI#**
CONTINUATION SHEET	**Trinomial**

Page 5 **of** 9 ***Resource Name or #** (Assigned by recorder)**:** Gymnasium and Pool

***Recorded by:** C. Brookshear, K. Clementi, and C. McMorris ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

Photograph 6: Building 134 northeast corner, camera facing southwest, December 16, 2009.

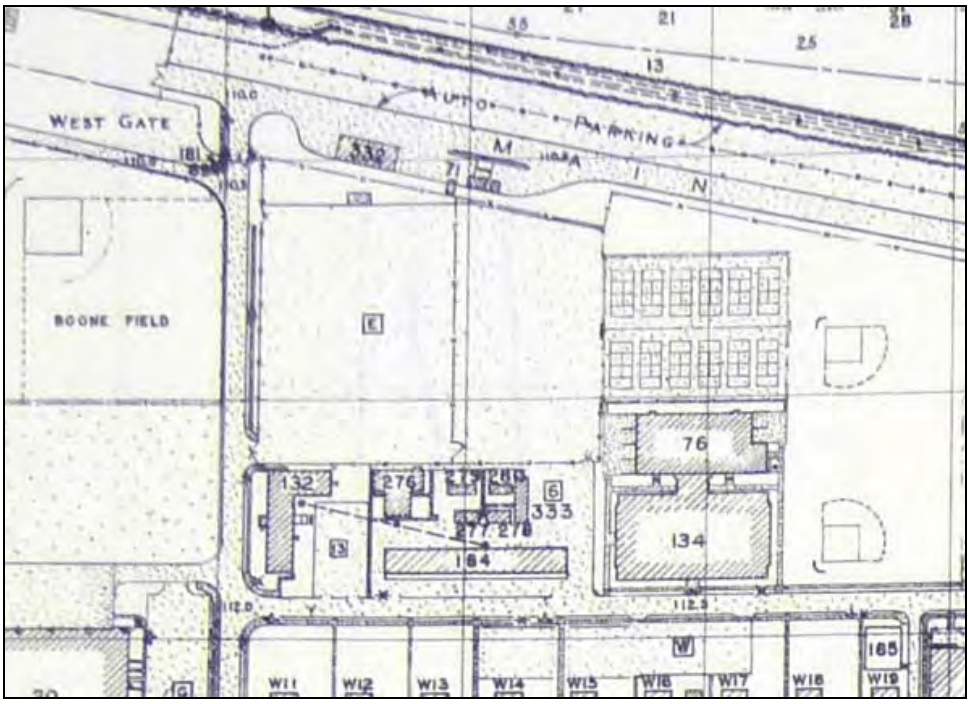
Photograph 7: 1945 historic photograph of Pool and Gymnasium in upper left corner.[1]

[1] "Assembly & Repair Buildings, NAS, Alameda, -Sept. 1, 1949," in "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

State of California — The Resources Agency **Primary #** Bldg. 76: P-01-005910
Bldg. 134: P-01-005909
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 9 ***Resource Name or #** (Assigned by recorder)**:** Gymnasium and Pool

***Recorded by:** C. Brookshear, K. Clementi, and C. McMorris ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**



Photograph 8: 1949 map of Pool and Gymnasium area before 1950s expansion of runway,[2]

Photograph 9: Circa 1952 photograph of runway expansion near Pool and Gymnasium.[3]

[2] US Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1949," RG12, BuDocks Naval Shore Activities-12th Naval District, 1942-54- Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California.
[3] US Navy, *US Naval Air Station's Photograph Album, Alameda, California, c. 1952,* Oakland History Room, Oakland Public Library, Oakland, California.

State of California — The Resources Agency **Primary #** Bldg. 76: P-01-005910
Bldg. 134: P-01-005909
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 7 **of** 9 ***Resource Name or #** (Assigned by recorder)**:** Gymnasium and Pool

***Recorded by:** C. Brookshear, K. Clementi, and C. McMorris ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about Buildings 76 and 134, to assess if they retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Although the station contributed vital functions to the Navy during the Cold War, 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.

Contractors Johnson Drake and Piper constructed Building 76 constructed in 1942 at a cost of $111,000. It served as a swimming pool facility for NAS military personnel. When Building 134, the gymnasium, was constructed in 1945 to the south of the Building 76, the two were connected by a small enclosed breezeway.[4] In 1956 one of three close-circuit TV cameras was mounted on the roof of the building to aid the Control Tower in Building 19 in viewing areas of the runway which were previously unobservable because of the surrounding buildings.[5]

Building 134 was constructed in 1945 by the Dinwiddie Construction Company of San Francisco as a multipurpose gymnasium for NAS military personnel. Throughout the active years of NAS the gym offered a complete athletic program which included swimming, boxing, volleyball, badminton, basketball, weight lifting and handball among others. Group activities such as athletic tournaments' and dances were also offered. The equipment room supplied all outdoor gymnasium activities including softball, hardball and football as well as loaner equipment for parties, skiing, camping, gun range activities and other off-base sports activities.[6]

Originally built in 1945 the interior of the gymnasium was renovated in 1959 to better serve the athletic needs of its personnel. When the renovation was complete there was also a sportsman's armory where 12-gauge shotguns, 22-caliber rifles and pistols could be checked out. The Oakland Raiders football team temporarily leased a portion of Building 134 in the early 1960s for their practice facility. They used the football field in the quadrangle between Building 2 and Building 4. During the first half of the 1970s the interior of the gym was also improved as well as the game fields associated with it. In 1972, the roof was repaired and painted and in 1987 the roof was replaced as well

[4] Building 76, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.
[5] "TV Used to Control NAS Aircraft Traffic" *The Carrier*, 2 Mar 1956.
[6] Building 134, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; "Something for Everyone at Gym; Staff Provides Facilities for Full Athletic Program," *The Carrier*, 4 January 1957.

as the electrical and faulty infrastructure, which was upgraded.[7] Additional renovations were made to both buildings over the years, including window / door replacements, vinyl exterior cladding, and addition of a contemporary awning on the south side of Building 134. More recently, exterior steps for the racquetball courts on Building 176 were removed.

Evaluation

Although construction of the Enlisted Men's Pool and Gymnasium were part of the original period of construction on the station, and falls within the period of significance for the NAS Alameda Historic District (1938-1945), they have been heavily modified and do not convey potential association with the district's significance under NRHP Criterion A (CRHR Criterion 1). Furthermore, the lack of historic integrity prevents Buildings 76 and 134 from conveying any potential architectural design significance they may have had under NRHP Criterion C (CRHR Criterion 3). The original historic district significance discussion stated,

> 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.
>
> … 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.[8]

The buildings considered to be non-contributors were those within the district that were either built outside the period of significance (i.e., post 1945), or those built within the period of significance that had lost integrity through alteration. Buildings 76 and 134 were placed in the latter category because the buildings were so altered through multiple changes over time that they do not contribute to the district.[9] Research undertaken for this project in building plans, base maps, and aerial photographs indicates that while the buildings were originally constructed during the period of significance, many exterior and interior changes have been made since that time including replacing the original wooden exterior with metal siding on both buildings, replacement of original wooden windows with aluminum, infill of windows with vents on Building 76, removal of windows on the south side of Building 134 and later addition of aluminum windows, enclosure of playing courts on the west side of Building 76. The setting of the area has also changed since the period of construction of the buildings with the expansion of the runway to the northwest corner of Building 76, which required the removal of playing fields to the north of Building 76. Over time, many buildings in the area west of the Pool and Gymnasium have also been removed and the area currently includes a

[7] US Navy, *Command History 6 of 25, 25 Jul 1959,* History of US Naval Air Station 1 Nov 1940 to 31 Dec 1958, Compartment 5757-1b, Box 1 of 2, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 27; US Navy, *History of US Naval Air Station, Alameda, 01 Nov 1940 to 31 Dec 1958,* NAS Command History 1940-1958, 5757-1b, Box 1 of 2, RG 181, NARA (San Francisco), 7; "License for non-federal use of Real Property Noy (R) 57966," 1960 and 1961, Airbase Real Estate Acquisition Files, RG 181, NARA (San Francisco); US Navy, *1972 NAS Command History,* Unlabeled folder contains 1972 Command History, RG 181; *1987 NAS Command History,* History of US Naval Air Station 1987, Compartment 5757-1b, Box 2 of 2, RG 181, NARA (San Francisco).

[8] Sally B. Woodbridge, "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," (1992), 1-2, 11-12.

[9] Woodbridge, "Historic Architectural Resources Inventory," inventory form for Buildings 76 and 134..

State of California — The Resources Agency	**Primary #** Bldg. 76: P-01-005910 Bldg. 134: P-01-005909
DEPARTMENT OF PARKS AND RECREATION	**HRI#**
CONTINUATION SHEET	**Trinomial**

Page 9 **of** 9 ***Resource Name or #** (Assigned by recorder)**:** Gymnasium and Pool

***Recorded by:** C. Brookshear, K. Clementi, and C. McMorris ***Date:** September 29, 2009 ☐ **Continuation** ☒ **Update**

skate park. Buildings 76 and 134, therefore, do not convey association with the context of World War II and are not eligible for inclusion in the historic district.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[10] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 76 and 134, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because they lack 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). The buildings do not exemplify an important type, period, or method 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).

Buildings 76 and 134 do not meet the criteria for listing in the NRHP individually, nor are they located within the NAS Alameda Historic District and are not eligible for inclusion in the district.

***B14. Evaluator:** C. Miller; C. McMorris

***Date of Evaluation:** January 2010 / July 2010

[10] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

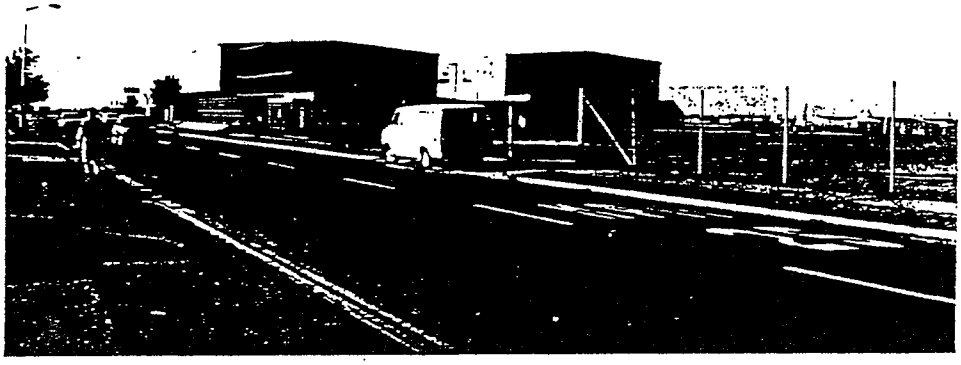
1.& 2. Historic/Current name: Buildings 76 and 134, Pool and Gymnasium
3. Street: Ave. A, **NAS Alameda Map:** J-26 City: Alameda Zip: 94501
County: Alameda Code:001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: These two buildings are large, rectangular, wooden, hangar-like structures with very low-pitched gable roofs and several shed-like additions. They are connected by a covered walkway. Both have asbestos siding which has been removed and replaced with wood siding.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

NAS ALAMEDA Buildings 154 & 76



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HISTORICAL INFORMATION

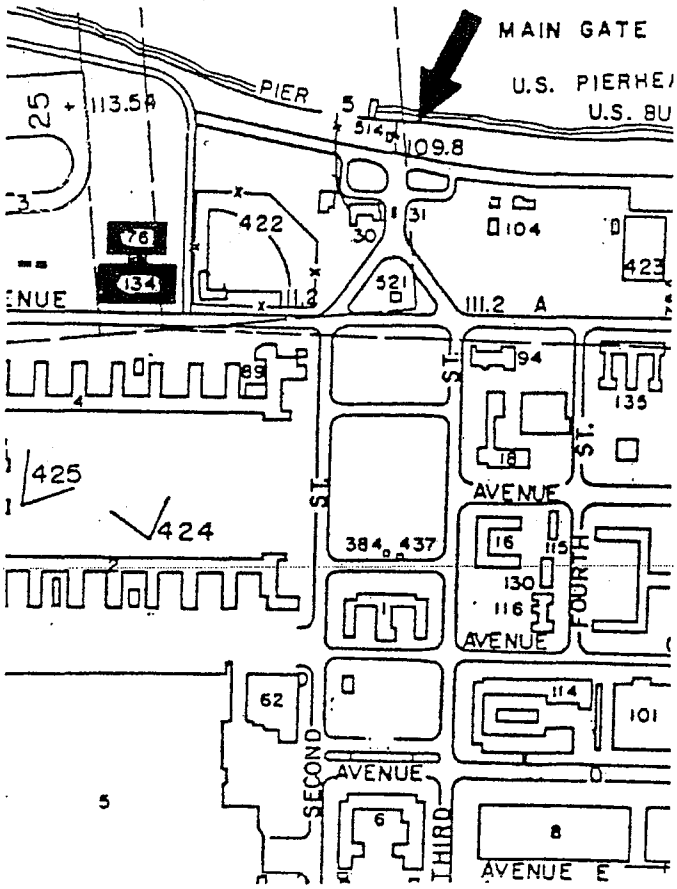
14. Construction date: Bldg. 76 - 1942; Bldg. 134 - 1945. Original location: yes
15. Aterations: Bldg. 76 - one-story, wooden units added to the W end and siding replaced; Bldg. 134 - one-story shedlike additions to the S side.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: Buildings 76 and 134 do not contribute to the NAS Alameda Historic District because of alterations and additions that have resulted in a loss of integrity.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011205
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 7 ***Resource Name or #:** Hazardous Material Storage

P1. Other Identifier: Buildings 614, 615, 616 and D-13

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1061 W. Tower Ave (Building 615); 1750 Orion St. (Building 616) 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The hazardous material storehouses, Building 614, 615, and 616, have similar architectural elements. Buildings 614 and 615 are located within the NAS Alameda Historic District, but are non-contributing elements. They are rectangular warehouses set on concrete foundations with low sloped, front gable, corrugated metal roofs that had slight extensions over the bay and personnel doors. The walls are clad in prefabricated corrugated metal siding with metal corner boards and metal louver vents near the base of the walls. The size and the amount of doors varies between the buildings; however all of the bay roll-up metal doors have solid transom panels. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 614, camera facing southeast, October 1, 2009

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
Bldg. 614-616:1982; Bldg. D-13:1984; US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/1/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011205
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 7 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Hazardous Material Storage

B1. Historic Name: Hazardous Material Storehouse
B2. Common Name: Hazardous Material Storehouse
B3. Original Use: Hazardous Material Storehouse B4. Present Use: Hazardous Material Storehouse
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1982, modified 1984

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Hazardous Materials Storage (Buildings 614, 615, 616 and D-13) are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet.

State of California — The Resources Agency **Primary #** P-01-011205
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 7 ***Resource Name or #** (Assigned by recorder) Hazardous Material Storage

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

Building 614 is located east of the airfield and west of Building 5. It is the smallest, covering 960 square feet, with two roll-up metal doors on the south side and single roll-up metal doors on the east and west sides. Additionally there are solid metal personnel doors located on the west and south sides.

Building 615 is located south of Building 5 and has the largest square footage at 2,400. It has the same plan as Building 614, aside from having four roll-up doors located on the south side which are accompanied by two personnel doors. Building 616, measuring 1,800 square feet, is located in the southeastern portion of the naval base, east of Building 170 and has a slightly different plan than the other two buildings. The south façade has a total of four bays with roll-up metal doors; it also has a series of clerestory windows to the east of the bays. The north side contains a second set of four bays with roll-up metal doors and a metal and glazed personnel door on the west end. The west side has a single, aluminum-framed sliding window, the rest of the side is obstructed from view by a portable storage container. The south side includes a single roll-up metal door. Building D-13 is a covered metal storage bay to the east of Building 616.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category range from small pre-engineered structures to large steel or wood frame warehouses. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Buildings 614, 615, 616 were constructed in 1982 for the purpose of hazardous storage. Building D-13 was constructed in 1984, also for hazardous storage. Historically, Building 614 was used for paint storage, Building 615 stored electrical equipment and parts, though it now stores hazardous materials. Building 616 served as office space and material storage in additional to hazardous materials storage. According to building records, the buildings were

[1] 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), 8-1.

*Recorded by: C. Brookshear and S. Miltenberger *Date: October 1, 2009 ☒ Continuation ☐ Update

modified in 1984; however, the modification was not disclosed. All four buildings appear to be unmoved from their original location.[2]

Evaluation

Buildings 614, 615, 616 and D-13 were constructed during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time as storage. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the storage function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although they retain a measure of integrity from when they were constructed, they were unremarkable in their use in routine fleet support, and were not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda buildings are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). These buildings are typical of Cold War-era storage facilities located on military bases. These buildings do not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Buildings 614, 615, 616 and D-13 are not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[2] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 22: The Southeastern Refinery and Heavy Industrial Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 10: Building 5 Heavy Industrial Zone NAS Alameda, Alameda, California. Contract No. N62474-93-D-2151. Delivery No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; Buildings 614-616 and D-13, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011205
HRI#
Trinomial

Page 5 **of** 7 ***Resource Name or #** (Assigned by recorder) Hazardous Material Storage

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 615, camera facing southwest, October 1, 2009.

Photograph 3: Building 616, camera facing southeast, October 14, 2009.

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CONTINUATION SHEET

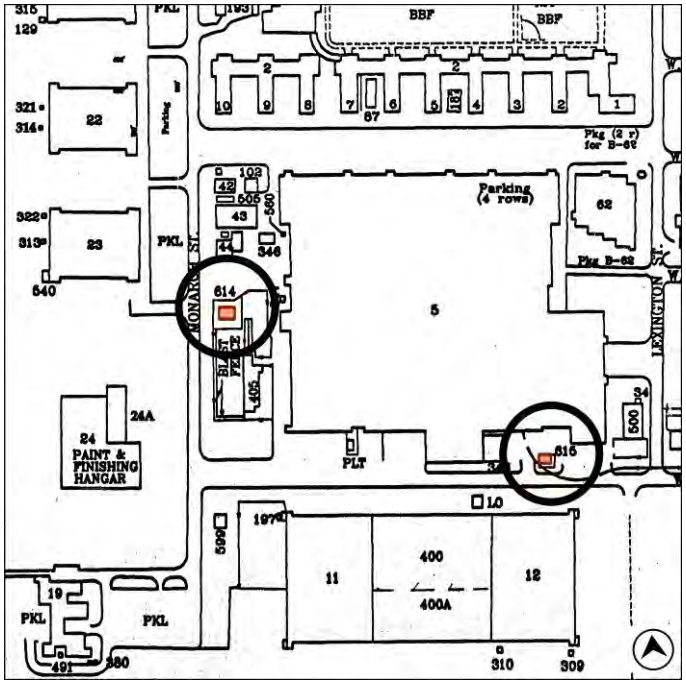
Primary # P-01-011205
HRI#
Trinomial

Page 6 **of** 7 ***Resource Name or #** (Assigned by recorder) Hazardous Material Storage

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building D-13, camera facing southeast, December 16, 2009.

Sketch Maps:



Buildings 614 and 615

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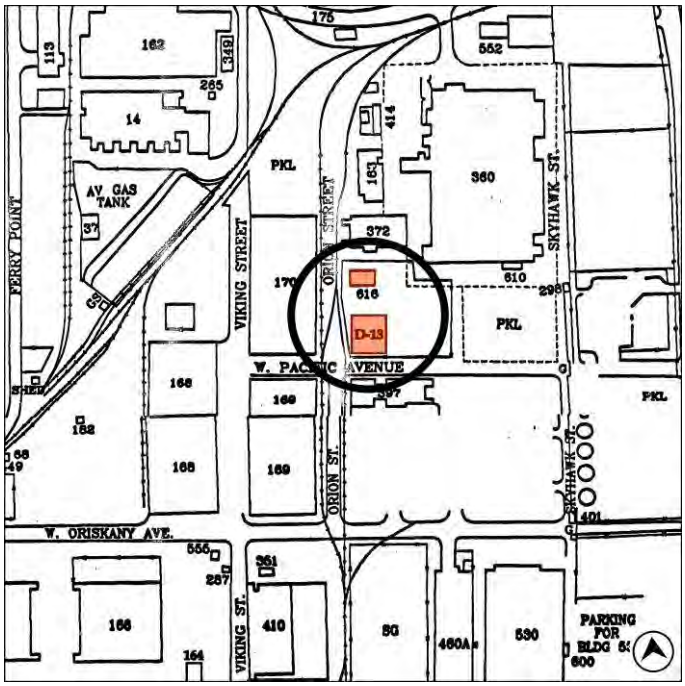
Page 7 **of** 7 ***Resource Name or #** (Assigned by recorder) Hazardous Material Storage

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** October 1, 2009 ☒ **Continuation** ☐ **Update**



Buildings 616 and D-13

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011208
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings Review Code	Reviewer	Date

Page 1 **of** 5 *__Resource Name or #:__ High Explosive Arch Type Magazines

P1. Other Identifier: Buildings 355, 356, 357, 358, 359

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 355, 356, 357, 358, and 359 are treated as a group on this form and are arranged in an L-shape formation **(Photograph 1)**. The buildings are earthen mound magazines measuring 192 square feet with a cut one-third of the way on the north side with a three wall inset made of board formed concrete. The north wall has a gable end on the west side and is angled approximately 110 degrees **(Photograph 2)**. The east wall has the building number and the south wall has a metal blast door **(Photograph 3)**. The magazines are covered in several varieties of ice plant, and tall metal vents are located on the top of the magazines on the southern end.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: High explosive Arch-type magazines, camera facing southeast, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) High Explosive Arch Type Magazines

B1. Historic Name: Fuse-Detonator Magazines
B2. Common Name:
B3. Original Use: Fuse-Detonator Magazines B4. Present Use: Not in use
***B5. Architectural Style:** Military Plan
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: BuDocks b. Builder: US Navy
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 355-359 were constructed within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992, however they are not within the district boundaries and were found to be "non-contributing temporary or miscellaneous, nondescript structure," thus they were not previously evaluated as potential contributors. This form: 1) re-evaluates the eligibility of these buildings within the World War II-era historic context for the station, assessing whether the buildings are historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes.

Buildings 355, 356, 357, 358, 359 are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

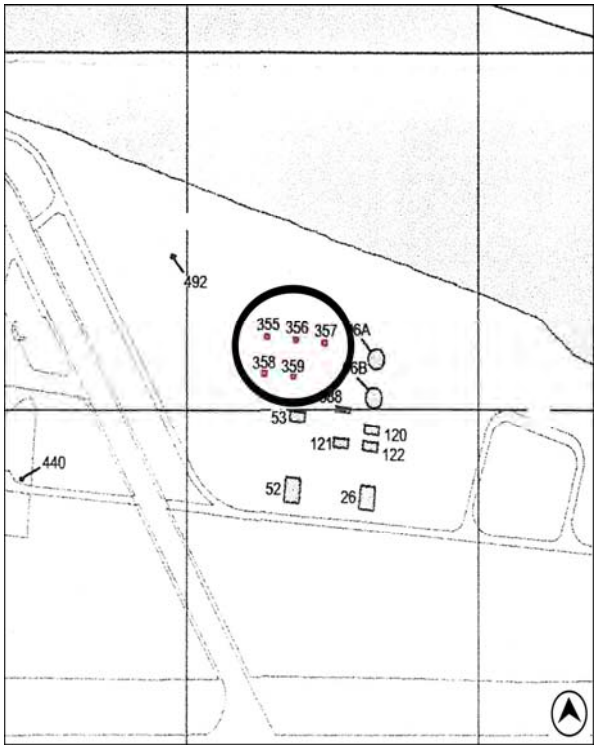
***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010 / June 2010

(This space reserved for official comments.)



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CONTINUATION SHEET	Trinomial

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) High Explosive Arch Type Magazines

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Built in 1941, Buildings 355-359 appear to be one of two versions of the "Standard Magazine: High Explosive Arch Type" plan which is a single arch, earth-covered reinforced concrete magazine with blast barricade opposite a single steel door.[1] The construction of the magazines also appear to have been part of a lump funding request for high explosive magazines, fuse and detonator magazines, small arms magazines, a pyrotechnic magazine, smoke drum storehouses, and an inert storehouse.[2] Because of the hazardous function, the Navy situated magazines away from the main portions of the station.

There are fewer than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those on NAS North Island.

Evaluation

Because of the standardization and ubiquity of magazines on both Naval stations and stations of other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these resources. This program comment applies to ammunition storage facilities that are not a part of a historic district. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of aboveground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the

[1]US Navy, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," October 2006, 27.

[2] US Navy, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," October 2006, A1.1.

best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda
are addressed by this Program Comment as none have been identified as a contributor to a historic district. Upon the completion of the thematic study by the Navy and selection of three representative installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

Buildings 355-359 do not contribute to the historic district because they lack historic significance within the context of the station's initial construction and development during World War II. As noted, these magazines were a necessary component of the operations and fleet support functions on NAS Alameda, but the function of Building 355-359 for ammunition storage was not central to NAS Alameda World War II activities, and do not represent an important component of the station's facilities that would render them historically significant.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. These magazines are not eligible for listing in the NRHP or CRHR because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. This group of magazines, were used for ammunition storage, which was not central to NAS Alameda World War II operations, or A&R activities, nor did it the resource make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

In the larger context of the naval operations in California and nationwide during this period, the magazine and ordnance handling function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These buildings were unremarkable in their use in routine fleet support, and were not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 355-359 were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general (NRHP Criterion A / CRHR Criterion 1). These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). These facilities do not have a direct or important association with a historically significant individual, nor are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011208
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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) High Explosive Arch Type Magazines

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 358, camera facing northeast, October 14, 2009.

Photograph 3: Building 355, camera facing east, October 14, 2009.

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PRIMARY RECORD

Primary # P-01-011212
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** High Explosive Magazine Area

P1. Other Identifier: Buildings 353, 354, 441 and 442

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Buildings 353, 354, 441 and 442 are treated as a group on this form because of their similar design, period of construction, and location. Buildings 353 and 354 are 53 feet long by 26 feet wide earthen magazines with a cut one-third of the way on the north side with plywood panel formed concrete walls that enclose 1,415 square feet **(Photographs 1 and 2)**. The retaining wall to the north is angled at approximately 110 degrees. The south wall has a pair of double metal gable doors with louvered vents. A metal vent is located on the top of the magazine on the southern end. The south side was not accessible. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 354 foreground, camera facing west, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
Bldg. 353 & 354: 1952;
Bldg. 441 & 442: 1959, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/13 & 12/16/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011212
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) High Explosive Magazine Area

B1. Historic Name: Magazine Area
B2. Common Name: Magazine Area
B3. Original Use: Magazine Area B4. Present Use: Not in use
***B5. Architectural Style:** Military Plan
***B6. Construction History:** (Construction date, alterations, and date of alterations) Bldg. 353 & 354: 1952; Bldg. 441 & 442: 1959.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: BuDocks b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The buildings located in this magazine area—Buildings 353, 354, 441, and 442—are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet)

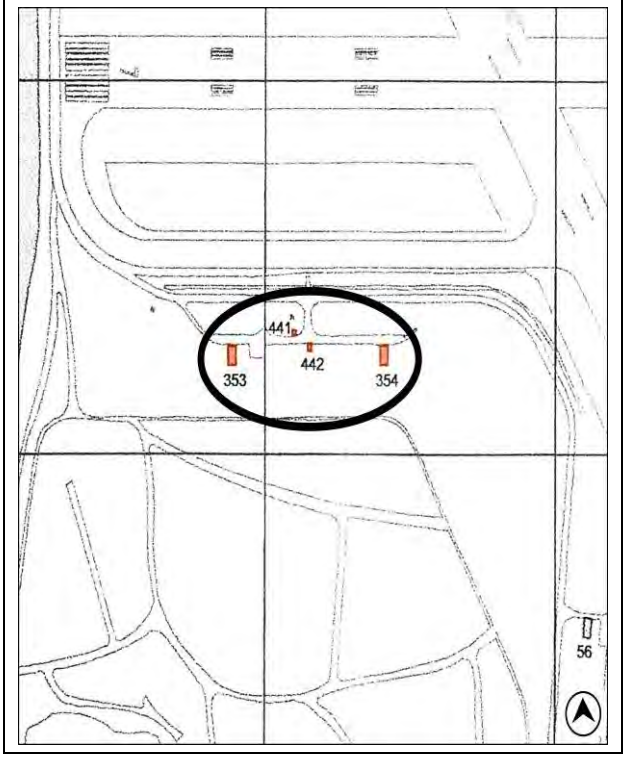
Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman
***Date of Evaluation:** January 2010 / July 2010

(This space reserved for official comments.)



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011212 HRI# Trinomial

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) High Explosive Magazine Area

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 12, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

Building 441 and 442 are located between Buildings 353 and 354 **(Photograph 3)**. Building 441 is a thirteen by nine foot concrete building with a shed roof measuring 117 square feet. The east side has a personnel door with boarded up corner windows on the northeast and northwest corners with rectangular openings below each window. The west side has a corner window on the southwest side. The south side was not accessible **(Photograph 4)**. Building 442 is a 360 square foot building measuring 18 feet by ten feet and is a composed of a two-story concrete tower and a one-story shed roof section on the south **(Photograph 5)**. The east side has a metal staircase with hand rail to the second story of the tower. Boarded up corner windows are located on the northeast, northwest, and southwest corners with rectangular openings below each window. The one-story section has a personnel door on the west side. The south side was not accessible.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. This group of buildings is not eligible for listing in the NRHP or CRHR because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. The group did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

There are fewer than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those on Naval Air Station, North Island.

Buildings 353 and 354 were constructed in 1952 as part of a $2.3 million contract (NOy 72364) to expand aviation facilities. This contract included the construction of a new runway, fuel storage, multiple magazines, ammunition lockers, and storage buildings in addition to a perimeter road.[1] These high explosive magazines appear structurally unaltered since construction. The activities conducted within these buildings were limited to high explosives, such as aircraft bombs and mines, storage.[2]

[1]US Navy, "History of the US Naval Air Station, Alameda, Captain R.R. Waller, US Navy Commanding, 1 July 1952 to 31 December 1952," Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes, 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Record Administration, Pacific Region, (San Francisco).

[2] United States 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*, vol. 1, (Washington, D.C.: United States Government Printing Office, 1947), 325.

Building 441 was constructed in 1959 to serve as a guard tower for the nearby high explosive magazines located in the western end of the naval base.[3] Aside from the boarded up windows, Building 441 appears unaltered since its construction. Building 442 was constructed in 1959 to serve as a control center and watch tower for the western magazine area. The building originally contained a back up generator and transformer in addition to its use as a watch tower.[4] Aside from the boarded-up windows the building appears unchanged since construction and is currently abandoned.

Evaluation

Because of the standardization and ubiquity of magazines on both Naval stations and stations of other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these resources. This program comment applies to ammunition storage facilities that are not a part of a historic district. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of aboveground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda are addressed by this Program Comment as none have been identified as a contributor to a historic district. Upon the completion of the thematic study by the Navy and selection of three representative installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

These resources were built during Cold War operations on NAS Alameda, and were part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[5] In the larger context of the naval operations in California and nationwide during this period, the magazine and ordnance handling function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These buildings were unremarkable in their use in routine fleet support, and were not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[3] Building 441, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.
[4] IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 1: The Western Landfill Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034," Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; Building 441, *iNFADS*, 2008.
[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) High Explosive Magazine Area

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 12, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 353, camera facing southwest, October 13, 2009.

Photograph 3: Building 441 on right, Building 442 on left, camera facing south, December 16, 2009.

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Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) High Explosive Magazine Area

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 12, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 441, camera facing south, December 16, 2009.

Photograph 5: Camera facing south, December 16, 2009.

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PRIMARY RECORD

Primary # P-01-011213
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 20 ***Resource Name or #:** Housing - 1960s Family Housing

P1. Other Identifier: Buildings FH-730 through 752, 754, 759, 761, 784, 800, 812, 814, 816, 837 / 1960s Housing

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: See Tables P3a. 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form addresses 89 housing buildings constructed on NAS Alameda between 1963 and 1966. This housing was constructed as part of a construction program to replace inadequate housing and shares design and construction history. Visually and conceptually these are divided into three groups, single family officers' housing, multi-family officers' housing and multi-family enlisted housing. Each group will be described separately. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #)
Photograph 1: Typical Plan B view, FH-743, camera facing north, November 12, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1963-1966, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 11/12/2009

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 20 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Housing - 1960s Housing

B1. Historic Name: Capehart Housing/ Family Housing/ Officer Housing/ Enlisted Housing
B2. Common Name: Family Housing
B3. Original Use: Housing B4. Present Use: Housing
***B5. Architectural Style:** Ranch and Minimal Traditional
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1963-1966; alterations unknown.

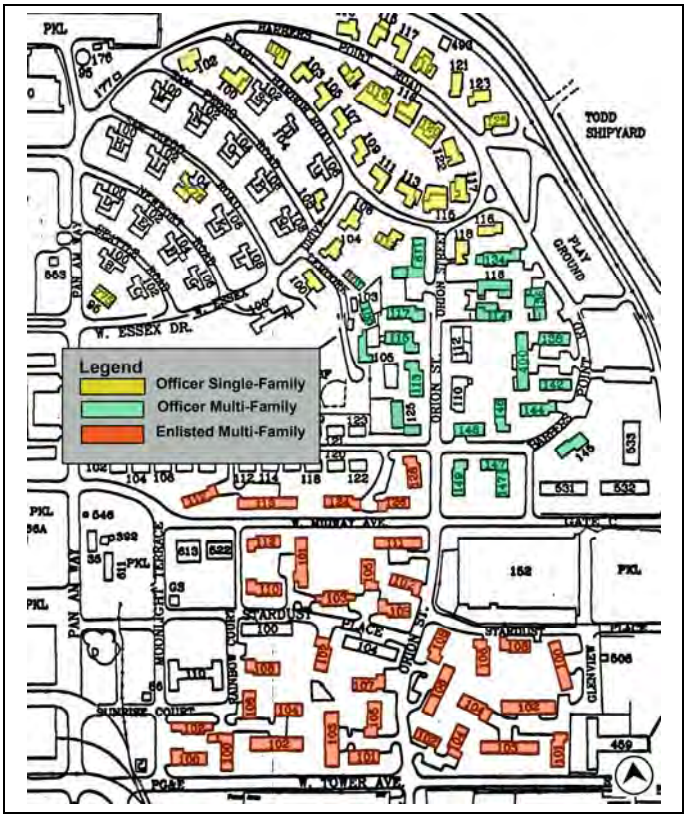
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: West America Engineering Co., Inc. b. Builder: William and Burrows Construction Co
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Evaluations of the housing addressed on this form are in two categories. NAS Alameda constructed 49 of these buildings under the Capehart funding program. The Navy built another 40 buildings addressed by this form with appropriated funds. The 49 houses constructed under the Capehart funding program have been evaluated using the contextual data developed under the Program Comment for Wherry and Capehart era Family Housing at Air Force and Navy Bases. The other 40 properties built with appropriated funds have been evaluated separately under standard methods applying the criteria for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). (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); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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.



B13. Remarks:

***B14. Evaluator:** Cheryl Brookshear

Date of Evaluation: January 2010 / June 2010

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description / P5a. Photographs (cont.):**

Single Family Residences

Most of the 32 single family buildings are located along Barbers Point Road and Pearl Harbor Road; two units are located among the 1940s officer housing as infill in the residential area of the station (the residential area is in the northeast corner of NAS Alameda). Addresses are listed in **Table 1** below. The buildings were part of a multiyear program to redevelop family housing on the base. Buildings are set off the streets in park-like grassy areas with scattered plantings. Most of the streets in the area were altered to have slight curves or not align with other streets.

Table 1. Single Family Residences

Building Number	Navy Address	City of Alameda Address	Built Date	Plan	Square Feet
FH-730	102 Barbers Point Road	2901 Barbers Point Road	1963	B	1,500
FH-731	100 Pearl Harbor Road	2855 Pearl Harbor Road	1963	C	1,500
FH-732	101 Pearl Harbor Road	2850 Pearl Harbor Road	1963	C	1,500
FH-733	103 Pearl Harbor Road	2840 Pearl Harbor Road	1963	C	1,500
FH-734	105 Pearl Harbor Road	2830 Pearl Harbor Road	1963	C	1,500
FH-735	107 Pearl Harbor Road	2820 Pearl Harbor Road	1963	C	1,500
FH-736	106 Alameda Road	250 W. Essex Drive	1963	A	1,840
FH-737	112 Pearl Harbor Road	2775 Pearl Harbor Road	1963	C	1,500
FH-743	113 Barbers Point Road	2870 Barbers Point Road	1964	B	1,500
FH-744	114 Barbers Point Road	2861 Barbers Point Road	1964	C	1,500
FH-745	115 Barbers Point Road	2860 Barbers Point Road	1964	C	1,500
FH-746	116 Barbers Point Road	2841 Barbers Point Road	1964	B	1,500
FH-747	117 Barbers Point Road	2850 Barbers Point Road	1964	C	1,500
FH-748	118 Barbers Point Road	2831 Barbers Point Road	1964	C	1,500
FH-749	109 Pearl Harbor Road	2800 Pearl Harbor Road	1964	C	1,500
FH-750	111 Pearl Harbor Road	2790 Pearl Harbor Road	1964	C	1,500
FH-751	113 Pearl Harbor Road	2780 Pearl Harbor Road	1964	C	1,500
FH-752	104 Alameda Road	350 Alameda Road	1964	A	1,840
FH-765	118 Norfolk Road	2750 Pearl Harbor Road	1965	M	1,575
FH-766	116 Norfolk Road	2745 Orion Street	1965	M	1,575
FH-767	115 Pearl Harbor Road	2760 Pearl Harbor Road	1965	B	1,500
FH-768	117 Pearl Harbor Road	2756 Pearl Harbor Road	1965	M	1,575
FH-769	122 Barbers Point Road	2811 Barbers Point Road	1965	M	1,575
FH-770	120 Barbers Point Road	2821 Barbers Point Road	1965	B	1,500
FH-771	119 Barbers Point Road	2840 Barbers Point Road	1965	B	1,500
FH-772	121 Barbers Point Road	2830 Barbers Point Road	1965	M	1,500
FH-773	123 Barbers Point Road	2820 Barbers Point Road	1965	B	1,500
FH-774	125 Barbers Point Road	2810 Barbers Point Road	1965	M	1,575
FH-775	95 Alameda Road	555 W. Essex Drive	1965	--	1,880
FH-776	104 San Diego Road	2815 San Diego Road	1965	--	1,880
FH-777	105 Alameda Road	307 W. Essex Drive	1965	--	1,597
FH-778	100 Lemoore Road	2701 Lemoore Road	1965	--	1,880

Most of the buildings consist of repeating building plans, A, B, C and M, and are one-story Ranch style houses clad with stucco, with a brick chimney and gable roof with composite roof shingles. Plans B and A are very similar four bedroom nearly rectangular houses with irregular shaped floor plans that are mirror images of each other except for an additional window on the front façade of Plan A between the recessed main entrance and carport (**Photograph 1 and 2**). Plan C has an 'L' shaped layout with recessed entrance located in the 'L' (**Photograph 3**). Plan M has a rectangular plan; however, most houses lack the planned brick chimney (**Photographs 4 and 5**). Windows consist of three sizes of metal framed sliding windows, small, medium and large. Each building has a paved driveway and partially enclosed wood siding carport wall with a shed roof addition off the back and a fenced area at the rear of the building (Plan B and A) or to the side (Plan C). The most common alterations are to the carport area with additions off the back and partial or full enclosure of the sides and front opening to such buildings as FH-730, 732, 733, 734, 749 and 766.

Four houses that lack identified plans are spread throughout the residential area: FH-775 and 776 are located with the 1940s officer's housing, FH-777 is a two-story residence at the corner of W. Essex Drive and Pearl Harbor Road, and FH-778 is located on Lemoore Avenue across from FH-752. FH-775, 776, and 778 have the same floor plan with alterations. Buildings FH-775, 776, and 778 are of the same design. They each have a rectangular plan clad in stucco with a gable roof. A carport with exposed purlins and a partial vertical plank wall is located on one end and a recessed porch is located at the other (**Photographs 6 and 7**). A patio area is located behind the carport. A brick chimney is centrally located on the rear wall with a sliding glass door to one side. Windows consist of three sizes of metal framed sliding windows, small, medium and large. FH-775 has been altered to enclose the recessed end area on the northwest end with vertical wood planking (**Photograph 8**).

FH-777 is a two-story minimal traditional house that has a rectangular plan clad with stucco and a gable roof. A flat roof carport projects from the southwest corner of the house facing the street with a slightly recessed main entrance (**Photograph 9**). The southeast corner on the first floor is also recessed. Fenestration includes three sizes of metal framed sliding windows—small, medium and large—and the rear of the house has a door at the northeast corner.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

Photograph 2: Typical Plan A, Building FH-736, camera facing south, November 12, 2009.

Photograph 3: Typical Plan C, FH-749, camera facing east, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Typical Plan M view, FH-768, camera facing west, November 12, 2009.

Photograph 5: Typical rear view of Plan M lacking planned chimney, FH-765, camera facing southwest, November 4, 2009.

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Photograph 6: Typical front view of FH-775, 776, and 778, Building FH-778, camera facing southwest, November 12, 2009.

Photograph 7: Recessed end, Building FH-776, camera facing north, November 12, 2009.

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Photograph 8: Alteration to recessed area, FH-775, camera facing southeast, November 12, 2009.

Photograph 9: Building FH-777, camera facing northeast, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

Multi-Family Officer Housing

Twenty-one officers' multi-family housing buildings form two areas within the residential area of the station (the residential area is in the northeast corner of the station). The main area is on both sides of Orion Street between Midway and Pearl Harbor. Barbers Point Road forms the eastern boundary. A second group consisting of Buildings 779 through 781 is along the east side of Lemoore Road. Addresses are listed in **Table 2** below (buildings used for fire department practice have not received new addresses). The buildings are set off gently curving streets in park-like grassy areas with scattered plantings. Driveways and paved off street parking serve multiple buildings. Buildings 738-764 had fenced paved drying yard adjacent to the buildings, remnants remain around the vacant buildings.

Table 2. Multi-Family Officer Residences

Building Number	Navy Address	City of Alameda Address	Built Date	Number and Type of Units	Rank	Square Feet
FH-738	119 Norfolk Road	2751 Orion Street	1963	2 D, 3E	O-4/5	7,008
FH-739	117 Norfolk Road	2651 Orion Street	1963	4 E	O-4/5	5,080
FH-740	115 Norfolk Road	2601 Orion Street	1963	4 E	O-4/5	5,080
FH-741	113 Norfolk Road	2591 Orion Street	1963	2 E, 2F	WO,O-1/03	5,080
FH-742	125 Corpus Christi Road	201 Corpus Christi Road	1963	1 D, 4 E	O-4/5	6,840
FH-753	Demolished	----------	------	-------	----------	-------
FH-754	148 Barbers Point Road	Demolished	1964	2 D, 1 E	O-4/5	4,252
FH-755	146 Barbers Point Road	Demolished	1964	4 E	WO,O-1/03	5,040
FH-756	149 Barbers Point Road	170 Corpus Christi Road	1964	4 E	O-4/5	5,040
FH-757	147 Barbers Point Road	120 Corpus Christi Road	1964	1 D, 4 E	O-4/5	6,536
FH-758	144 Barbers Point Road	Demolished	1965	4 E	WO,O-1/03	5,040
FH-759	140 Barbers Point Road	Demolished	1965	6 E	WO,O-1/03	7,560
FH-760	Demolished	----------	------	-------	----------	-------
FH-761	114 Norfolk Road	Not Assigned	1965	4 E	WO,O-1/03	5,040
FH-762	136 Barbers Point Road	Demolished	1965	4 E	WO,O-1/03	5,040
FH-763	116 Norfolk Road	Not Assigned	1965	4 E	WO,O-1/03	5,040
FH-764	134 Barbers Point Road	Not Assigned	1965	4 E	WO,O-1/03	5,040
FH-779	101 Lemoore Road	2700 Lemoore Road	1966	2	O 4/5	3,194
FH-780	103 Lemoore Road	2650 Lemoore Road	1966	2	O 4/5	3,194
FH-781	105 Lemoore Road	2600 Lemoore Road	1966	2	O 4/5	3,194
FH-782	138 Barbers Point	2651 Barbers Point Rd	1966	4	WO,O-1/03	5,952
FH-783	142 Barbers Point	2601 Barbers Point Rd	1966	4	WO,O-1/03	5,952
FH-784	145 Barbers Point	2540 Barbers Point Rd	1966	4	O 4/5	6,200

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Buildings 738-742 and 753-764 utilize three different apartment plans (D, E, and F) which are combined with carports (one for each unit) in variations to form each building. The buildings are all two-story rectangles with side gable roofs (**Photographs 10 and 11)**. In buildings with five or six units the carports are incorporated into the building, with units above and to the sides (**Photograph 12**). Four unit buildings have one story carports with a flat roof attached to the ends of the buildings. The wood frame buildings are clad in stucco with built up gravel roofs. Exterior stairs lead to a full length second floor balcony on the main façade. The balcony also provides shelter for the first floor entrances. Small porches with sliding doors are located on the back side of each unit, usually off the kitchen portion of the apartment. Windows consist of three sizes of metal framed sliding windows, small, medium and large. Large windows are placed in the living/dining room area of the apartment and most of the bedrooms. A majority of the units are type E containing three bedrooms, unit type F contains two bedrooms and unit type D four bedrooms. As a result, buildings containing the four bedroom D units have more large windows. The kitchen area has medium sized windows and the bathrooms small windows. In buildings with four E type units additional doors have been added to the second floor providing direct access to one of the bedrooms.

The most common alterations are to the entrances. Wheelchair ramps have been added to Building 738, 740 and 742 for one of the first floor units. The free standing type E unit of Building 738 has been converted into a community laundry room and a patio added to the front and a rear window has been converted to a smaller window type. Buildings 755,758-764 have been used for City of Alameda Fire Department training. As a result the roofs have holes, most windows are broken and the interiors are damaged. However, these buildings are more likely to have nearly intact drying yards.

Photograph 10: 2D and 3E plan, Building 738, camera facing southwest, November 3, 2009.

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Photograph 11: Typical Plan E four unit building, Building 763, camera facing northeast, November 4, 2009.

Photograph 12: Plan D and E, Building 754 showing integrated carport, camera facing northeast, November 4, 2009.

The 36 enlisted family housing buildings form a contiguous area on the south side of the residential area of the station (the residential area is in the northeast corner of the station). This area is bounded by Corpus Christi Road on the north, Tower Avenue (formerly Avenue F) on the south, Orion Road and Serenade Place on the east and Moonlight Terrace on the west. Addresses are listed in **Table 3** below.

Table 3. Enlisted Multi-Family Housing

Building Number	Navy Address	City of Alameda Address	Built Date	Number and Type of Units	Square Feet
FH-800	112 Pensacola Road	2501 Pensacola Road	1963	4 G	4,680
FH-801	113 Pensacola Road	2500 Pensacola Road	1963	4 G, 2 H	7,744
FH-802	124 Corpus Christi Road	240 Corpus Christi Road	1963	4 H	4,680
FH-803	126 Corpus Christi Road	230 Corpus Christi Road	1963	4 H	4,680
FH-804	128 Corpus Christi Road	200 Corpus Christi Road	1963	4 H	4,680
FH-805	112 7th Avenue	350 Midway Avenue	1963	4 H	4,680
FH-806	111 Norfolk Road	2471 Orion Street	1963	6 J	6,120
FH-807	110 El Toro Road	351 Stardust Place	1963	4 H	4,680
FH-808	101 Miramar Road	331 Stardust Place	1963	4 G, 2 J	7,444
FH-809	103 Miramar Road	271 Stardust Place	1963	4 H	4,680
FH-810	105 Miramar Road	251 Stardust Place	1963	4 H	4,680
FH-811	109 Norfolk Road	201 Stardust Place	1963	4 H	4,680
FH-812	102 Miramar Road	2451 Orion Street	1963	4 H	4,680
FH-813	Demolished	----------	1963	-----	-------
FH-814	102 Miramar Road	Not Assigned	1963	4 H	4,680
FH-815	Demolished	----------	1963	-----	-------
FH-816	108 7th Avenue	2370 Rainbow Court	1963	4 H	4,680
FH-817	106 7th Avenue	2350 Rainbow Court	1963	3 H	3,510
FH-818	100 6th Avenue	2300 Moonlight Terrace	1963	4 H	4,680
FH-819	102 6th Avenue	2330 Moonlight Terrace	1963	4 H	4,680
FH-820	100 7th Avenue	2301 Rainbow Court	1963	4 G	5,404
FH-821	102 7th Avenue	2300 Rainbow Court	1963	4 H, 2 J	6,720
FH-822	104 7th Avenue	2330 Rainbow Court	1963	3 H	3,510
FH-823	101 Norfolk Road	Not Assigned	1963	2 G, 1 H	3,872
FH-824	103 Norfolk Road	Not Assigned	1963	6 H	7,020
FH-825	105 Norfolk Road	Demolished	1963	4 H	4,680
FH-826	107 Norfolk Road	Not Assigned	1963	4 H	4,680
FH-827	108 Norfolk Road	Not Assigned	1963	4 H	4,680
FH-828	106 Norfolk Road	Demolished	1963	6 H	7,020
FH-829	102 Norfolk Road	Not Assigned	1963	3 H	3,510
FH-830	104 Norfolk Road	Not Assigned	1963	4 H	4,680

Building Number	Navy Address	City of Alameda Address	Built Date	Number and Type of Units	Square Feet
FH-831	106 Miramar Road	Not Assigned	1963	4 G	4,080
FH-832	108 Miramar Road	Not Assigned	1963	2 H, 2 J	4,380
FH-833	100 Glenview Road	Not Assigned	1963	4 H, 2 J	7,020
FH-834	102 Glenview Road	Not Assigned	1963	6 H	7,020
FH-835	104 Glenview Road	Demolished	1963	4 H	4,680
FH-836	103 Glenview Road	Not Assigned	1963	4 G, 2 H	5,262
FH-837	101 Glenview Road	Not Assigned	1963	4 H	4,680

The buildings are set off gently curving streets in park-like grassy areas with scattered plantings. Driveways and paved off street parking serve multiple buildings. Each building had a fenced paved drying yard adjacent to the building. Most of these have been removed in the rehabilitated units, remnants remain around the vacant buildings. There are seven repeated plans for these buildings and four additional individual plans. All the plans utilize three different apartment plans (G, H, and J) which are combined with carports (one for each unit) in variations to form each building. The buildings are all two story rectangles with side gable roofs. In buildings with three or six units the carports are incorporated into the building, with units above and to the sides (**Photograph 12**). Four unit buildings have one story carports with a flat roof attached to the ends of the buildings (**Photograph 13**). The wood frame buildings are clad in stucco with built up gravel roofs. The roofs of the rehabilitated buildings (FH 800-812 and 816-822) have been changed to composite shingles. Exterior stairs lead to a full length second floor balcony on the main façade. The balcony also provides shelter for the first floor entrances. Small porches with sliding doors are located on the back side of each unit, usually off the kitchen portion of the apartment. Windows consist of three sizes of metal framed sliding windows, small, medium and large. Large windows are placed in the living/dining room area of the apartment and most of the bedrooms. A majority of the units are type H containing three bedrooms, unit type J contains two bedrooms and unit type G four bedrooms. As a result, buildings containing the four bedroom G units have more large windows. The kitchen area has medium sized windows and the bathrooms small windows. In buildings with four H type units additional doors have been added to the second floor providing direct access to one of the bedrooms.

The most common alterations are to the entrances. Wheelchair ramps have been added to several of the rehabilitated buildings for at least one of the first floor units. Buildings 800, 804, 811, 812, 831, 821, and 822 have added wheelchair ramps (**Photograph 14**). In rare instances a carport bay has been enclosed. This occurs in Building 819 and 822. The balcony of Building 800 has been rebuilt of treated redwood. Buildings 814, 823-837 have been used for City of Alameda Fire Department training. As a result the roofs have holes, most windows are broken and the interiors are damaged. However, these buildings are more likely to have nearly intact drying yards.

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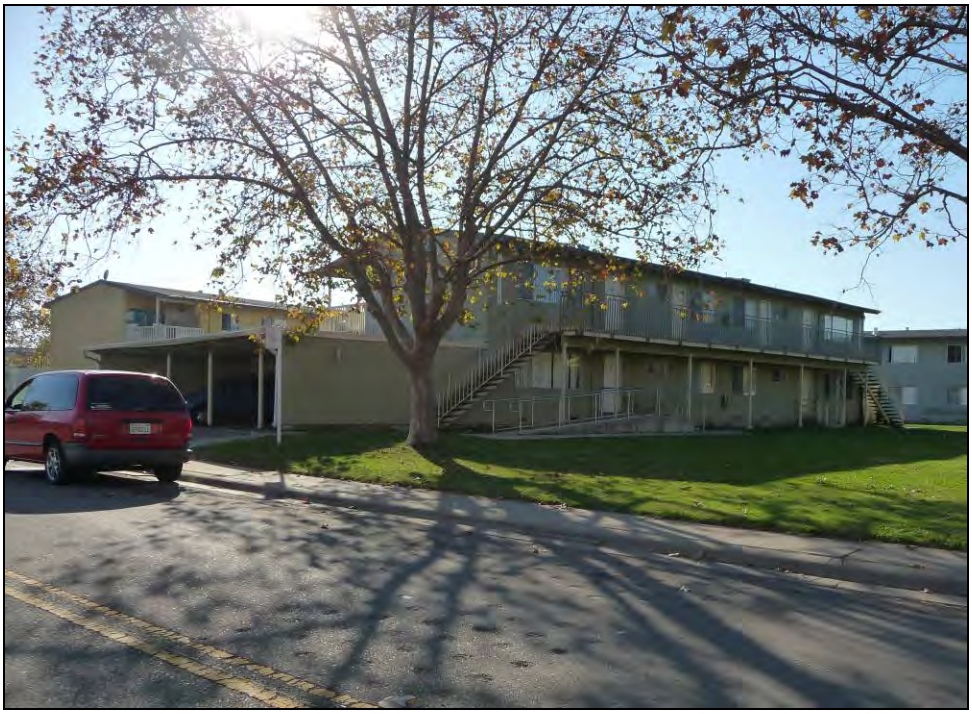
Photograph 13: Four G and two J units, Building FH-808, camera facing west, November 3, 2009.



Photograph 14: Building 812, four H units, camera facing southwest, November 3, 2009.

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B10. Significance (cont.):

Historic Context

During the 1950s and 1960s the military had three programs for funding personnel housing: the Wherry program, the Capehart program, and annual appropriations. Military housing from the period is frequently identified through its funding source. Naval Air Station Alameda (NAS Alameda) improved its housing during the 1960s using both Capehart program funds and appropriated funds. The history of these programs and their role in the development of NAS Alameda is discussed in the following paragraphs.

The Navy began construction of NAS Alameda as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Following World War II, all military branches sought to increase family housing for service members. The Navy was faced with several challenges. It had not provided housing for married enlisted members until World War II, instead expecting single male sailors to sleep aboard their ships, and families to find their own housing. Even officer housing was limited to those in charge of base operations. The dawn of aviation and other land-based activities began shifting this policy. During World War II, the Navy began providing married housing for top grades of enlisted men, and later expanded it to all enlisted. The need for officer housing also increased, as the rate of married Naval officers increased from 25 percent in the 1920s to 80 percent in 1955. [1]

The Navy struggled to meet this growing need for housing. Military appropriations were minimized through the Truman and Eisenhower administrations. At the same time, advances in bombing and missile technology focused most attention and spending on the Air Force. At the local level, many Naval installations were located in urban areas already suffering a civilian housing shortage. As a result, it was difficult for the Navy to acquire additional land for housing construction. Yet the need was becoming acute. Following World War II, technically trained staff reported lack of adequate housing as a major reason for leaving service. [2]

In the 1950s and 1960s Congress created three funding paths for military housing: the Wherry program, the Capehart program, and annual appropriations. The Wherry and Capehart programs supplied developers with Federal Housing Authority mortgages to back the construction of housing. The Wherry program operated from 1949-1956, and the Capehart program operated from 1955-1962. These programs provided mortgage security for developers constructing military housing on or near bases. The federal government was reluctant to become involved in housing development, and these programs were designed to meet the need for housing through public-private partnerships.

[1] Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 45, 20.
[2] Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," 16-19, 87.

Only when flaws in these programs became clear did the government directly provide housing through appropriated funds. [3]

Since NAS Alameda was constructed just prior to and during World War II, the base included housing for officers (19 officers' quarters), thirty units for married enlisted men (CP-1 – CP-30), and plenty of permanent (Buildings 2 and 4) and temporary barracks (replaced with the housing discussed on this form). The base was also in middle of the Bay Area providing plenty of off base housing opportunities. Consequently, the base did not receive any housing improvements until the 1960s. The first improvements were carried out under the Capehart program. [4] The construction program planned for 900 units located east and west of Main Street. Two hundred units were constructed under the Capehart program beginning in 1962 as the program was terminated. These properties were completed in 1963. The remaining 700 units were constructed with appropriated funds between 1963 and 1966. While differing in funding sources, construction was part of a single plan to update station housing declared inadequate in 1958. The Navy developed the plans and layout under the direction provided from the Capehart program.

Under the Capehart program, the military planned and managed the housing, while private contractors secured mortgages to construct the housing and were paid back though the rental fees for the units. The Navy developed a well organized Capehart program, recommended as a model for other branches. The Capehart program was discontinued in 1962 with developments in progress like on NAS Alameda finishing in the following year. The Bureau of Yards and Docks constructed additional family housing in the following years through direct appropriations. Housing under both programs followed the same guidelines and cannot be visually differentiated. At NAS Alameda, Capehart and appropriated fund housing replaced existing World War II housing between Midway and Tower Roads and east of the officer's quarters. Additional Capehart housing was provided in the area east of Main Street, but was previously transferred out of Navy control and is not included in this study.[5]

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 standard floor plans, a "family of 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.[6]

Overall neighborhood development encouraged curving streets for traffic control and aesthetics. 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 eschewed landscaping in favor of constructing the largest and most comfortable houses for the available funds. Yet, the Navy encouraged the inclusion of family friendly amenities like playgrounds. [7]

[3] Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," 71, 82.
[4] INFADS; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968).
[5] Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," 83-84, 89, 93; INFADS; USGS, *Oakland West* (Washington, D.C.: USGS, 1959); USGS *Oakland West* (Washington, D.C.: USGS, 1968).
[6] Kuranda, R., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," 68, 88-89, 91, 114, 88.
[7] Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," 68, 118, 119, 129, 132.

The funding appropriations and guidelines set size and dollar limits on the housing units. In 1959 no more than $16,500 could be spent for each unit constructed under the Capehart Act. Appropriated funding housing, constructed after the Capehart Act ended in 1962 set both financial limits and square footage limits based on rank (2,100 for generals, 1,400 for majors and lieutenant colonels, 1,250 warrant officers, flight officers, and commissioned officers below captain, and 1,080 for enlisted). Single family residences were reserved for higher-ranking officers. The maximum number of bedrooms and bathrooms was also dictated by rank. Landscape features such as roads, green space and other elements often separated officers and enlisted personnel housing. [8]

Evaluation

The Navy and the Advisory Council for Historic Preservation have developed the Program Comment for Wherry and Capehart Era Family Housing at Air Force and Navy Bases which addresses buildings constructed with Capehart program funds. This Program Comment does not apply to buildings constructed with appropriated funds. Because of this distinction, the evaluation of the 1960s family housing has been divided based upon funding source. NAS Alameda constructed 49 of these buildings under the Capehart funding program. The station built another 40 buildings addressed by this form with appropriated funds.[9] The Capehart program funded all of the enlisted multi-family housing and portions of the single and multi-family officers' housing. The table below indicates the two groups.

Building Number	Navy Address[10]	City of Alameda Address	Built Date	Funding
FH-730	102 BARBERS POINT RD	2901 Barbers Point Road	1963	Capehart Housing
FH-731	100 PEARL HARBOR RD	2855 Pearl Harbor Road	1963	Capehart Housing
FH-732	101 PEARL HARBOR RD	2850 Pearl Harbor Road	1963	Capehart Housing
FH-733	103 PEARL HARBOR RD	2840 Pearl Harbor Road	1963	Capehart Housing
FH-734	105 PEARL HARBOR RD	2830 Pearl Harbor Road	1963	Capehart Housing
FH-735	107 PEARL HARBOR RD	2820 Pearl Harbor Road	1963	Capehart Housing
FH-736	106 ALAMEDA RD	250 W. Essex Drive	1963	Capehart Housing
FH-737	112 PEARL HARBOR RD	2775 Pearl Harbor Road	1963	Capehart Housing
FH-738	119 NORFOLK RD	2751 Orion Street	1963	Capehart Housing
FH-739	117 NORFOLK RD	2651 Orion Street	1963	Capehart Housing
FH-740	115 NORFOLK RD	2601 Orion Street	1963	Capehart Housing
FH-741	113 NORFOLK ROAD	2591 Orion Street	1963	Capehart Housing
FH-742	125 CORPUS CHRISTI RD	201 Corpus Christi Road	1963	Capehart Housing
FH-743	113 BARBERS POINT RD	2870 Barbers Point Road	1964	Appropriated Fund Housing
FH-744	114 BARBERS POINT RD	2861 Barbers Point Road	1964	Appropriated Fund Housing
FH-745	115 BARBERS POINT RD	2860 Barbers Point Road	1964	Appropriated Fund Housing
FH-746	116 BARBERS POINT RD	2841 Barbers Point Road	1964	Appropriated Fund Housing
FH-747	117 BARBERS POINT RD	2850 Barbers Point Road	1964	Appropriated Fund Housing
FH-748	118 BARBERS POINT RD	2831 Barbers Point Road	1964	Appropriated Fund Housing
FH-749	109 PEARL HARBOR RD	2800 Pearl Harbor Road	1964	Appropriated Fund Housing
FH-750	111 PEARL HARBOR RD	2790 Pearl Harbor Road	1964	Appropriated Fund Housing
FH-751	113 PEARL HARBOR RD	2780 Pearl Harbor Road	1964	Appropriated Fund Housing

[8] Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," 90, 114, 144.
[9] These numbers and the table below reflect remaining buildings and do not include the demolished buildings.
[10] In Spring 2011 and after SHPO concurred with the Navy's findings of the report cited in field P11, the City of Alameda demolished the following buildings: 136 Barbers Point Road, 140 Barbers Point Road, 144 Barbers Point Road, 146 Barbers Point Road, 148 Barbers Point Road, 105 Norfolk Road, 106 Norfolk Road, and 104 Glenview Road.

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Building Number	Navy Address[10]	City of Alameda Address	Built Date	Funding
FH-752	104 ALAMEDA RD	350 Alameda Road	1964	Appropriated Fund Housing
FH-754	148 BARBERS POINT RD	Not Assigned	1964	Appropriated Fund Housing
FH-755	146 BARBERS POINT RD	Not Assigned	1964	Appropriated Fund Housing
FH-756	149 BARBERS POINT RD	170 Corpus Christi Road	1964	Appropriated Fund Housing
FH-757	147 BARBERS POINT RD	120 Corpus Christi Road	1964	Appropriated Fund Housing
FH-758	144 BARBERS POINT RD	Not Assigned	1965	Appropriated Fund Housing
FH-759	140 BARBERS POINT RD	Not Assigned	1965	Appropriated Fund Housing
FH-761	114 NORFOLK RD	Not Assigned	1965	Appropriated Fund Housing
FH-762	136 BARBERS POINT RD	Not Assigned	1965	Appropriated Fund Housing
FH-763	116 NORFOLK RD	Not Assigned	1965	Appropriated Fund Housing
FH-764	134 BARBERS POINT RD	Not Assigned	1965	Appropriated Fund Housing
FH-765	118 NORFOLK RD	2750 Pearl Harbor Road	1965	Appropriated Fund Housing
FH-766	116 PEARL HARBOR RD	2745 Orion Street	1965	Appropriated Fund Housing
FH-767	115 PEARL HARBOR RD	2760 Pearl Harbor Road	1965	Appropriated Fund Housing
FH-768	117 PEARL HARBOR RD	2756 Pearl Harbor Road	1965	Appropriated Fund Housing
FH-769	122 BARBERS POINT RD	2811 Barbers Point Road	1965	Appropriated Fund Housing
FH-770	120 BARBERS POINT RD	2821 Barbers Point Road	1965	Appropriated Fund Housing
FH-771	119 BARBERS POINT RD	2840 Barbers Point Road	1965	Appropriated Fund Housing
FH-772	121 BARBERS POINT RD	2830 Barbers Point Road	1965	Appropriated Fund Housing
FH-773	123 BARBERS POINT RD	2820 Barbers Point Road	1965	Appropriated Fund Housing
FH-774	125 BARBERS POINT RD	2810 Barbers Point Road	1965	Appropriated Fund Housing
FH-775	95 ALAMEDA RD	555 W. Essex Drive	1966	Appropriated Fund Housing
FH-776	104 SAN DIEGO RD	2815 San Diego Road	1966	Appropriated Fund Housing
FH-777	105 ALAMEDA RD	307 W. Essex Drive	1966	Appropriated Fund Housing
FH-778	100 LEMOORE RD	2701 Lemoore Road	1966	Appropriated Fund Housing
FH-779	101 LEMOORE RD	2700 Lemoore Road	1966	Appropriated Fund Housing
FH-780	103 LEMOORE RD	2650 Lemoore Road	1966	Appropriated Fund Housing
FH-781	105 LEMOORE RD	2600 Lemoore Road	1966	Appropriated Fund Housing
FH-782	138 BARBERS POINT RD	2651 Barbers Point Road	1966	Appropriated Fund Housing
FH-783	142 BARBERS POINT RD	2601 Barbers Point Road	1966	Appropriated Fund Housing
FH-784	145 BARBERS POINT RD	2540 Barbers Point Road	1966	Appropriated Fund Housing
FH-800	112 PENSACOLA ROAD	2501 Pensacola Road	1963	Capehart Housing, Enlisted
FH-801	113 PENSACOLA RD	2500 Pensacola Road	1963	Capehart Housing, Enlisted
FH-802	124 CORPUS CHRISTI RD	240 Corpus Christi Road	1963	Capehart Housing, Enlisted
FH-803	126 CORPUS CHRISTI RD	230 Corpus Christi Road	1963	Capehart Housing, Enlisted
FH-804	128 CORPUS CHRISTI RD	200 Corpus Christi Road	1963	Capehart Housing, Enlisted
FH-805	112 7TH AVENUE	350 Midway Avenue	1963	Capehart Housing, Enlisted
FH-806	111 NORFOLK RD	2471 Orion Street	1963	Capehart Housing, Enlisted
FH-807	110 EL TORO RD	351 Stardust Place	1963	Capehart Housing, Enlisted
FH-808	101 MIRAMAR RD	331 Stardust Place	1963	Capehart Housing, Enlisted
FH-809	103 MIRAMAR RD	271 Stardust Place	1963	Capehart Housing, Enlisted
FH-810	105 MIRAMAR RD	251 Stardust Place	1963	Capehart Housing, Enlisted
FH-811	107 MIRAMAR RD	201 Stardust Place	1963	Capehart Housing, Enlisted
FH-812	109 NORFOLK RD	2451 Orion Street	1963	Capehart Housing, Enlisted
FH-814	102 MIRAMAR RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-816	108 7TH AVENUE	2370 Rainbow Court	1963	Capehart Housing, Enlisted

Building Number	Navy Address[10]	City of Alameda Address	Built Date	Funding
FH-817	106 7TH AVENUE	2350 Rainbow Court	1963	Capehart Housing, Enlisted
FH-818	100 6TH AVENUE	2300 Moonlight Terrace	1963	Capehart Housing, Enlisted
FH-819	102 6TH AVENUE	2330 Moonlight Terrace	1963	Capehart Housing, Enlisted
FH-820	100 7TH AVENUE	2301 Rainbow Court	1963	Capehart Housing, Enlisted
FH-821	102 7TH AVENUE	2300 Rainbow Court	1963	Capehart Housing, Enlisted
FH-822	104 7TH AVENUE	2330 Rainbow Court	1963	Capehart Housing, Enlisted
FH-823	101 NORFOLK RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-824	103 NORFOLK RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-825	105 NORFOLK RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-826	107 NORFOLK RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-827	108 NORFOLK RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-828	106 NORFOLK RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-829	102 NORFOLK RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-830	104 NORFOLK RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-831	106 MIRAMAR RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-832	108 MIRAMAR RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-833	100 GLENVIEW RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-834	102 GLENVIEW RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-835	104 GLENVIEW RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-836	103 GLENVIEW RD	Not Assigned	1963	Capehart Housing, Enlisted
FH-837	101 GLENVIEW RD	Not Assigned	1963	Capehart Housing, Enlisted

Capehart Program Housing

All branches of the military have had large amounts of housing constructed under the Wherry and Capehart programs. The Army initiated studies of Wherry and Capehart housing in 2001 in preparation of a Program Comment with the ACHP. Discussions held between the Army, ACHP, NCSHPO and other interested parties indicated that Capehart and Wherry neighborhoods may be significant illustrations of post-World War II suburbanization.[11] The treatments developed for Capehart and Wherry housing assume NRHP eligibility for this reason. The Navy's contextual study, *Housing an Air Force and a Navy: The Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962),* identifies three houses designed by Richard J. Neutra at Mountain Home AFB and the Catalina Heights neighborhood at Naval Base Ventura County as having particular importance within this context. The housing on NAS Alameda was not identified as having particular importance. The Program Comment also requires the Navy to inform developers considering Capehart era properties that they may qualify for historic preservation tax credits. The Navy has completed its identification requirements for these properties under Section 110 of the NHPA.

Appropriated Funds Housing

The housing on NAS Alameda constructed between 1964 and 1966 with appropriated funds are not associated with the Capehart funding program that conferred eligibility on the buildings discussed previously and do not have significant associations with the development of post World War II suburban development (NRHP Criterion A, CRHR Criterion 1). The construction of the appropriated fund housing on NAS Alameda occurred late in the development of post-World War II military housing. At the time of construction, the Navy had developed standardized floor plans for housing units which had been in use for at least three years and the street patterns

[11] Advisory Council on Historic Preservation, "Capehart and Wherry Era Housing," http://www.achp.gov/army-capehartwherry.html, accessed January 5, 2010.

reflected developed suburban trends. The housing military personnel occupied the housing until the station's decommissioning. There are no indications that any of these individuals have achieved historical significance (NRHP Criterion B, CRHR Criterion 2). None of the designs used on NAS Alameda are associated with significant architects or builders, nor does the area retain the integrity of a suburban development (NRHP Criterion C, CRHR Criterion 3). Of the original 700 units (approximately 140 buildings) only 38 buildings remain (less than half). The buildings constructed east of Main Street (and off the current facility) as a part of the construction between 1963 and 1966 have been demolished. Those remaining on the station west of Main Street suffer from various levels of diminished integrity. Two buildings within the area have been demolished leaving only foundations. Another 7 have extensive fire damage (from fire department training use) that removed all windows, and damaged internal walls and roofs. Occupied multi-family buildings are altered by the frequent addition of wheelchair ramps. Single family houses have been altered with the addition of shed roofs to carports and enclosure of carports. It is concluded that the appropriated funds housing on NAS Alameda does not have significance within the framework of military housing, and lacks sufficient integrity to be eligible for listing in the NRHP or CRHP. In addition the properties do not reach the threshold of exceptional significance required under Criteria Consideration G for properties that have achieved significance within the past fifty years.

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in these 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 Naval 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.[12] In the larger context of the naval operations in California and nationwide during this period, the storage function the 1960s housing development did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The family housing area was unremarkable in its use for routine fleet support, and was not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda buildings are largely standardized in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). These buildings are typical of Cold War era family housing units on military bases. These buildings do not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of the 1960s housing units are not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[12] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of Officer Housing by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). In the previous study Chief Petty Officers' Housing (CPO 1-6, and 8-30) and Officers' Housing (FH-B through FH-I and FH-K through FH-U) were evaluated on a single form. This form updates Chief Petty Officer's Housing (CPO 1-6 and 8-30). CPO 7, originally excluded from the 1992 report, was later added to the historic district in 1997 (see Photograph 7). The Chief Petty Officers' Housing is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Chief Petty Officers' Housing

P2 e. Other Locational Data: 101-123 Corpus Christi Road, 100-111 Pensacola Road; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The CPO housing was constructed using two separate but similar plans. Some characteristics are present in all CPO houses. They are all wood-frame houses with low-pitch hipped roofs, wide, open eaves, and stucco siding. Fenestration consists of two-over-two double-hung wood-sash windows. Both plans include two recessed and raised concrete porches, located at opposite corners under the main roof. One porch is located on the front façade, and includes wood railing, concrete stairs with metal railing, and a five-light wood door. The rear porch also has wood railing and concrete stairs with metal railing; however, it includes two multi-light doors, one on either wall. CPO 1-13 between Pensacola Road and Corpus Christi Road were constructed from a 1940 plan, while the remaining houses (CPO-14-30) along Corpus Christi Road were constructed on a 1941 plan with fewer irregularities, but had right- and left-hand versions which were mirror images of each other.

CPO 1-13 each has a recessed front porch on one side of the main façade and an inset corner on the opposite side of this wall **(Photograph 1)**. The rear wall includes a ten-light French door atop a three-step concrete stoop located at the end opposite the rear porch **(Photograph 2)**. Six windows are located on the front side. The recessed porch has a single short window on the wall opposite the door. Two windows are paired on the projecting wall next to a single window, while two short and narrow single windows are located on the inset corner—one on each wall. The rear wall includes two pairs of windows—one short and the other full size. One window is located on the inside corner of the rear porch. One side wall has a group of three windows, while the other side has short and narrow paired windows. The front porch originally had a flower box along the side of the box for a rail. These flower boxes have been moved or removed. CPO Houses 4-6, 8-9, and 11-13 have their flowerboxes sitting behind the houses in the yard. The other flower boxes are completely missing. Wheelchair access ramps have been added to CPO 9 (ramp added in rear) and CPO 11(ramp added in front).

CPO 14-30 each has recessed front and rear porches in opposite corners. The front porch is on the right for the houses located on the south side of Corpus Christi Road except CPO 24 and on the left for houses located on the north side of Corpus Christi Road **(Photograph 3)**. These houses do not have an additional inset on the front as found on CPO 1-13. The French door on the rear wall is replaced by a five-light wood door with two five-light side lights **(Photograph 4)**. The side adjacent to the front porch has two large windows. The other side has a single window and another on the recessed rear porch. The only frequent change is the replacement or enclosure of the small square panel leading to the utility room. These have been replaced with louvered vents, solid material, or modern dryer vents (CPO Houses 14, 22, 25, and 27).

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☐ **Continuation** ☒ **Update**

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

P5a. Photographs:

Photograph 1: CPO-1, 101 Corpus Christie Road, camera facing northeast.

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Photograph 2: CPO-1, 101 Corpus Christie Road, camera facing southwest.

Photograph 3: CPO-30, 113 Corpus Christie Road, left handed plan, camera facing northeast.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☐ **Continuation** ☒ **Update**

Photograph 4: CPO-25, 123 Corpus Christie Road, left handed plan, camera facing southeast.

Photograph 5: CPO-7, added later to historic district, camera facing northeast.

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Photograph 6: 1941 photo of the first phase of CPO housing construction, east side not yet filled.[1]

Photograph 7: CPO 24 and 25 original location before construction of barracks east of officer housing.[2]

[1] 1-3 Aerial, Alameda, Official Photograph, 12 November, 1941, NAVFAC Archive, CEC / Seabee Museum, NBVC, Port Hueneme, California.

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about CPO 1-30 Housing, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

In the construction of Naval facilities, housing did not become a common part of base planning until the influx of sailors in World War I. Previously, sailors were expected to live on ship, and few facilities were provided for enlisted men or even non-critical officers. Shore housing for ship officers was not provided until 1899. The introduction of Naval Air Stations and other new facility types not tied to ships and shipyards required the inclusion of housing, as personnel could not be housed shipboard. Housing remained limited and senior officers charged with base operations had priority. Through the 1930s expenditures on base construction increased. The Bureau of Yards and Docks developed new bases creating individual master plans for each. Quarters at these new bases were designed for the site reflecting the local style, climate and materials. Detached housing was preferred, and built to minimum standards set by the Department of Commerce. As World War II began the top grades of enlisted men were offered married housing, the policy was later expanded to all enlisted families.[3]

The CPO housing on NAS Alameda was designed by the Bureau of Yards and Docks and constructed in two phases by contractors Johnson, Drake and Pipers. CPO units 1 through 13 were constructed in 1941 and the units 14-30 were constructed in 1942 after the area east of group one was filled in by dredging **(Photograph 6)**. The first and second phase of construction varies little in design and layout, as described in the descriptions above. CPO units 24 and 25, originally the easternmost units of the CPO housing, were relocated west of unit 14 across from units 2 and 3 in an area that was previously a playground **(Photograph 7)**. The relocation occurred in 1944 in preparation for the construction of new barracks east of the officer housing.[4] In 1966 the interiors were modernized with new flooring and forced air heating units as part of a base wide improvement in living quarters from the 1960s to 1970s.[5]

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[2] US Navy, Assembly and Repair Department, NAS, Alameda- June 1, 1942 photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

[3] US. Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993) 33; Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 39; Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 44, 45.

[4] Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "CPO Quarters 1st Floor Plan, Section, and Elevations," Y & D Drawing Number 149239, October 29, 1940, D-14 Officer's Quarters Drawer, Building 1 Plans Room,

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***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☐ **Continuation** ☒ **Update**

Evaluation

CPO housing buildings were built during the initial construction of the station, and are contributing elements of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[6] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[7] These are detailed on the attached sheets, and include the stucco surface, hipped roof form, recessed porch, and two-over-two double-hung wooden sash windows.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[8] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. CPO 1-30, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

Although the buildings do not individually, nor as a group, possess Cold War-era significance, the CPO Housing remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010 / June 2010

Alameda, CA; Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "CPO Quarters, Group 2, Plans, Elev's, Sect.'s, & Schedules for L.H. Type," Drawing Number 3519, September 16, 1941, D-14 Officer's Quarters Drawer, Building 1 Plans Room, Alameda, CA; US Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1944," RG12, BuDocks Naval Shore Activities-12th Naval District, 1942-54- Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California; B1B Barracks looking NW alt. 1800', Official Photograph, 28 November 1944, NAVFAC Archive, CEC / Seabee Museum, NBVC, Port Hueneme, California.

[5] J. Scott Walker, "PW Pipeline," *The Carrier*, 28 April 1966.

[6] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[7] Stephen Mikesell, *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).

[8] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.&2. Historic/Current name: Officer Housing
3. Location: NAS Alameda Map I-L, 27-30 City/Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

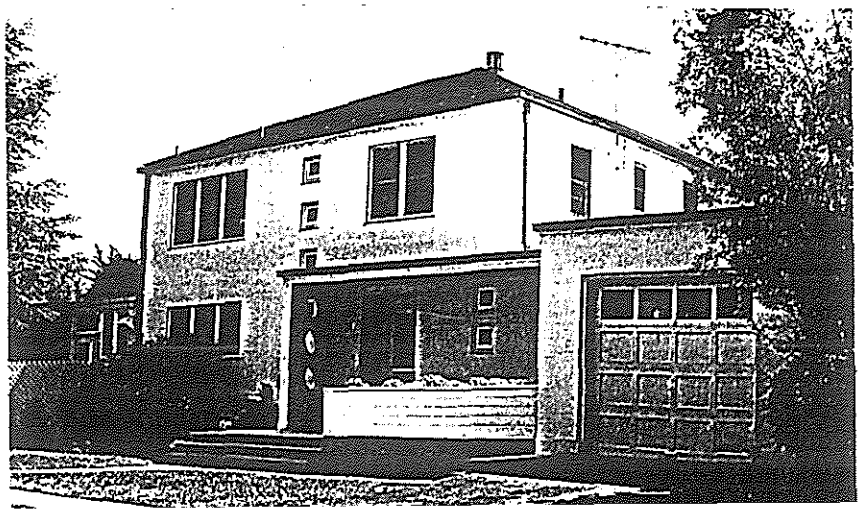
DESCRIPTION

6. Property category: District Number of resources documented: 85

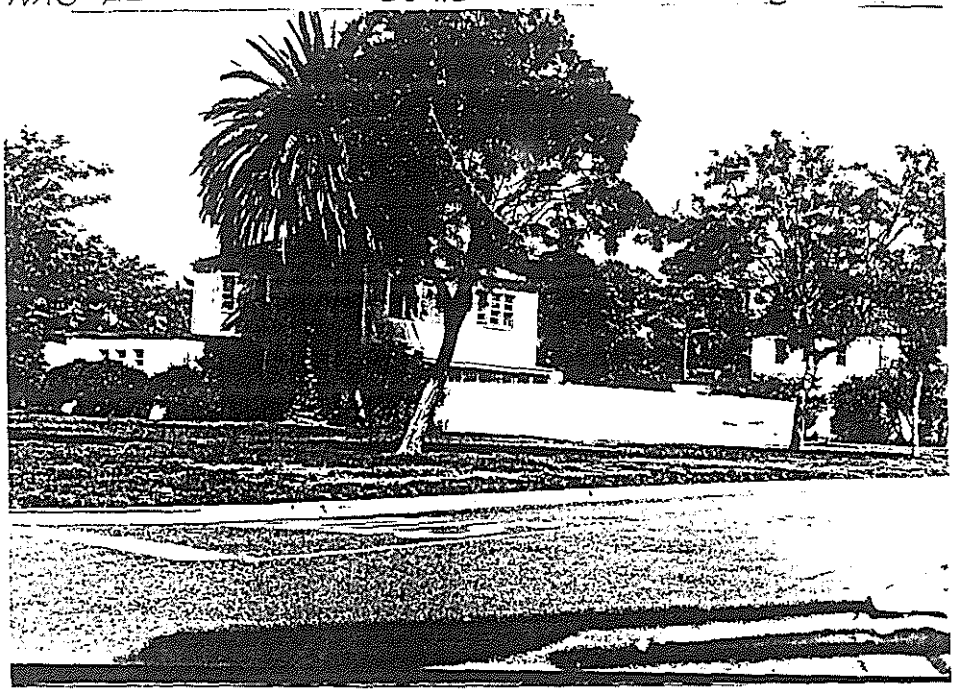
7. Existing condition: There are two types of houses: the first type, of which there are 29 aligned in rows on either side of the street north of Ave. C, are one-story, wood-frame, stuccoed houses with flat roofs and rectangular plans. A recessed entrance porch, raised on three steps and supported with one wood post is located at one end of the building; service porches are located in back. The doors are wood with one light; typical windows are four-light wooden hopper sash in wood frames. The houses have minimal foundation planting and a concrete sidewalk that extends to the street. The rows of houses face the street and have shared back yards.

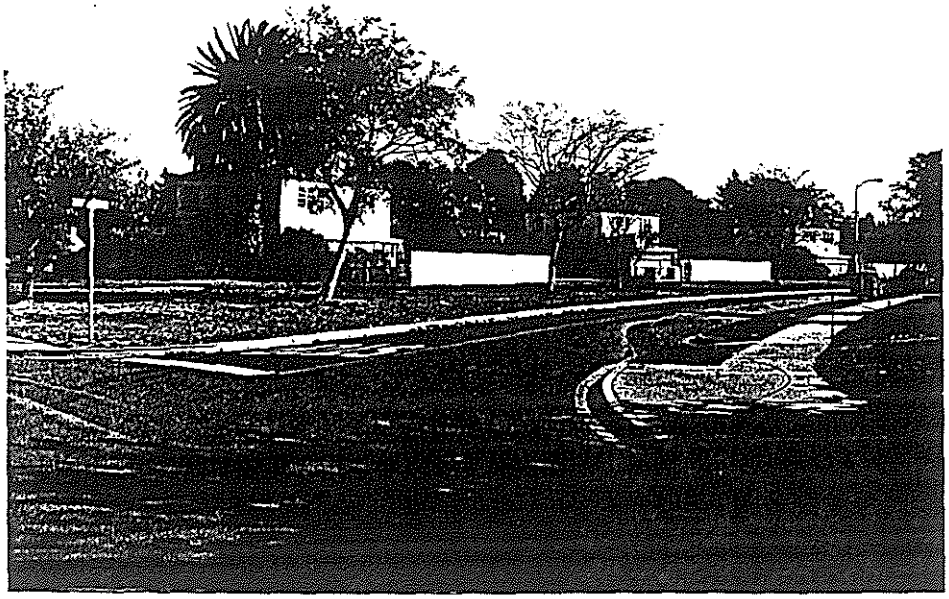
The second type, of which there are 18, is a two-story, wood-frame, stuccoed house with a one-story wing on one side and a garage on the other. The main part of the house has a hip-roof; the wing and garage have flat roofs. The houses have stylistic features representative of the early Modern style such as a vertical row of small, square windows in the center of the facade that light the stairwell and entrance porches raised three steps that have one wall with three round openings and two square windows near the wood and glass entrance door. Wooden planters wall the edge of the porch. Typical windows have wooden hopper sash with two-over-two lights in wood frames. The garage doors are paneled wood with four lights across the top. Most of the houses have acquired fenced yards since they were built; they are evenly spaced on curving streets that set
the area apart as a residential development. They are landscaped with foundation shrubbery and mature palms and other trees. Newer housing has been built on peripheral land.

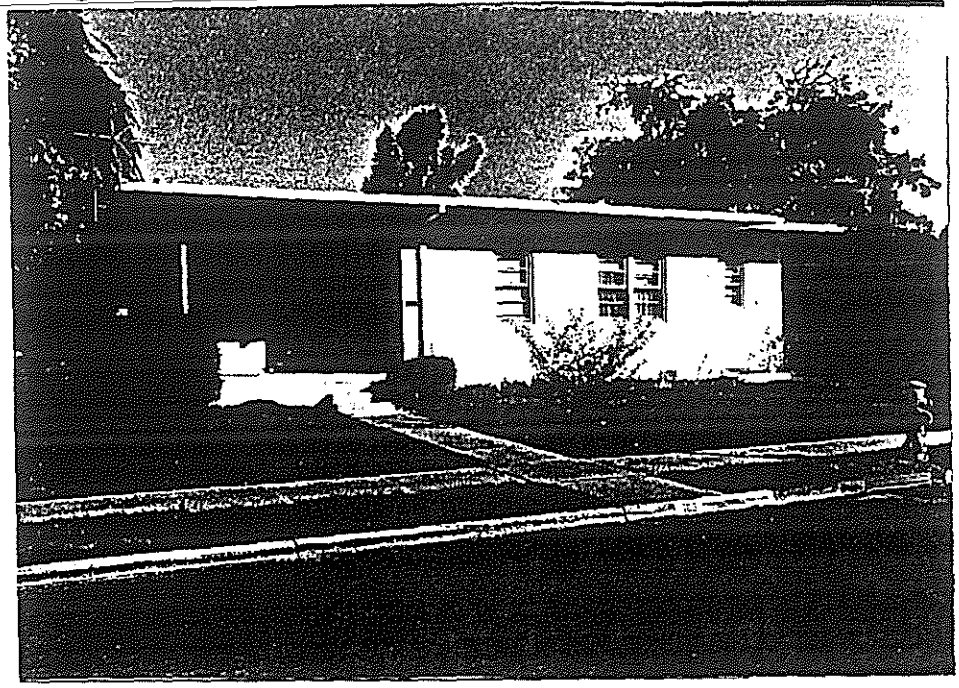
8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

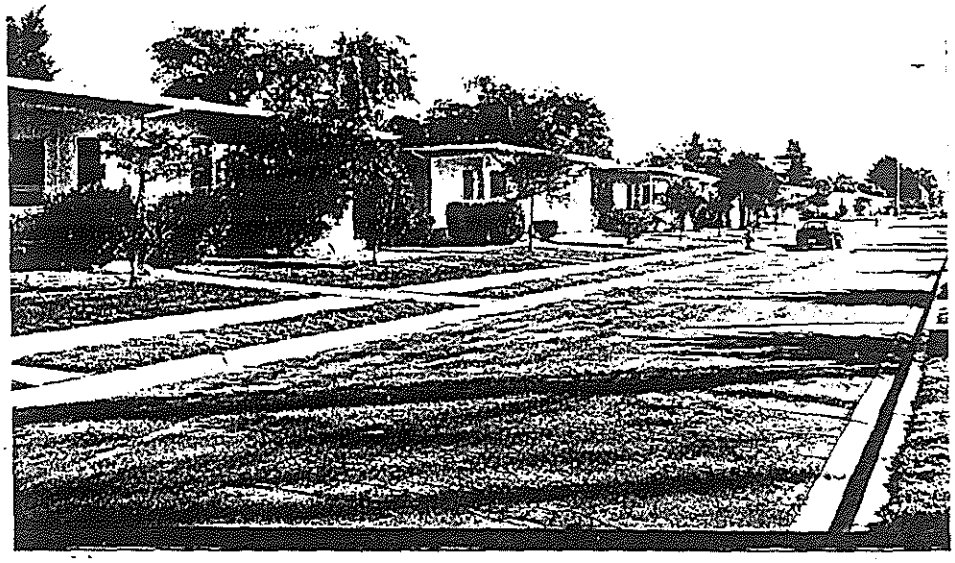


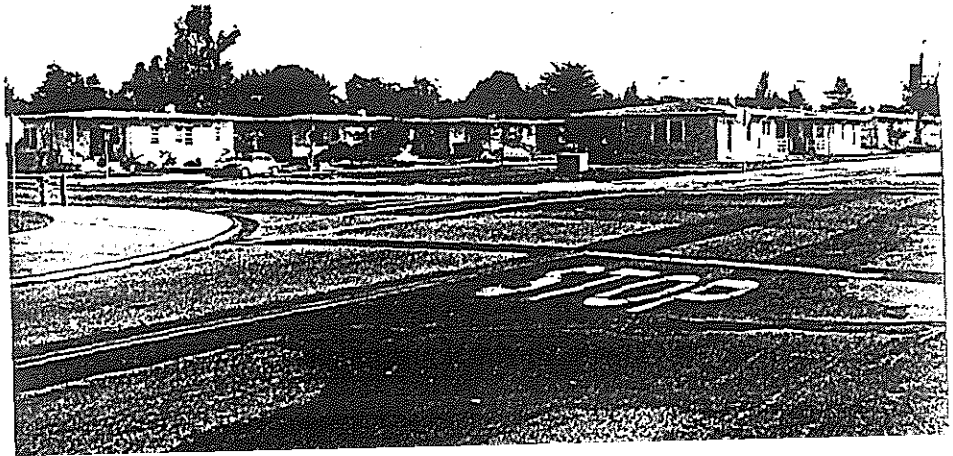
NAS ALAMEDA Senior Officer Housing











HISTORICAL INFORMATION

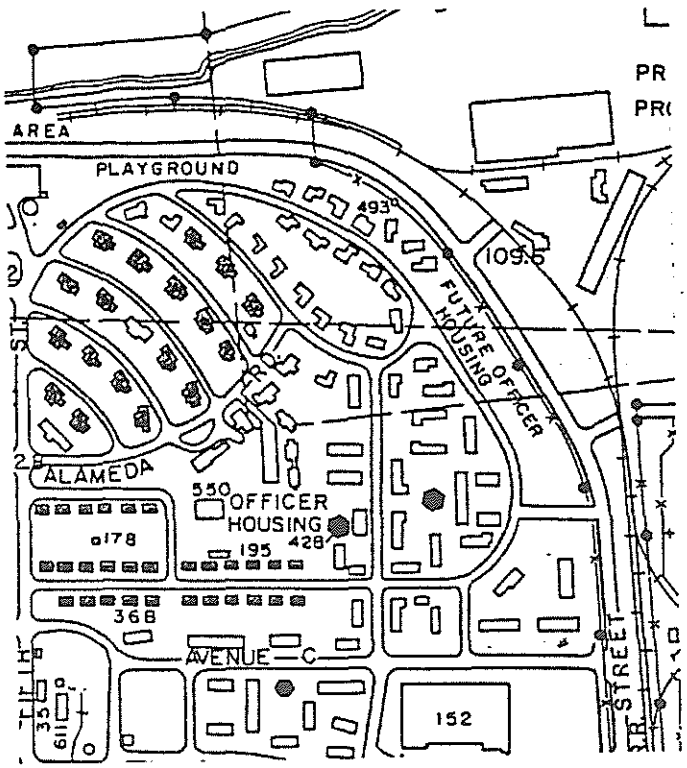
14. Construction date: 1941 Original location: yes
15. Alterations: none visible except for fencing around the type 2 houses.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: The officer housing contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1941 in an area adjacent to the central core at the end of Avenue A, a major cross-axis on the base that defines the northern edge of the district. Despite infilling with later housing, for the most part the area retains its historic character both in terms of the street pattern, landscaping, and architecture.
Under Criterion C, the two types of houses were designed in the simplified Modern style used in the permanent, non-residential buildings in the central core.

20. Sources: NAS Alameda records
21. Applicable National Register Criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

6. RESIDENTIAL AREA

6.1. Architectural Vocabulary of the Residential Area

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

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

6.2. Surface, Roof, and Building Form

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

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

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

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

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

Design review considerations for these buildings include:

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

6.3. Windows and Doors

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

Character-defining windows and doors include:

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

Design review considerations for these windows and doors include:

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

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

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

6.4. Features and Elements

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

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

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

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

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Page 1 **of** 8 ***Resource Name or #** (Assigned by recorder) Housing – Officer's Housing

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of Officer Housing by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). In the previous study, the Officer's Housing (FH-B through FH-I and FH-K through FH-U) and Chief Petty Officers' Housing (CPO 1-30) were recorded on a single form. This form only updates Officer's Housing (FH-B through FH-I and FH-K through FH-U). Officer's Housing is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: FH-B though FH-U

P2 e. Other Locational Data: On former Naval Air Station Alameda; See also Table in P3a

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Officer's Housing is composed of three components as described by Woodbridge, a hip-roof main house, flat-roof garage and flat-roof service wing. However, two different plans exist for the housing based upon a variation on the service and garage wings. This variation affects the length of the front porch. The table below identifies the Officer's Housing and the respective type:

Building Number	Navy Address	City of Alameda Address	Plan Type
FH-B	100 Seattle Road	2805 Seattle Road	Long Porch
FH-C	102 Seattle Road	2765 Seattle Road	Long Porch
FH-D	100 Newport Road	2825 Newport Road	Long Porch
FH-E	102 Newport Road	2805 Newport Road	Long Porch
FH-F	104 Newport Road	2801 Newport Road	Long Porch
FH-G	106 Newport Road	2765 Newport Road	Long Porch
FH-H	100 San Diego Road	2865 San Diego Road	Long Porch
FH-I	102 San Diego Road	2835 San Diego Road	Long Porch
FH-K	106 San Diego Road	2805 San Diego Road	Long Porch
FH-L	108 San Diego Road	2775 San Diego Road	Long Porch
FH-M	100 San Pedro Road	2875 San Pedro Road	Short Porch
FH-N	102 San Pedro Road	2845 San Pedro Road	Short Porch
FH-O	104 San Pedro Road	2835 San Pedro Road	Short Porch
FH-P	106 San Pedro Road	2815 San Pedro Road	Short Porch
FH-Q	108 San Pedro Road	2795 San Pedro Road	Short Porch
FH-S	102 Pearl Harbor Road	2845 Pearl Harbor Road	Short Porch
FH-T	104 Pearl Harbor Road	2825 Pearl Harbor Road	Short Porch
FH-U	106 Pearl Harbor Road	2805 Pearl Harbor Road	Short Porch

In both plans the main house is a two-story hip-roof building with thick composite shingles. The flat-roof garage extends to the north and the service wing to the south. The main house has four wood frame hopper windows down the center, a set of three double hung windows to the south and two on the upper story to the north, the first story has the door. Windows on the sides of the main house are irregularly spaced groupings of two-over-two double-hung. The rear of the house has two groupings of windows, one group of four and another of three. The first floor fenestration has been altered by the addition of sun porches to all the houses. Most of the sun porches cover only part of the rear elevation leaving a pair of doors or an original set of three doors. Buildings FH-B, FH-F, FH-G and FH-L appear to have sun porches across the entire rear of the house. The sun porches have two four-light windows on the

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CONTINUATION SHEET **Trinomial**

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

side and modern sliding windows along the west side. An exterior door is located on the south side. The sun porches have slightly tilted shed roofs.

The garage and service wing variations create the most visual distinction between the two building forms. The long porch variation has a small room between the garage and main house and the front porch extends from the door across this room to the garage **(Photograph 1)**. The porch area contains a stack of two square windows and a single two-over-two window. Rather than a rail the porch is bordered by a flowerbox. The flower boxes have raised molding creating three panels on all houses except for buildings FH-E, FH-F, FH-H, FH-I, and FH-L which have flower boxes of horizontal boards. The porches are tiled although tile has been removed from House I and Astroturf covers the porches of buildings FH-F and FH-K. The garage has a paneled rollup door. Three windows are high on the side of the garage.

The short porch version does not have a room between the garage and main house, placing the garage next to the main house **(Photograph 3)**. As a result, the porch only has a stack of two square windows and smaller flower boxes. Astroturf has only been added to one porch on building FH-U. The service wing of these houses is slightly longer; including a small storage room. Two thirds of the front of the service wing was intended as an open service porch with half wall. This has been filled with a door with a transom and three, three-light windows between the door and the main house. The remaining portions of the service wing have irregular groups of small two-over-two windows. A wooden stoop with rail has been added to the service wing of building FH-T otherwise they are concrete stairs leading to the service door.

FH-776 is a later replacement of building FH-J.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Context view of "Big Whites" Officer Housing, camera facing southeast, November 12, 2009.

Photograph 2: Typical 'long porch' plan (Senior Officer's) building FH-F, camera facing southwest, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Typical rear sun porch, building FH-N, camera facing northeast, November 12, 2009.

Photograph 4: Typical 'short porch' plan (Junior Officer's) building FH-P, camera facing northwest, November 12, 2009.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: 1942 aerial with Officer's Housing in top right corner.[1]

Photograph 6: May 1945 view of Officer's Housing rear before sun porch additions, camera facing north.[2]

[1] US Navy, Assembly and Repair Department, NAS, Alameda- June 1, 1942 photo, Naval Air Station Alameda, California 1940-1945 photo album, RG 181, US Naval Shore Establishments, National Archives and Records Administration-Pacific Region (San Francisco).

[2] US Navy, photo #121-3, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, RG 5, Geographical Collection 1800-present, CEC/Seabee Museum, NBVC, Port Hueneme.

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about the Officer's Housing, to assess if they retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

In the construction of Naval facilities, housing did not become a common part of base planning until the influx of sailors in World War I. Previously, sailors were expected to live on ship, and few facilities were provided for enlisted men or even non-critical officers. Shore housing for ship officers was not provided until 1899. The introduction of Naval Air Stations and other new facility types not tied to ships and shipyards required the inclusion of housing, as personnel could not be housed shipboard. Housing remained limited and senior officers charged with base operations had priority. Through the 1930s expenditures on base construction increased. The Bureau of Yards and Docks developed new bases creating individual master plans for each. Quarters at these new bases were designed for the site reflecting the local style, climate and materials. Detached housing was preferred, and built to minimum standards set by the Department of Commerce. As World War II began the top grades of enlisted men were offered married housing, the policy was later expanded to all enlisted families.[3]

The northeast corner of the base was developed for officers housing away from the main operations part of the Station. It was designed with a curvilinear street pattern rather than the straight lines of the main base, to reflect a more suburban residential layout than military **(Photograph 5)**.

The housing for Junior and Senior Officers was designed by the Bureau of Yards and Docks and constructed in 1941 by contractors Moore and Roberts of San Francisco (buildings FH-E through FH-L and FH-N and FH-P), and Johnson, Drake and Piper (buildings FH-B through FH-D, FH-M, FH-O, and FH-S through FH-U). The Senior Officers' (buildings FH-B through FH-L) and Junior Officers' (buildings FH-M through FH-U) plans varied little

[3] US. Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993) 33; Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 39; Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 44, 45.

from each other, with the exception of a wider front porch plan for Senior Officers.[4] Senior Officers' Housing was also slightly larger measuring 2,482 square feet compared to 2,287 square feet for Junior Officers.[5] During World War II, officer housing was limited to those in charge of base operations. For example, in 1945 building FH-U was inhabited by Commander Russell R. Rhodes and family, assistant Executive Officer who worked with the Civilian Personnel Department.[6]

Documentation did not reveal a specific construction date of the sun porch additions on the rear of the buildings; however, there is reason to suggest they were added in the 1960s when other housing construction projects were occurring on base.

Evaluation

The Officer's Housing buildings were built during the initial construction of the station, and are contributing elements of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[7] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[8] These are detailed on the attached sheets, and include the stucco surface, hipped roof form, two story core with one story wings, attached garages, two-over-two double-hung wooden sash windows, remaining original garage doors, porch supports with circular cut outs, column of windows lighting staircases, remaining original copper gutters and downspouts.

In the context of the Cold War-era themes, which focused on 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, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval 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.[9] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period.

[4] Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Senior Officers' Quarters Elevations," Y & D Drawing Number 141368, May 23, 1940, 180 Housing Drawer, Building 1 Plans Room, Alameda, CA; Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Junior Officers' Quarters Elevations," Y & D Drawing Number 141370, May 23, 1940, 182 Officer's Quarters Drawer, Building 1 Plans Room, Alameda, CA.

[5] United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[6] "Know Your Station: The Executive Officer," *The Carrier*, April 30, 1945, 6.

[7] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; 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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[8] Stephen Mikesell, *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).

[9] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

The Officer's Housing buildings, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

Although they do not individually, nor as a group, possess Cold War-era significance, World War II Officer's Housing (FH-B through FH-U) remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010 / June 2010

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.&2. Historic/Current name: Officer Housing
3. Location: NAS Alameda Map I-L, 27-30 City/Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

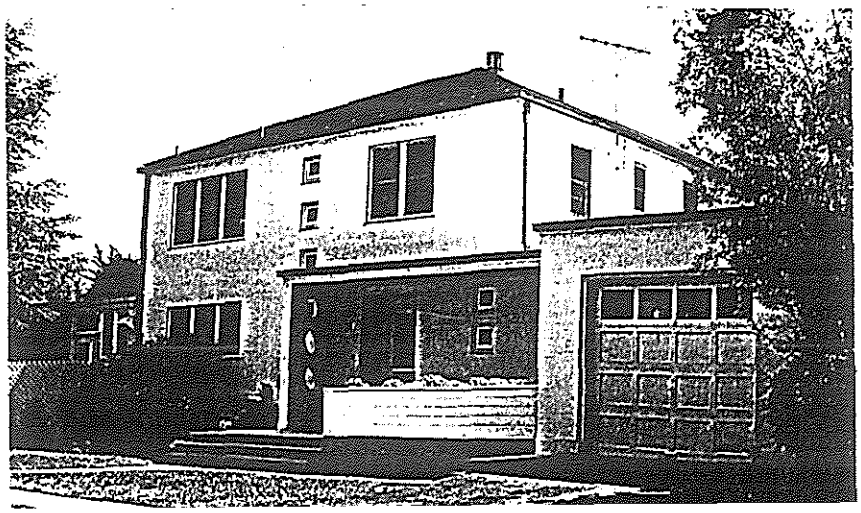
DESCRIPTION

6. Property category: District Number of resources documented: 85

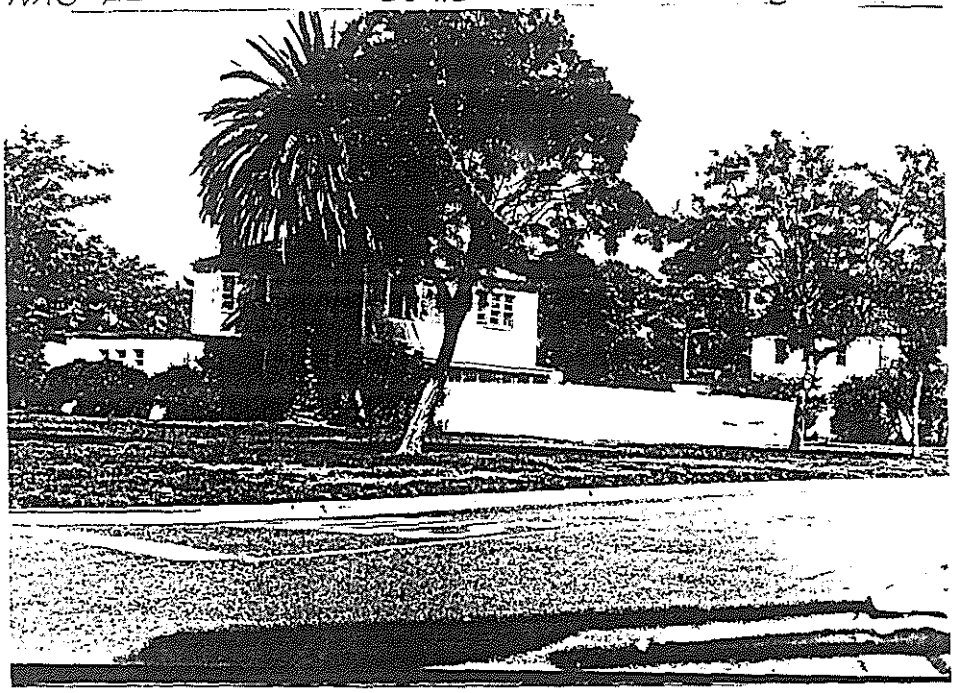
7. Existing condition: There are two types of houses: the first type, of which there are 29 aligned in rows on either side of the street north of Ave. C, are one-story, wood-frame, stuccoed houses with flat roofs and rectangular plans. A recessed entrance porch, raised on three steps and supported with one wood post is located at one end of the building; service porches are located in back. The doors are wood with one light; typical windows are four-light wooden hopper sash in wood frames. The houses have minimal foundation planting and a concrete sidewalk that extends to the street. The rows of houses face the street and have shared back yards.

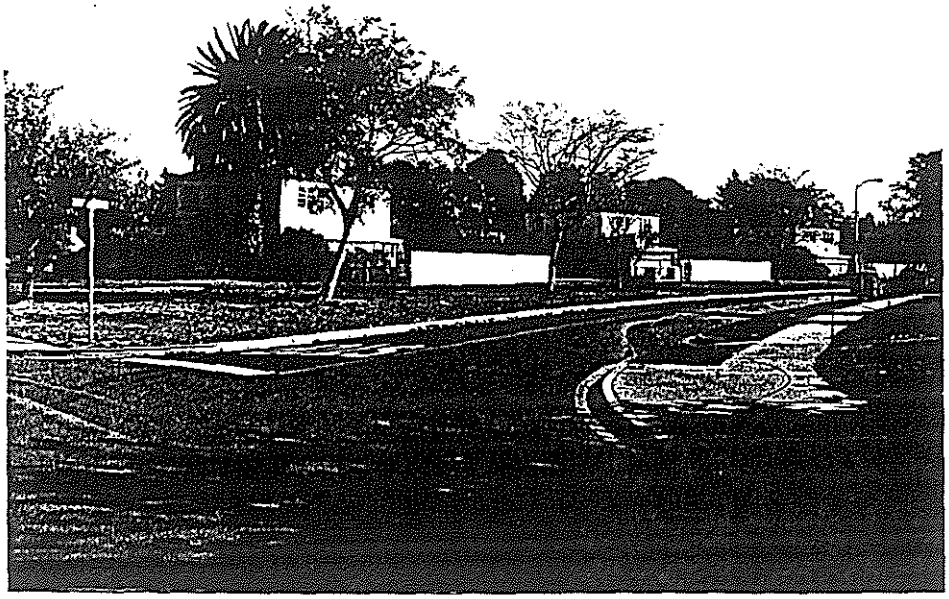
The second type, of which there are 18, is a two-story, wood-frame, stuccoed house with a one-story wing on one side and a garage on the other. The main part of the house has a hip-roof; the wing and garage have flat roofs. The houses have stylistic features representative of the early Modern style such as a vertical row of small, square windows in the center of the facade that light the stairwell and entrance porches raised three steps that have one wall with three round openings and two square windows near the wood and glass entrance door. Wooden planters wall the edge of the porch. Typical windows have wooden hopper sash with two-over-two lights in wood frames. The garage doors are paneled wood with four lights across the top. Most of the houses have acquired fenced yards since they were built; they are evenly spaced on curving streets that set
the area apart as a residential development. They are landscaped with foundation shrubbery and mature palms and other trees. Newer housing has been built on peripheral land.

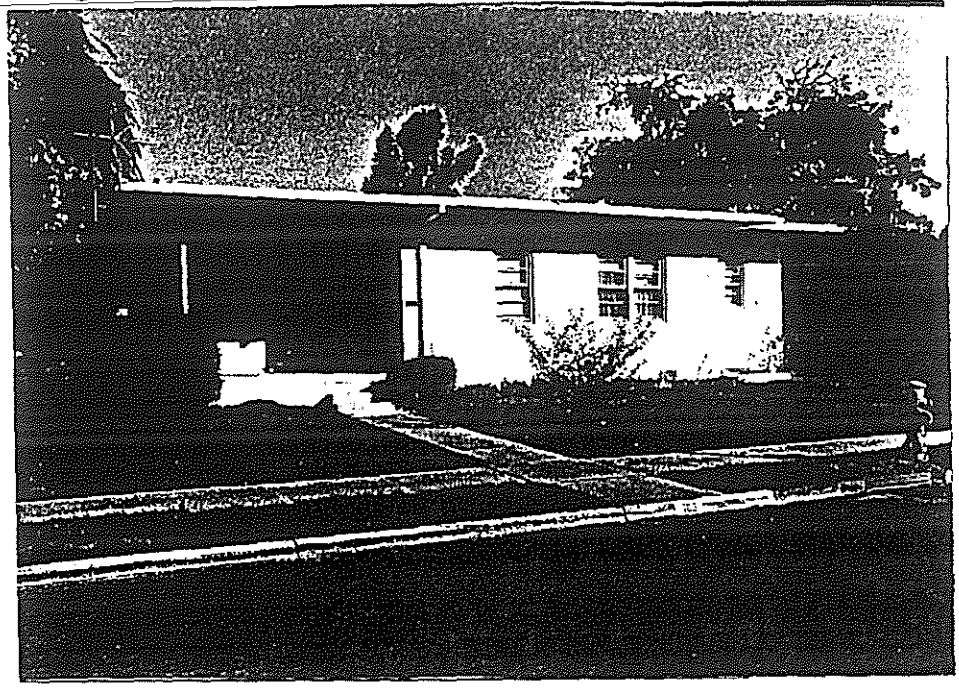
8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

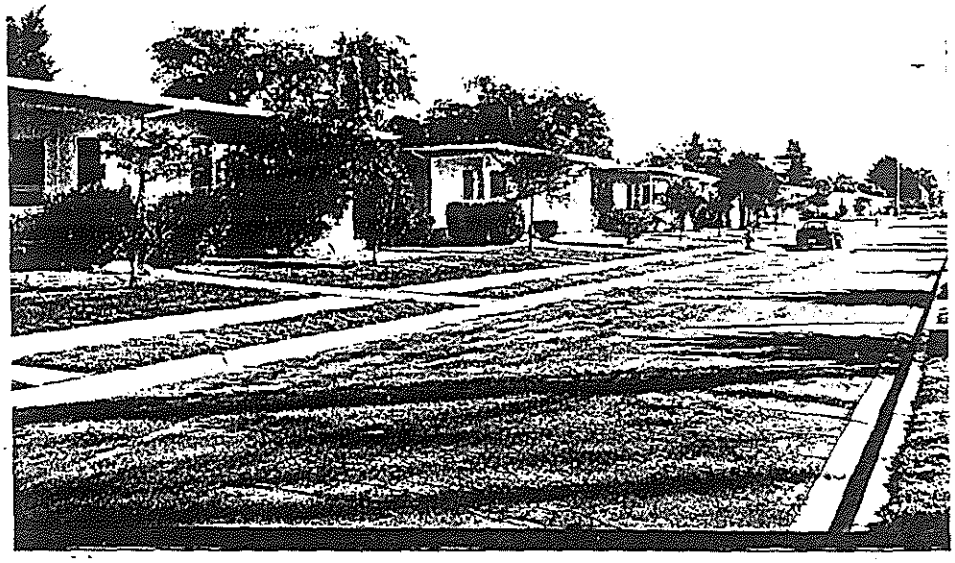


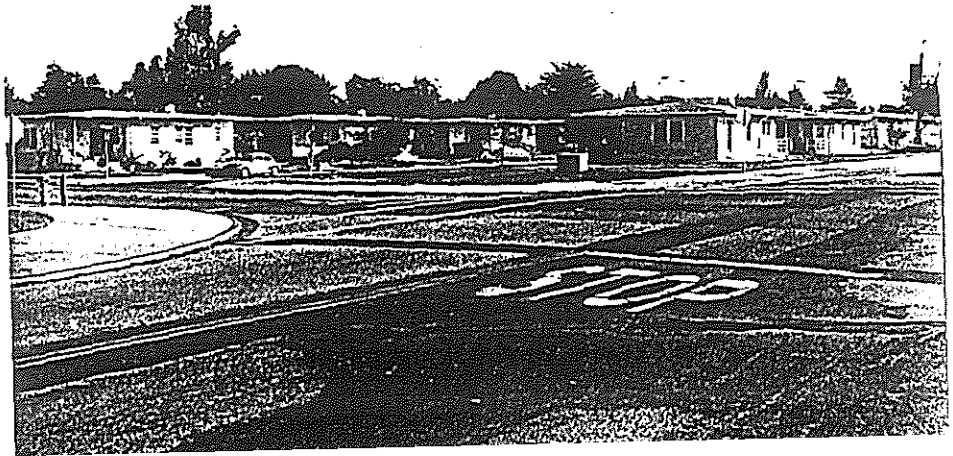
NAS ALAMEDA Senior Officer Housing











HISTORICAL INFORMATION

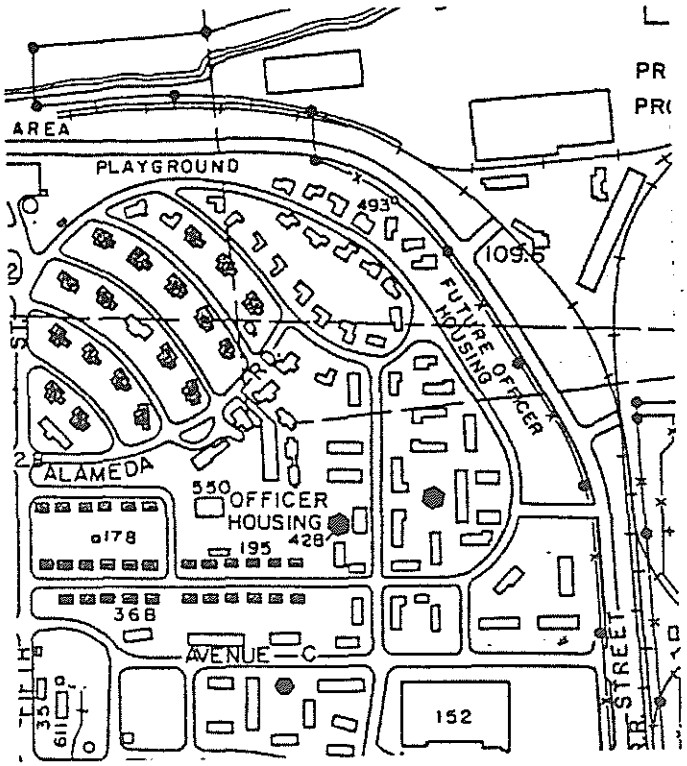
14. Construction date: 1941 Original location: yes
15. Alterations: none visible except for fencing around the type 2 houses.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: The officer housing contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1941 in an area adjacent to the central core at the end of Avenue A, a major cross-axis on the base that defines the northern edge of the district. Despite infilling with later housing, for the most part the area retains its historic character both in terms of the street pattern, landscaping, and architecture.
Under Criterion C, the two types of houses were designed in the simplified Modern style used in the permanent, non-residential buildings in the central core.

20. Sources: NAS Alameda records
21. Applicable National Register Criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

6. RESIDENTIAL AREA

6.1. Architectural Vocabulary of the Residential Area

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

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

6.2. Surface, Roof, and Building Form

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

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

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

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

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

Design review considerations for these buildings include:

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

6.3. Windows and Doors

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

Character-defining windows and doors include:

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

Design review considerations for these windows and doors include:

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

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

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

6.4. Features and Elements

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

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

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

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-010085
HRI #
Trinomial
NRHP Status Code 2D2

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Housing - Quarters A

P1. Other Identifier: Commandant Officer Quarters / FH-A

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 390 W. Essex Drive 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Quarters A is a one- and two-story 3,098-square-foot residence with a linear plan and is clad in stucco. The building is composed of a two-story hip roof main residence, a one-story flat roof sun porch on the west end, and a one-story flat roof garage and service wing on the east end (**Photograph 1**). The main residence has a narrower projecting hip-roof western section. The south side of this building was only partially visible at the time of recordation (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southwest, November 12, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941; US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 11/12/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-010085
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 8 ***NRHP Status Code** 2D2

***Resource Name or #** (Assigned by recorder) Housing – Quarters A

B1. Historic Name: Commandants House
B2. Common Name: Quarters A / FH-A
B3. Original Use: Residence B4. Present Use: Residence
***B5. Architectural Style:** Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: US Navy BuDocks b. Builder: Moore and Roberts of San Francisco
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Originally excluded from the 1992 Woodbridge report, Quarters A was added to the NAS Alameda Historic District in 1997. Quarters A is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

Historic Context

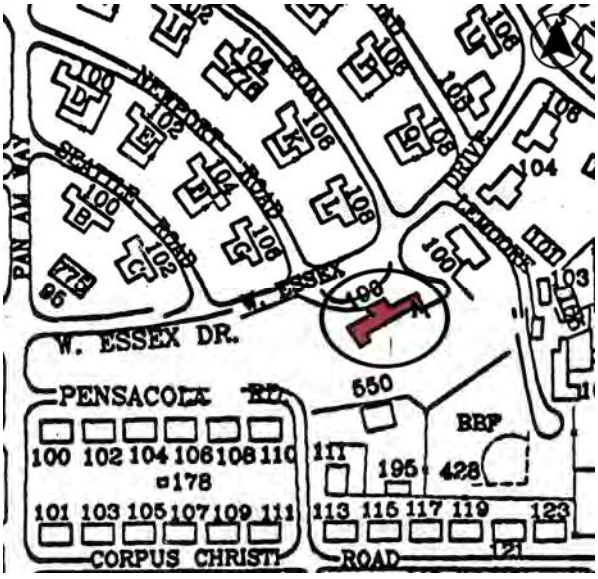
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.
B13. Remarks:

***B14. Evaluator:** R. Herbert and J. Freeman

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-010085
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 8 ***Resource Name or #** (Assigned by recorder) Housing – Quarters A

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The main entrance of the two-story residential element is located on the north wall. This wall consists of a partial-width raised porch, with tiled steps and a cantilevered concrete flat roof. A canvas awning projects from the concrete porch roof. The porch is additionally sheltered on the west side by a concrete wall with three circular openings. The tile porch with stairs has a full length horizontal flower box. The five panel front door is flanked by five-light sidelights. Fenestration on this wall consists of four two-over-two double hung windows on the second story, a pair of two-over-two double-hung wood-sash windows and two stacked square fixed-pane wood windows on the first story. The east wall has a stuccoed chimney centrally located on the east side. The chimney is flanked by a pair of two-over-two windows on either side, and has a small two-over-two window to the north. Another two-over-two window is located on the first floor to the north **(Photograph 2)**. The first floor of the south wall has two pairs of three double hung-wood-sash windows.

The western section of the main house has a setback north wall with five two-over-two double-hung wood-sash windows on each of the first and second stories **(Photograph 3)**. A wide stucco chimney is located on the north end of the west wall, which lacks openings. A one-story sun porch projects from the west end of the western section. The north wall of the sun porch includes six five-light fixed wood windows **(Photograph 4)**. Two groups of four five-light fixed wood windows are located on the west wall **(Photograph 5)**.

The garage has two rollup doors on the northeast end and three small one-over-one double-hung wood-sash windows on the north side. A recessed porch spanning the north wall of the service wind is partially enclosed by a half wall with a set of concrete and tile stairs to the ground level. Fenestration includes three small one-over-one double-hung wood-sash windows and four pairs of two-over-two double-hung wood-sash windows as well as two doors.

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

In the construction of Naval facilities, housing did not become a common part of base planning until the influx of sailors in World War I. Previously, sailors were expected to live on ship, and few facilities were provided for enlisted men or even non-critical officers.[1] Shore housing for ship officers was not provided until 1899. The introduction of Naval Air Stations and other new facility types not tied to ships and shipyards required the inclusion of housing, as personnel could not be housed shipboard. Housing remained limited and senior officers charged with base operations had priority. Through the 1930s expenditures on base construction increased and the Bureau of Yards and Docks developed individual master plans for each new base. Quarters at these new bases were designed for the site reflecting the local style, climate and materials. Detached housing was preferred, and built to minimum standards set by the Department of Commerce. As World War II began the top grades of enlisted men were offered married housing, the policy was later expanded to all enlisted families.[2]

[1]U.S. Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 33; Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 39.
[2] Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 44, 45.

The northeast corner of NAS Alameda was developed for officers housing away from the main operations part of the Station. It was designed with a curvilinear street pattern rather than the straight lines of the main base to reflect a more suburban residential layout than military (Photograph 6).

Quarters A was designed by the Bureau of Yards and Docks and constructed in 1941 by Moore and Roberts of San Francisco.[3] As the quarters for the station commanding officer, Quarters A is separated from the other Officers' Housing by what is now W. Essex Drive and set back from the street with a curved driveway and is the largest of the 19 "Big Whites" measuring 3,098 square feet.[4] The house has been occupied by 30 station commanding officers most serving in that capacity for only two years, the longest tenure being four years.

Evaluation

Quarters A was built during the initial construction of the station, and was added as a contributing element of the NAS Alameda Historic District in 1997, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[5] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. The character-defining features of the residential buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[6] Though Quarters A had not been identified as a contributing element of the historic district in the 1997 guide, the character-defining features are the same as the residential buildings. These are detailed on the attached sheets, and include the stucco surface, hipped roof form, two story core with one story wings, attached garages, two-over-two double-hung wooden sash windows, remaining original garage doors, porch supports with circular cut outs, and remaining original copper gutters and downspouts.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[7] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Quarters A, therefore, does not meet the criteria for listing in the NRHP or CRHR within the

[3] Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Commanding Officers Quarters Elevations," Y & D Drawing Number 141366, May 23, 1940, 181 Housing Drawer, Building 1 Plans Room, Alameda, CA; Department of the Navy, Naval Facilities Engineering Command, Naval Air Station, Alameda, "Flag Quarters 'A' Floor Plan (As Built)," PW Drawing No. 12046, June 26, 1969, Officers Quarter Drawer, Building 1 Plans Room, Alameda, CA; Building A, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[4] Building FH-A, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[5] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[6] Stephen Mikesell, *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).

[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency **Primary #** P-01-010085
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CONTINUATION SHEET **Trinomial**

Page 5 **of** 8 ***Resource Name or #** (Assigned by recorder) Housing – Quarters A

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

context of the Cold War because it does not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1). As no significant events or trends began on NAS Alameda during the Cold War, commanding officers were not associated with significant events, but with daily support operations of the station. In this aspect they are not differentiated from other installation commanding officers. Individual officers may have gone on to make significant contributions to Naval activities or had illustrious careers before coming to NAS Alameda, but the residence on NAS Alameda is not associated with this productive period of their lives and is therefore not significant under NRHP Criterion B / CRHR Criterion 2. The building does not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor is it likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although it does not possess Cold War-era significance, this building remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

P5a. Photographs (cont.):

Photograph 2: Main house, camera facing south, November 12, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010085
HRI#
Trinomial

Page 6 **of** 8 ***Resource Name or #** (Assigned by recorder) Housing – Quarters A

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Main house west section, camera facing south, November 12, 2009.

Photograph 4: Sun porch, camera facing southeast, November 12, 2009.

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CONTINUATION SHEET **Trinomial**

Page 7 **of** 8 ***Resource Name or #** (Assigned by recorder) Housing – Quarters A

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

Photograph 5: Sun porch camera facing northeast, November 12, 2009.

Photograph 6: 1942 aerial with Officer Housing, Quarters A circled.[8]

[8] US Navy, Assembly and Repair Department, NAS, Alameda- June 1, 1942 photo, Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

State of California — The Resources Agency **Primary #** P-01-010085
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 8 **of** 8 ***Resource Name or #** (Assigned by recorder) Housing – Quarters A

***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☒ **Continuation** ☐ **Update**

Photograph 7: May 1945 view of Quarters A "Commandants House."[9]

[9] US Navy, "Commandants House," #121-4, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1.&2. Historic/Current name: Officer Housing
3. Location: NAS Alameda Map I-L, 27-30 City/Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION
6. Property category: District Number of resources documented: 85

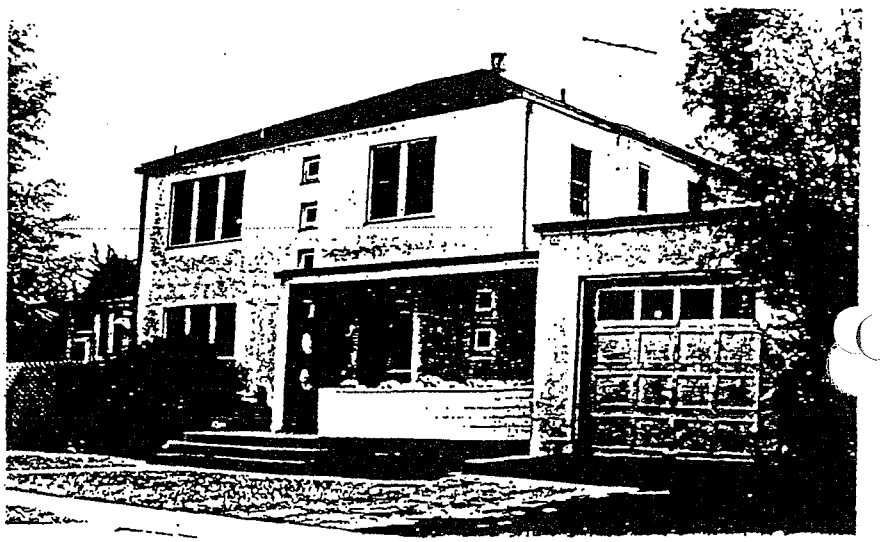
30

7. Existing condition: There are two types of houses: the first type, of which there are 29 aligned in rows on either side of the street north of Ave. C, are one-story, wood-frame, stuccoed houses with flat roofs and rectangular plans. A recessed entrance porch, raised on three steps and supported with one wood post is located at one end of the building; service porches are located in back. The doors are wood with one light; typical windows are four-light wooden hopper sash in wood frames. The houses have minimal foundation planting and a concrete sidewalk that extends to the street. The rows of houses face the street and have shared back yards.

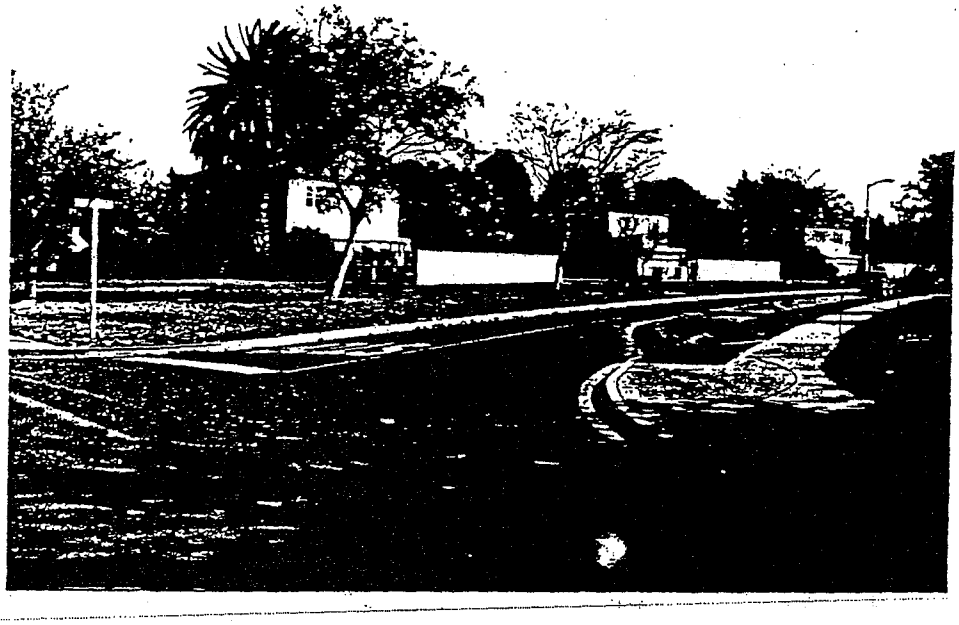
19

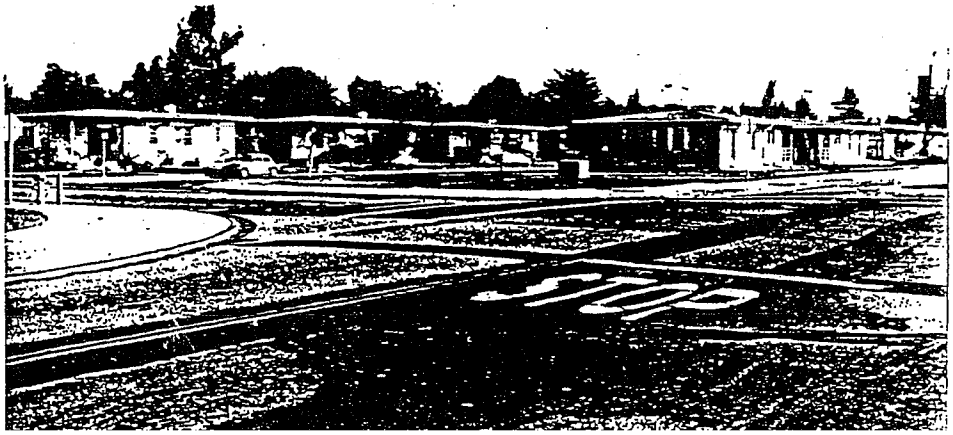
The second type, of which there are 18, is a two-story, wood-frame, stuccoed house with a one-story wing on one side and a garage on the other. The main part of the house has a hip-roof; the wing and garage have flat roofs. The houses have stylistic features representative of the early Modern style such as a vertical row of small, square windows in the center of the facade that light the stairwell and entrance porches raised three steps that have one wall with three round openings and two square windows near the wood and glass entrance door. Wooden planters wall the edge of the porch. Typical windows have wooden hopper sash with two-over-two lights in wood frames. The garage doors are paneled wood with four lights across the top. Most of the houses have acquired fenced yards since they were built; they are evenly spaced on curving streets that set
the area apart as a residential development. They are landscaped with foundation shrubbery and mature palms and other trees. Newer housing has been built on peripheral land.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Senior Officer Housing





HISTORICAL INFORMATION

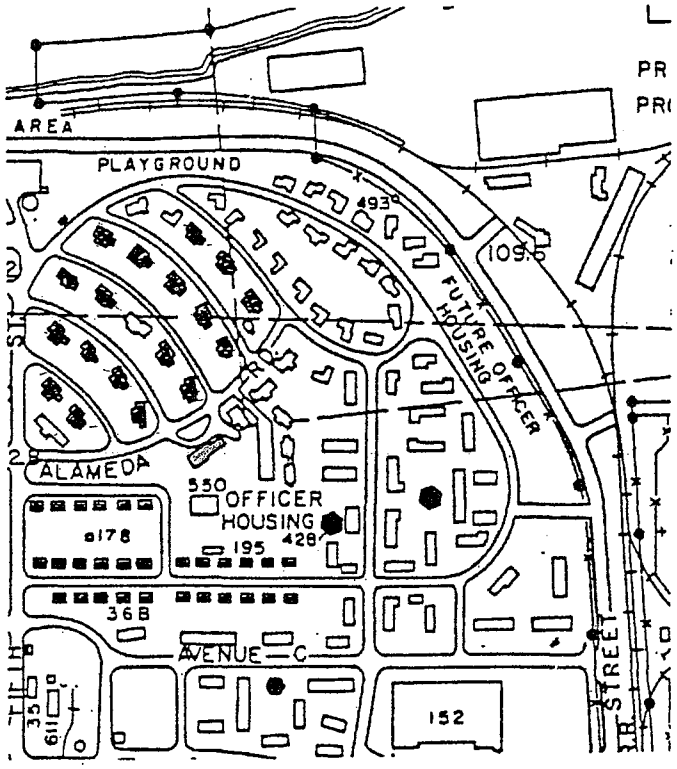
14. Construction date: 1941 Original location: yes
15. Alterations: none visible except for fencing around the type 2 houses.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District
Context formally developed: yes

19. Context: The officer housing contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1941 in an area adjacent to the central core at the end of Avenue A, a major cross-axis on the base that defines the northern edge of the district. Despite infilling with later housing, for the most part the area retains its historic character both in terms of the street pattern, landscaping, and architecture.
Under Criterion C, the two types of houses were designed in the simplified Modern style used in the permanent, non-residential buildings in the central core.

20. Sources: NAS Alameda records
21. Applicable National Register Criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A) (2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

6. RESIDENTIAL AREA

6.1. Architectural Vocabulary of the Residential Area

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

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

6.2. Surface, Roof, and Building Form

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

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

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

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

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

Design review considerations for these buildings include:

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

6.3. Windows and Doors

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

Character-defining windows and doors include:

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

Design review considerations for these windows and doors include:

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

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

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

6.4. Features and Elements

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

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

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

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

State of California — The Resources Agency	**Primary #** Bldg. 20:P-01-010007;Bldg. 21: P-01-010008; Bldg. 22: P-01-010010; Bldg. 23: P-01-010011
DEPARTMENT OF PARKS AND RECREATION	**HRI#**
CONTINUATION SHEET	**Trinomial**

Page 1 **of** 7 ***Resource Name or #** (Assigned by recorder) Landplane Hangars

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of these buildings by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). They are contributing elements of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: Building 20, 21, 22, and 23

P2 e. Other Locational Data: 2701 Monarch Street, 2601 Monarch Street, 2501 Monarch Street; on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 20, 21, 22, and 23 are landplane hangars of identical design. The description that immediately follows refers to all four landplane hangars.

The landplane hangars have a roughly square floor plan measuring 254 feet by 213 feet with a low-pitched gable roof and range from 65,547 to 67,344 square feet. Both the north and south facades are almost entirely made up of sliding hangar doors. Each hangar door is comprised largely of windows, being sets of three-over-four industrial sash above a solid bottom panel with inset personnel doors. Each corner of the building has broad, rectangular corner piers with decorative horizontal bands running from pier to pier across the façade. The piers are offset from the façade and a shed roof extends from pier to pier to shelter the hangar doors **(Photographs 1 and 2)**.

The east and west sides have two rows of three-over-four and four-over-four industrial sash windows with a combination of hopper and awning windows. Above is a set-back third story with windows, and on the roof two clerestories. At ground level are several metal and wood personnel doors, some with six-light windows and others with single-light **(Photographs 3 and 4)**.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and S. Miltenberger, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # Bldg. 20:P-01-010007;Bldg. 21: P-01-010008; Bldg. 22: P-01-010010; Bldg. 23: P-01-010011
HRI#
Trinomial

Page 2 **of** 7 ***Resource Name or #** (Assigned by recorder) Landplane Hangars

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Hangar 20 in foreground with Hangars 21-23 in background, camera facing south, December 16, 2009.

Photograph 2: Hangar 21 south side, camera facing northeast, September 30, 2009.

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CONTINUATION SHEET

Primary # Bldg. 20:P-01-010007;Bldg. 21: P-01-010008; Bldg. 22: P-01-010010; Bldg. 23: P-01-010011
HRI#
Trinomial

Page 3 **of** 7 ***Resource Name or #** (Assigned by recorder) Landplane Hangars

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Hangar 21 west side, camera facing northeast, September 30, 2009.

Photograph 4: Hangar 21 east side, camera facing southwest, September 30, 2009.

State of California — The Resources Agency **Primary #** Bldg. 20:P-01-010007;Bldg. 21: P-01-010008; Bldg. 22: P-01-010010; Bldg. 23: P-01-010011

DEPARTMENT OF PARKS AND RECREATION **HRI#**

CONTINUATION SHEET **Trinomial**

Page 4 **of** 7 ***Resource Name or #** (Assigned by recorder) Landplane Hangars

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

Photograph 5: 1945 view of Buildings 20-23 with Building 19 in background, camera facing southeast.[1]

B10. Significance:

This update form was prepared to provide additional information about the Landplane Hangars, assess if they retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Buildings 20, 21, 22 and 23 were all constructed as landplane maintenance hangars in 1941 by Robert E. McKee of Los Angeles **(Photograph 5)**. In the 1940s, Hangar 23 housed the Aircraft Preservation Shop, Flight Test Shop, and Radio-Radar Installation Shop. Planes were brought to the hangar upon completion of overhauls or repairs, for the installation of radio and radar equipment, and for flight test preparation. The Non-Operational Aircraft Movement

[1] US Navy, "Landplane Hangars and Control Tower," #121-5, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

State of California — The Resources Agency	Primary # Bldg. 20:P-01-010007;Bldg. 21: P-01-010008; Bldg. 22: P-01-010010; Bldg. 23: P-01-010011
DEPARTMENT OF PARKS AND RECREATION	HRI#
CONTINUATION SHEET	Trinomial

 ***Resource Name or #** (Assigned by recorder) Landplane Hangars

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

Office, which was responsible for parking and moving all airplanes in the custody of the A&R Department, was also housed in Hangar 23.[2]

The Utility Squadron was also quartered in Hangar 23. The mission of the squadron was to provide transportation for the Twelfth Naval District and station personnel on Naval missions to West Coast bases. Other duties included tow-target work for the anti-aircraft gunnery, caring for transient planes, and meeting important persons arriving to the Station by air. The squadron was also responsible for visitor's automotive transportation and care of their planes. Between the 1940s and the late 1960s, the Utility Squadron was renamed the Operations Maintenance Division (OMD) and moved from Hangar 39 to Hangar 23. Transient Line personnel were also moved to Hangar 23 from Building 19 to consolidate all transient services in one location.[3]

In 1968 Congress passed *The Reserve Forces Bill of Rights and Vitalization Act on 1968,* reorganized the Naval Air Reserve to be organized, equipped, and manned the same way as active duty squadrons. The Naval Air Reserve Unit (NARU), also called Naval Air Reserve Training Unit (NARTU), on NAS Alameda--also known as the "Weekend Warriors"-- was primarily based out of Hangars 20 and 22. NARU/NARTU trained 3,000 reservist and was the nations largest single active Reserve in the late 1960s and early 1970s. The majority of "Weekend Warriors" were trained Naval Aviation veterans from World War II, Korea, and the Vietnam War. NARU had eight tactical and sixteen non-tactical units located at the Station. In the late 1970s, the Aero Club, a flight instruction and recreation flying group, was located on the second floor of Hangar 20. Membership was restricted to full time civilian Department of Defense employees and reserve military personnel.[4]

In 1980 the Operations Maintenance Division was replaced by the new Field Services Division (FSD) located in Hangar 23. FSD had the same responsibilities of OMD to provide support to the Transient Fleet Aircraft such as fueling; engine, oxygen, and nitrogen service; and major assistance of loading and unloading aircraft aboard ships home ported at NAS Alameda.[5]

From the 1970s to 1990s, Hangars 20-23 housed various reserve units. Starting in January 1989, Hangar 20 housed the Helicopter Mine Countermeasures Squadron 19 (HM-19), which increased the airborne mine hunting capacity of the U.S. Navy by 20 percent. With approximately 200 reservists and active personnel, the mission of the squadron

[2] Building 20-23, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, Preservation and 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); US Navy, Assembly and Repair Department, Naval Air Station Map, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco).

[3] "Know Your Station," *The Carrier*, 25 February 1944; US Navy, *1967 Command History*, Command History 9 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes 1940 to 1992, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 10-21.

[4] US Navy, *1972 Alameda U.S. Naval Air Station Directory*, Box 2 of 2, 5757-1b, 3195G, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 25, 33.

[5] US Navy, *1980 Command History, Naval Air Station, Alameda, California*, Unlabeled Folder contains 1980 Command History, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 38-39.

was to counter the threat of mine warfare. The squadron was the first on the West Coast and the Naval Reserves second HM squadron. Hangar 21 housed Attack Squadron 304 (VA-304), which was commissioned on NAS Alameda in 1970, and was under the control of Carrier Air Wing Reserve 30. Composed of reservists and active military personnel, the mission of the squadron mirrored the active-duty fleet squadron with training for all phases of combat weapons, delivery tactics, and carrier qualifications.[6]

The Marine Aircraft Group 46 Detachment B (MAG-46 Det B), was the only Marine Corp Aviation Unit in Northern California and located in Hangar 22. Its mission was to provide training and support to Marine Corp Reservists for HMH-772 Det A, MALS-46 Det B, MWSS-472 Det A squadrons. Previously known as the Marine Aircraft Group 42, the detachment was commission on NAS North Island, San Diego in 1943, transferred to NAS Alameda in 1961 and re-designated in 1992.[7]

Hangar 23 housed Helicopter Squadron 85 (HS-85), known as the "Golden Gaters" which was commissioned in 1970 at NAS Alameda. The mission of the squadron was to seek and destroy enemy submarines, and search and rescue in support of the Carrier Battle Group. HS-85 regularly deployed reservist on active-duty carriers as part of the Reserve Carrier Air Wing to participate in anti-submarine warfare and search and rescue exercises at various West Coast facilities. The rotating beacon structural tower and platform on the roof of Hangar 23 was constructed in 1992.[8]

Evaluation

Buildings 20, 21, 22 and 23 were built during the initial construction of the station, and are contributing elements of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[9] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[10] These are detailed on the attached sheets, and include smooth stucco surfaces above a tall concrete base, prominent pylon-like door pockets integrated into the structure, rooftop monitors, grand interior spaces with offices along the sides, immense glazed segmental hangar doors, steel industrial sash with awning openings, steel personnel doors with transoms, copper flashing and roofing, and a decorative band above hangar doors and around door pockets.

The history of the station during the Cold War illustrates that neither the 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 weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic

[6] US Navy, *1992 NAS Alameda, California Base Directory*, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 39.
[7] US Navy, *1992 NAS Alameda, California Base Directory*, 38.
[8] US Navy, *1992 NAS Alameda, California Base Directory*, 39; US Navy, *1992 Command History*, Box 2 of 2, 5757-1b, NAS Command History 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).
[9] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.
[10] Stephen Mikesell, *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).

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DEPARTMENT OF PARKS AND RECREATION **HRI#**

CONTINUATION SHEET **Trinomial**

Page 7 **of** 7 ***Resource Name or #** (Assigned by recorder) Landplane Hangars

***Recorded by:** C. Brookshear and S. Miltenberger ***Date:** September 30, 2009 ☐ **Continuation** ☒ **Update**

nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[11] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 20, 21, 22 and 23, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). Buildings 20, 21, 22 and 23 do not exemplify an important type, period, or method 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).

Although Buildings 20, 21, 22 and 23 do not individually, nor as a group, possess Cold War-era significance, these buildings remain contributing elements of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and S. Melvin

***Date of Evaluation:** January 2010

[11] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.&2. Historic/Current name: Buildings 20, 21, 22, 23, 11-400-12, and 39, 40, 41,
Aircraft Maintenance Hangars.
3. Locations: Hangars 20-23: First St.; Hangars 11-400-12 and 39-41: Ave. F
NAS Alameda Map J-M-19, P-21-26 City: Alameda Zip: 94501 County: Alameda Code:001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

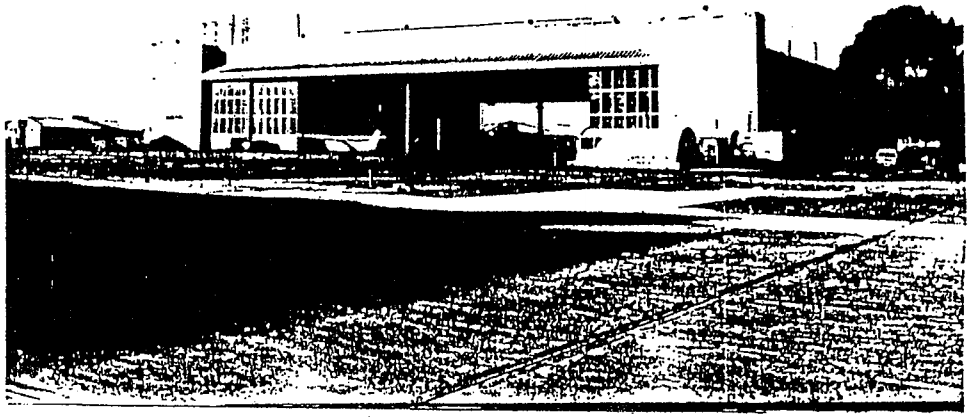
DESCRIPTION

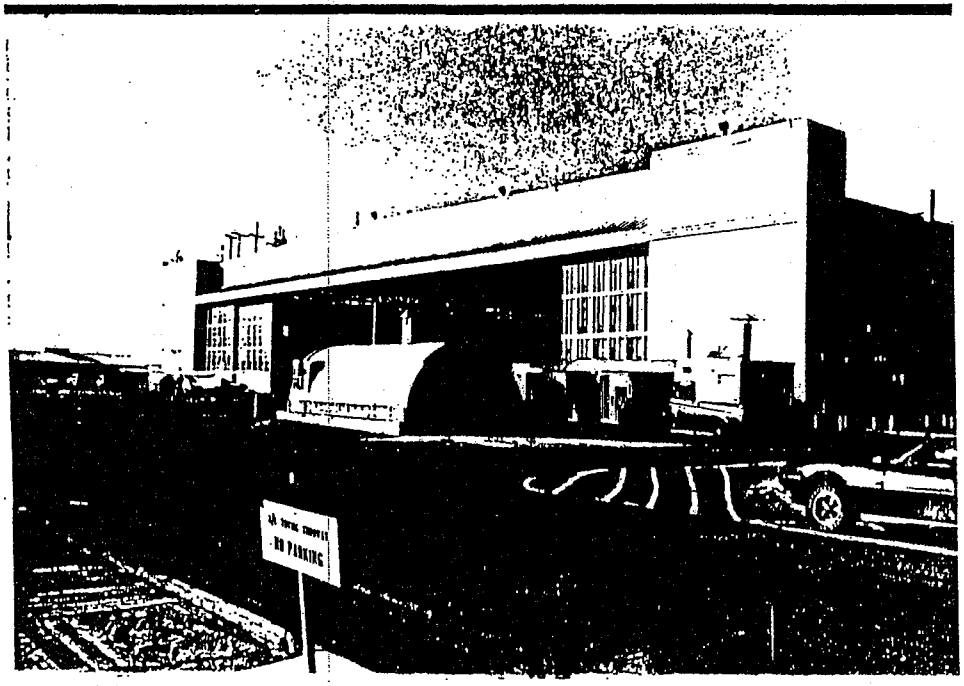
6. Property category: District Number of resources documented: 85
7. Existing condition: Two-story, concrete structures with metal frames and roof trusses that define a bowed roof concealed behind roof parapets. The hangars have rectangular plans and were built in two sizes: Hangars 20-23 are 254 ft. by 213 ft. by 40 ft. high; Hangars 11, 12, and 39-41 are 321 ft. by 242 ft. by 50 ft. high. Large, rectangular corner piers rising to the height of the parapet enframe the ends of the buildings. The piers are off-set from the facade and a metal shed-roof extends across the wall to shelter the sliding metal hangar doors which have solid lower sections and glazed, multiple-light upper sections. The eaves of the shed-roof are tied visually to the corner piers by a scored band around the piers. The other building elevations are stepped back above the second stories. Below the set-back, the walls are fenestrated with bands of metal-framed windows with 12-light sash on the upper story and, on the lower story, continuous metal-framed doors and windows that also form a complementary band. The tops of the walls are capped with dark bands as are the piers.

8. Planning Agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11.Present use: military base
12. Zoning: none
13. Threats: none

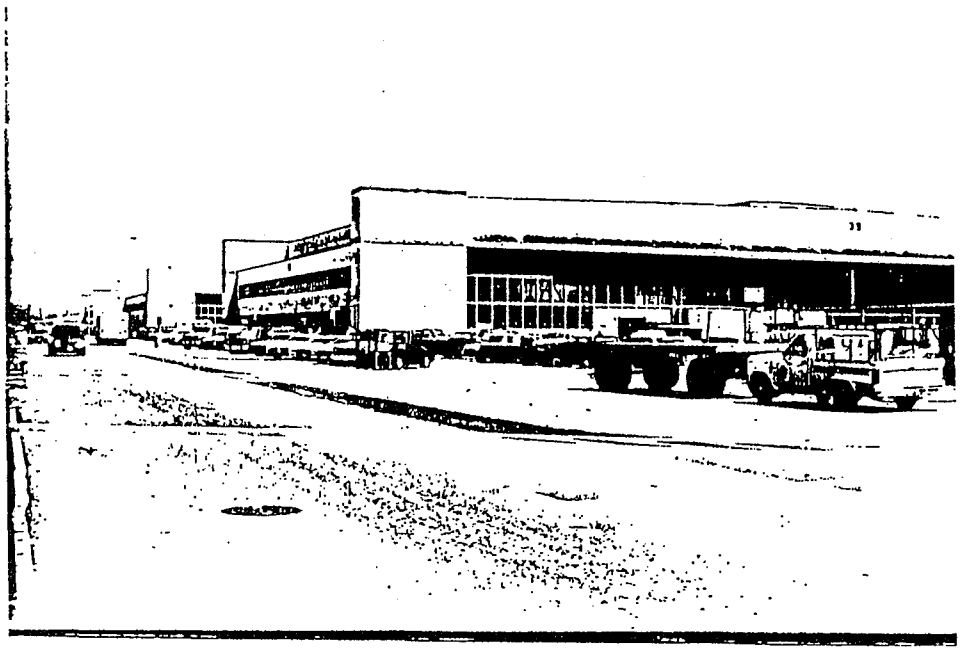
NAS ALAMEDA Building 20

Building 23

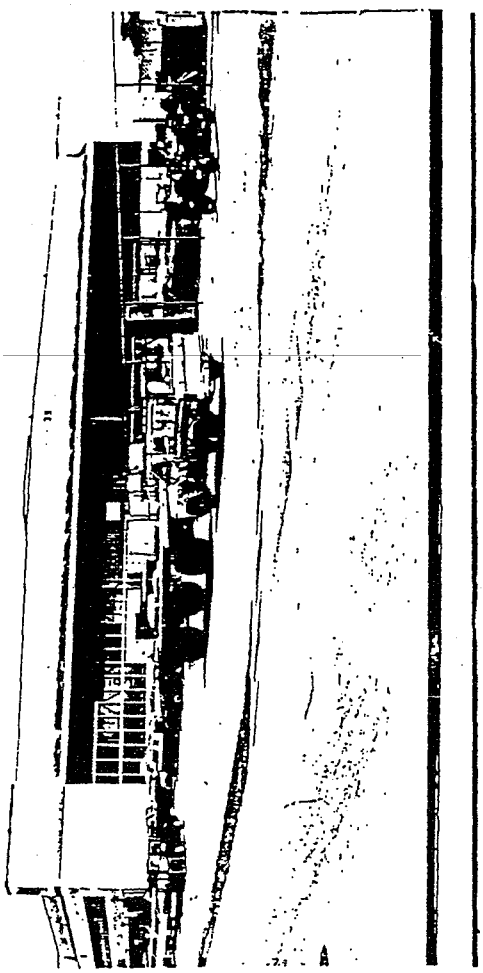


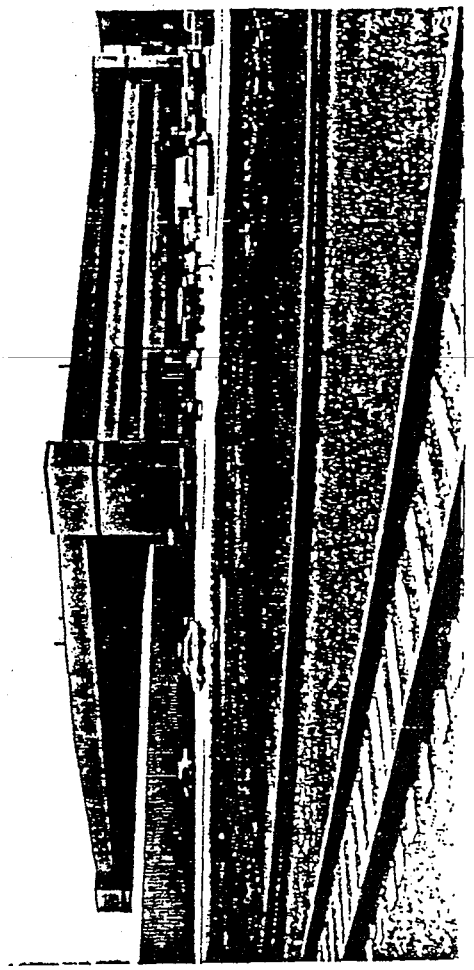


Building 23

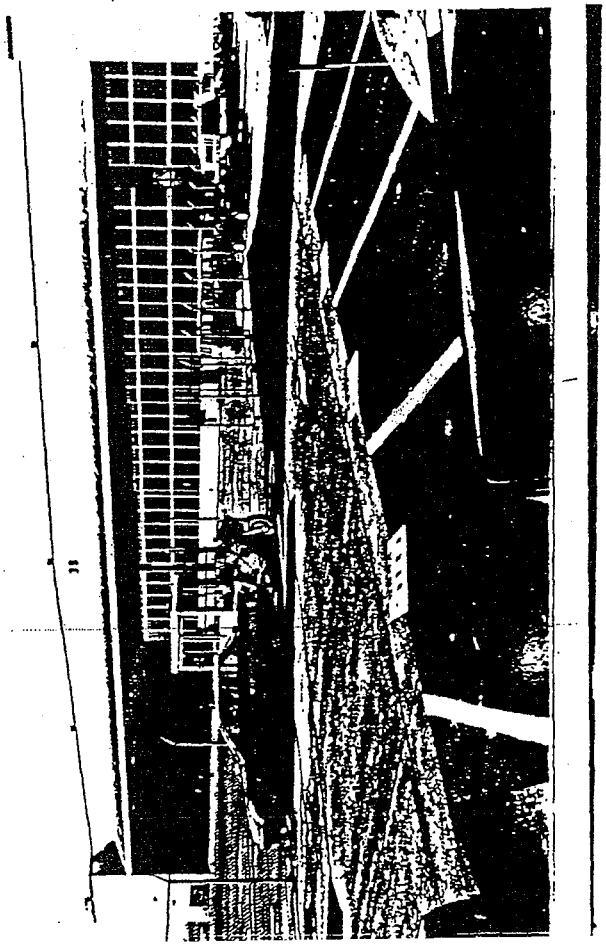


Building 39, 40, & 41

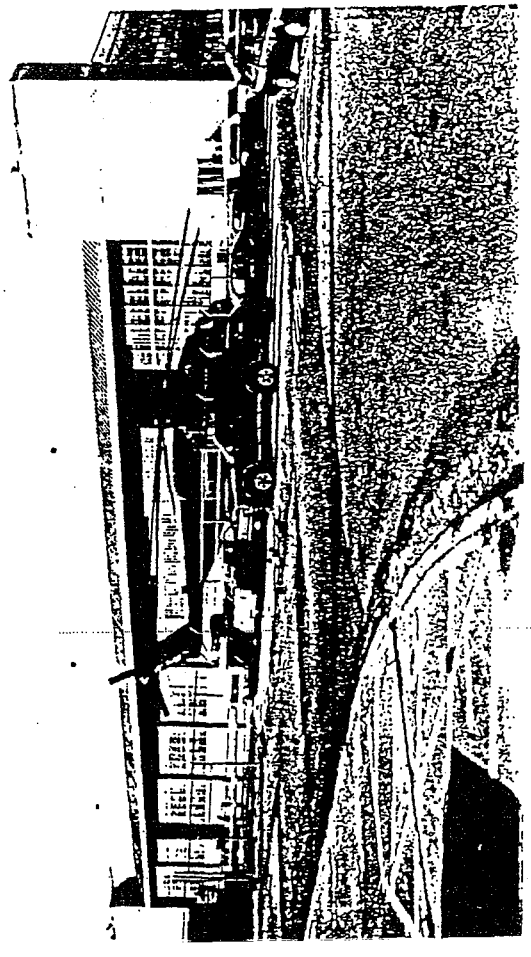




Building 41



NAS ALAMEDA Building 39



Building

HISTORICAL INFORMATION

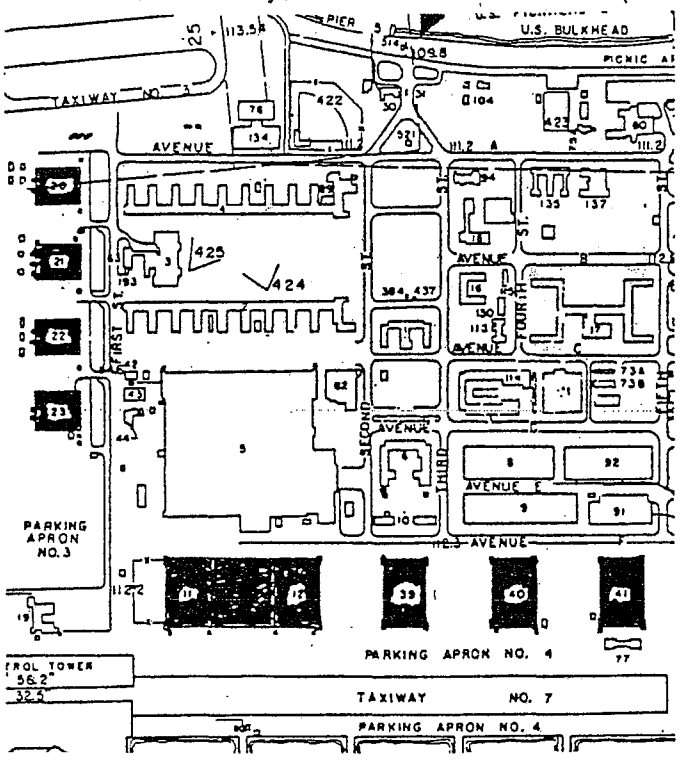
14. Construction dates: Hangars 11, 12, 20-23, and 40 - 1941; Hangar 39 - 1944;
Hangar 41 - 1945 Original location: yes
15. Alterations: The area between Hangars 11 and 12 was infilled with Building 400 in the postwar period. The other hangars appear unaltered.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic Attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally
developed: yes

19. Context: With the exception of Hangars 11 and 12, which have lost integrity because of infill construction, the aircraft hangars contribute to the NAS Alameda Historic District under Criteria A because they were constructed during the period of significance as part of the central core and, for the most part, strongly enforce the impression of the naval air station as an historic setting. Architecturally, under Criterion C, these are handsome structures that exhibit the stylistic traits of the early Modern style of the period in their cubistic forms, unifying detail such as the banding of openings and the scored lines on the piers, and fenestration.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA, 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

4. HANGARS AREA

4.1. Architectural Vocabulary of Buildings in the Hangars Area

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

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

4.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

Character-defining elements of Building 77 include:

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

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

4.3. Windows and Doors

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

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

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

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

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

The character-defining windows and doors in the Hangar Area include:
- Immense glazed segmental hangar doors.
- Steel industrial sash with awning-type openings.
- Steel personnel doors with transoms.

Design review considerations for these windows and doors include:

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

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

4.4. Features and Elements

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

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

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

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

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

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

Design review considerations are relatively few as well:

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

State of California — The Resources Agency **Primary #** Bldg. 30: P-01-010017; Bldg. 31: P-01-010018
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET
Trinomial

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Main Gate
***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). These buildings are contributing elements of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and have a NRHP status code of 2D2.

P1. Other Identifier: Buildings 30 and 31

P2 e. Other Locational Data: 2900 Navy Way on former NAS Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 30, the Main Gatehouse, is an L-shaped building on a concrete foundation with a flat roof with a total of 5,196 square feet (**Photograph 1**). The long wing of the "L" is oriented along a roughly east-west axis; the short wing is oriented along a north-south axis. The long wing is one story, while the short wing is two stories. Along the north and east sides of the building runs a concrete canopy roof supported by oval columns.

The roof covers a rounded front porch area. A wooden bench with decorative horizontal bands runs along the front porch area. There are two-over- two double-hung windows throughout the building's first story. On the second story are six tall windows – three on the west side and three on the east side. A stylized American bald eagle with an American flag shield adorns the north side of the second story.

Building 31, the Sentry House, is an ovoid-shaped, one-story, concrete 164 square-foot building. It has a flat concrete canopy roof with a three-foot overhang (**Photograph 1**). A continuous band of windows facing northward fronts the building. Below the windows "United States Naval Air Station Alameda" is written out. Metal gates with decorative horizontal bands and curved lines which mimic the lines of the Moderne building (**Photograph 2**), fold along the east side and along the west side (nearest Building 30) of Building 31; two concrete bunkers lay in front. To the rear (south) of the Sentry House are two boarded doors and three additional windows.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and M. Bunse, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
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CONTINUATION SHEET

Primary # Bldg. 30: P-01-010017; Bldg. 31: P-01-010018
HRI#
Trinomial

Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Main Gate
***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Building 30 (right) and Building 31 (center), camera facing southwest, September 25, 2009.

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CONTINUATION SHEET

Primary # Bldg. 30: P-01-010017; Bldg. 31: P-01-010018
HRI#
Trinomial

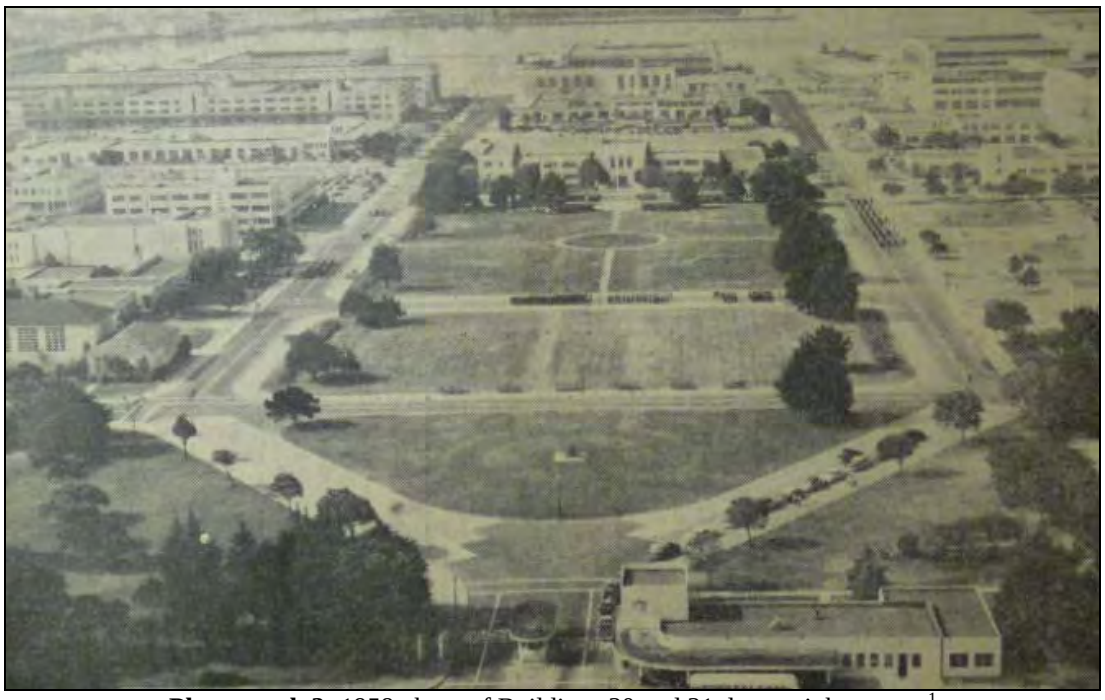
Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Main Gate

***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

Photograph 2: Main Gate pedestrian gate posts and gate, camera facing southeast, September 25, 2009.

State of California — The Resources Agency **Primary #** Bldg. 30: P-01-010017; Bldg. 31: P-01-010018
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Main Gate
***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**



Photograph 3: 1958 photo of Buildings 30 and 31, lower right corner.[1]

B10. Significance:

This update form was prepared to provide additional information about Buildings 30 and 31, to assess if they retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Buildings 30 and 31 are located where the Alameda Municipal Airport Building was located prior to the construction of the station. Both buildings were constructed in 1941 by contractor Moore and Roberts of San Francisco as permanent structures. Building 30 was built as a gatehouse building with an 'L' shaped addition in 1942 at the west end **(Photograph 3)** and Building 31 was constructed as a sentry house. Building 30 was used primarily for security,

[1] "NAS Alameda 'Open House' Attracts Record Crowds," *The Carrier,* 23 May 1958.

police escort, finger printing, police pass and as a traffic booth. The Employment Division Placement Action Section relocated from Building 30 to Building 183 in 1949.[2]

During the Cold War, the mission of the Security Department was to provide protection for NAS Alameda and all government property located there from fire, invasion, espionage, sabotage, subversive activities, and other criminal acts. The department screened people entering the Station, issued identification cards, controlled traffic, and provided guards for classified materials if necessary. Civilian guards from the Overhaul and Repair Department, now NARF, were under the command of the Security Department as well.[3]

In the early 1980s new drug detection/guard dog kennels were constructed at the west side of Building 30. The Narcotic/Drug Detector Dog Team served the Station, all tenant activities, and Department of Defense installations in the Bay Area and Northern California. The team also worked with the U.S. Customs Service and civilian law enforcement agencies.[4]

Evaluation

Buildings 30 and 31 were built during the initial construction of the station, and are contributing elements of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[5] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[6] These are detailed on the attached sheets, and include smooth concrete surfaces of the buildings, horizontal orientation, flat roofs, emphasizing vertical elements, curved contrasting elements, original and sympathetic two over two windows, oval columns along the arcade, and cast stone eagle and flag figure on Building 30. The dominant vertical element is the two story tower on the eastern end of Building 30 with vertical window recesses. Curvilinear roof overhangs are prominent on both buildings providing the contrasting elements. Additional character-defining features of the buildings are the original metal vehicle and pedestrian gates which mimic the horizontal and curvilinear Moderne elements of the buildings.

The history of the station during the Cold War illustrates that neither the 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 weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic

[2] "The Birth of a Naval Air Station at Alameda," *The Carrier*, 2 November 1945; US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 July 1949- 31 Dec 1949*, Command History 3 of 25 folder, 1 July 1949- 31 Dec 1949, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 12.

[3] US Navy, *1967 Command History*, Command History 10 of 25 folder, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes 1940 to 1992, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 17-1.

[4] US Navy, *Naval Air Station Alameda Command History 1982*, 13, Unlabeled folder contains 1982 Command History, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 25.

[5] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[6] Stephen Mikesell, *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).

State of California — The Resources Agency **Primary #** Bldg. 30: P-01-010017; Bldg. 31: P-01-010018
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***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[7] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 30 and 31, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

Although Buildings 30 and 31 do not individually, nor as a group, possess Cold War-era significance, the buildings remain contributing elements of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and S. Melvin

***Date of Evaluation:** January 2010

[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

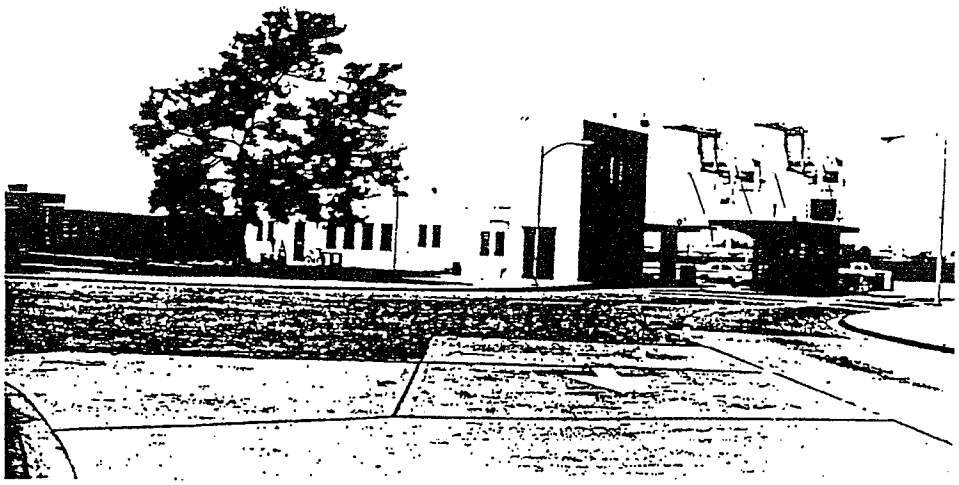
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Buildings 30 and 31, Main Gatehouse and Sentryhouse.
3. Street: Main Gate **NAS Alameda Map** I-23,24 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: Building 30 is a one- and two-story concrete building with a flat roof and a U plan. The two-story section faces the sentry house, Bldg. 31, across the entrance road. Bldg. 30 has a concrete canopy extending from the E side, a variety of metal- and wood-framed windows, and wooden entrance doors on all sides of the building. The sentry house, #31, is a small concrete structure, 21 ft. by 9 ft. by 10 ft., with a flat concrete roof that extends to form broad overhangs. Doors and windows are the same type as in Bldg. 30.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

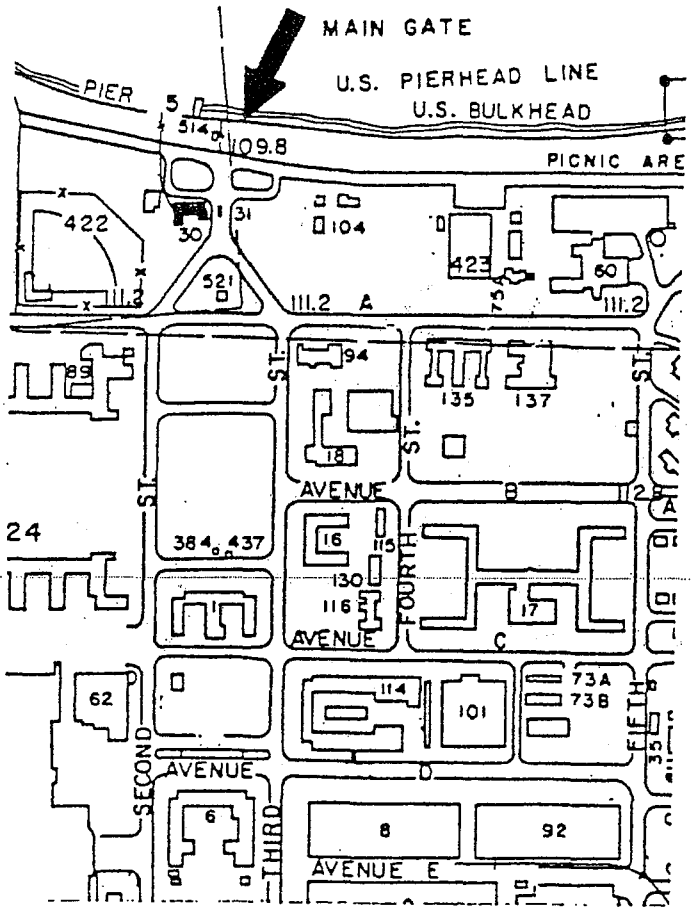


HISTORICAL INFORMATION
14. Construction date: 1941 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION
18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda. Period: 1938-1945 Property type: District Context formally developed: yes

19. Context: Buildings 30 and 31 contribute to the NAS Alameda Historic District under Criterion A because they were constructed in 1941 as part of the early core of the base and continue in their original function. Under Criterion C, the buildings contribute because they were designed in the simplified Modern style of the rest of the core buildings on the base and remain unaltered.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110(A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

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

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

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

3.8. Character-Defining Elements of Building 60.

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

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

3.9. Character-Defining Elements of Building 94.

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

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

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CONTINUATION SHEET **Trinomial**

Page 1 **of** 11 ***Resource Name or #** (Assigned by recorder) Mess Hall and Galley

***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). Buildings 3 and 63 are contributing elements of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and have a NRHP status code of 2D2.

P1. Other Identifier: Buildings 3 and 63

P2e. Other Locational Data: 2651 Lexington Street on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Mess Hall / Galley (Building 3), constructed in 1940, contains 55,327 square feet. The complex building varies between one and two stories with flat roofs surrounded by parapets. The poured concrete building consists of a two story mess hall (Mess Hall 1) across the front (east façade). One-story Mess Halls 2 and 3 form wings at a right angle to Mess Hall 1 along the north and south sides. The one-story galley fills the area between the mess halls, and a center food storage wing projects westward from the galley. Additions to the food storage wing and set-backs along the western side of the galley create a complex western elevation.

The main façade (east) forms the end of the courtyard formed by Buildings 2, 3 and 4 and is connected to the other buildings through a curved one story colonnade. The front of Mess Hall 1 is flush with the front of the colonnade **(Photograph 1)**. Mess Hall 1 consists of nine bays. The end bays are solid creating two end pilasters with stylized eagle statues at the outer corner of each. Three small lights are arranged vertically at the second floor level of each pilaster. Six oval concrete columns support a plain entablature over a open two story porch. Each bay contains a set of three windows on each story, truncated to two windows at the end bays. The second story windows are two-over-two fixed in metal frames. The first floor windows are taller with a third, two-light sash added to the bottom. In the center bay is the main entrance slightly recessed with curving sides **(Photograph 2)**. The central pair of doors and flanking single doors are boarded over, as are the transoms above. Above the door openings is a painted arch and the words "Welcome Aboard N.A.S. Alameda." Mess Halls 2 and 3 are set behind the curving colonnade. The end of each mess hall is three bays. Two bays contain pairs of windows and the third a pair of doors. Eagle statues flank the façade of the mess hall **(Photograph 3)**.

The sides of the building are simple. The south side of Mess Hall 2 has six sets of three, two-over-two windows spaced evenly in a row at the center of the elevation. The north side of Mess Hall 3 had similarly sized windows of which only three remain, the others have been covered or filled **(Photograph 4).**

The west side is complex because Mess Halls 2 and 3, adjoining Y JF, and galley create a series of set-backs. The food storage wing then projects from the center of the galley, additions to the sides of the food storage wing has created an open narrow passage between the food storage wing and the mess halls which leads to the galley. Another addition in 1957 to the west connects Building 3 with Building 63. The west ends of the two mess halls have two sets of windows and a doorway. Both doorways are reached by a stair with curving retaining wall at right angles to the mess hall. Above the stoop is a cantilevered flat roof with curved edges. Mess Hall 2 has a pair of doors and Mess Hall 3 has a single door **(Photographs 4 and 5)**. The small sculleries in the corners between the galley and the mess halls have a single group of three windows and door reached by a concrete stoop, with poured concrete side walls.

The food storage wing has a loading dock along its west side **(Photograph 6)**. A wide entry is centrally located and in a recess with angled walls. Single two-over-two windows are located on either side of the central doorway. Three doors are located to the south and two doors to the north. A horizontal wood sided addition is located to the south.

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This addition has a row of fixed windows and three doorways **(Photograph 7)**. North of the recessed central doorway is a 1957 addition which connects Building 3 and Building 63. Breezeways separate the addition from Building 3 and Building 63. The north half of the addition is concrete with a flat roof, it has an overhead delivery door and large vent on the north side. The south half is sheathed in horizontal wood siding hand has a gable roof. A single sliding door is located on the south side.

The interior of Building 3 has been significantly altered since its original construction. Lowered ceilings are now found throughout the building, and the upstairs dropped ceilings cover most of the original light wells **(Photograph 8)**. Newer additions to the building include half-wall partitions, such as those dividing the mess hall areas **(Photograph 9)**. However, the building retains some original architectural features. Similar to Buildings 2 and 4, Building 3 has "mushroom" style concrete supports throughout the building, specifically noted in the kitchen and some of the larger open rooms **(Photograph 10)**. Additionally, lighting within Building 3 is a mixture of differing fixtures, some of which may be remnants from the original installation. Character-defining features within Building 3 include the curved stairwells and their metal handrails **(Photograph 11)** and the original light wells noted on the second floor.

Building 63 has a rectangular plan on a concrete foundation supporting wood panel-formed concrete and a flat roof **(Photographs 12, 13)**. Fenestration includes seven, eight-light windows on the south side and one, 16-light window on the east and west sides. The west side has three, eight-light windows on the north, two boarded-up windows, double metal personnel doors with a boarded-up transom, and two other metal personnel doors. Building 193 connects to Building 63 on the east side and Building 3 on the north side. A cantilevered flat concrete roof projects off the north side of the building to Building 3, which creates a breezeway between the two. A set of concrete stairs and asphalt ramp lead up to the elevated breezeway area.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
Scott Miltenberger and Heather Norby, JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

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P5a. Photographs:

Photograph 1: Façade of Mess Hall, camera facing west, December 11, 2009.

Photograph 2: Detail of Mess Hall entrance, camera facing west, October 6, 2009.

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Photograph 3: Eagle statue flanking Building 3 façade, camera facing southwest, October 6, 2009.

Photograph 4: North side of Mess Hall 3 and western doorway, camera facing southeast, October 6, 2009.

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Photograph 5: Mess Hall 2, west end doorway, camera facing east, October 6, 2009.

Photograph 6: Loading dock area on west side, connecting addition on the left, camera facing northeast, October 6, 2009.

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Photograph 7: Wooden addition to south of food storage wing, camera facing east, October 6, 2009.

Photograph 8: Exposed light well next to dropped ceiling, interior Building 3, December 11, 2009.

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Photograph 9: Interior of Building 3, camera facing west, December 11, 2009.

Photograph 10: Building 3 kitchen, camera facing south, December 11, 2009.

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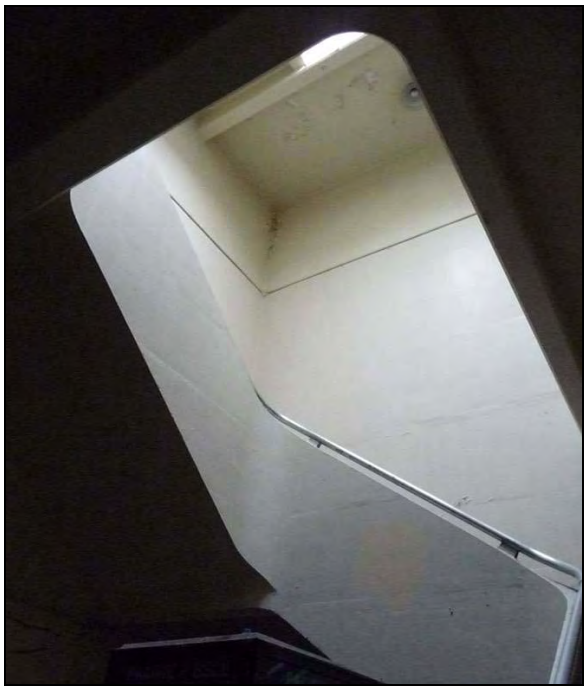

Photograph 11: Curved stairwell with metal handrail, interior Building 3, camera facing southwest, December 11, 2009.

Photograph 12: Building 63, camera facing northeast, October 6, 2009.

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Photograph 13: Building 63, camera facing south, October 6, 2009.

B10. Significance:

This update form was prepared to provide additional information about Buildings 3 and 63, to assess if they retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Building 3, the Mess Hall / Galley, was part of the original base plans from 1939. Contractors Johnson, Drake, and Piper built the building and completed it by 1940 for a cost of $1,758,292. It was primarily a mess hall and galley along with an enlisted men's barracks. In 1940, the dining capacity of Building 3 was 4,908. In 1942, the same contractors built Building 63 for $55,277. It provided additional kitchen facilities including a bakery.[1]

[1] Administration, Pacific Region, (San Francisco); Command History 1971, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration,

Building 3 was one of many eateries on base, but was restricted to military personnel, specifically enlisted men. In 1957, Building 3 was modified with the addition of a pots and pans room within the building's galley area and an addition to the west side which connected Building 3 with Building 63. In 1961, NAS Alameda became one of the largest Naval Air Reserve Training Units (NARTU) in the nation and this resulted in the barracks portion of Building 3 becoming NARTU berthing areas. By 1972, these areas required renovation, which resulted in the construction of nine, four-men rooms and one three-men room. The Seabees (CBU-409) and Self Help carried out these renovations along with similar alterations conducted in the enlisted men's barracks in Buildings 2 and 4.[2]

Additional 1970s renovations of Building 3 included the remodeling of the recreation center, improvements to the galley, and the creation of the "Rope Yarn," which was a food and drink facility that also provided recreational activities. In 1974 most of the doors were replaced, along with the consolidation of the Petty Officers' Mess and Enlisted Mess which became the Enlisted Mess (Open). This consolidation of title also came with extensive interior renovations including new furnishings, flooring, lighting and the creation of a game room on the second floor. An older television lounge was also converted into offices at this time. The entire renovation was completed by the Seabee/Self Help program with a personnel loan of $69,000. Additional improvements to Building 3 were made in 1989 with the conversion of steam heat to hot water, and Building 63 was partially reroofed in 1995. The following year the NAS Galley was relocated from Building 3 to smaller facilities in Building 4.[3]

Evaluation

Buildings 3 and 63 were built during the initial construction of the station, and both are contributing elements of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[4] The contributing elements of the district each retain adequate

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San Francisco; Command History 1972, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco).

[2] Naval Air Station Alameda, California, "Modification of Galley Bldg. 3," PWC Drawing No. 8474, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961, Command History 6 of 25, 25 July 1959 – N/A Box 1 of 2, 5757.1b, Naval Air Station Command Histories, 27 Volumes 1940 to 1992, Record Group 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961, Command History 6 of 25, 25 July 1959 – N/A Box 1 of 2, 5757.1b, Naval Air Station Command Histories, 27 Volumes 1940 to 1992, Record Group 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Command History 1971, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, San Francisco; Command History 1972, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco).

[3] Command History 1972, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, San Francisco; 1974 Command History, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); 1975 Command History, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco); Navy Public Works Center, "NAS Alameda Renovation of Mess Facilities in Bldg. 3 Schedules and Finishes," Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Building 3 and 63,United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; 1995 Command History (OPNAV 5750-12E), Box 2 of 2, 5757-1b, Naval Air Station Command History, Record Group 181, National Archives and Records Administration, Pacific Region, (San Francisco); 1996 Command History, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes, 1968-1997, Record Group 181, US Naval Shore Facilities, National Archives and Records Administration, Pacific Region, (San Francisco).

[4] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS

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historic integrity to that period to convey their historic significance. In addition to the architectural significance recorded by the previous studies (attached), character-defining features of the interior of Building 3 include the curvilinear lines of the stairways and metal handrails and the original light wells noted on the second floor.

The history of the station during the Cold War illustrates that neither the 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 Naval 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.[5] Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period. Buildings 3 and 63, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method 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).

Although these two buildings do not individually, nor as a group, possess Cold War-era significance, they remain contributing elements of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** H. Norby and C. McMorris

***Date of Evaluation:** January 2010

Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

9

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1. & 2. Historic/Current name: Building 3, General Services for the BEQ and attached Building 63.
3. Street: First St. **NAS Alameda Map** K-20 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West, CA,
5.Quad Map No.: N3745/W12215/7.5 Parcel No.: none

DESCRIPTION

6. Property category: District Number of resources documented: 85
7. Existing condition: a two-story, concrete building with an irregular, rectangular plan located in the quadrangle between Buildings 2 and 4 and attached to Building 63 by a hallway. The facade facing the quad has a two-story recessed porch with 6 round, concrete columns that are embedded in the building attic. The enclosed ends of this section are punctuated with small square windows set close together in the upper part of the wall. The main entrance is composed of three glazed sections divided by round concrete columns. Entrance doors are metal-framed with transoms above. The central doors are surmounted by a painted, decorative motif in the form of a segmented hemisphere with stars on the rim and the legend "Welcome Aboard N.A.S. Alameda." Set against the end walls are concrete bases with monumental concrete sculptures of rampant eagles. Typical windows are metal-framed, multiple-light, hopper sash. Attached to the back of the building is an annex, built in 1942 designated Building 63; this is a one-story, concrete building 102' by 50' with a flat roof with the typical metal-framed windows with multiple-light, hopper sash. The building has no distinctive features.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none

3

NAS ALAMEDA Building 5

HISTORICAL INFORMATION

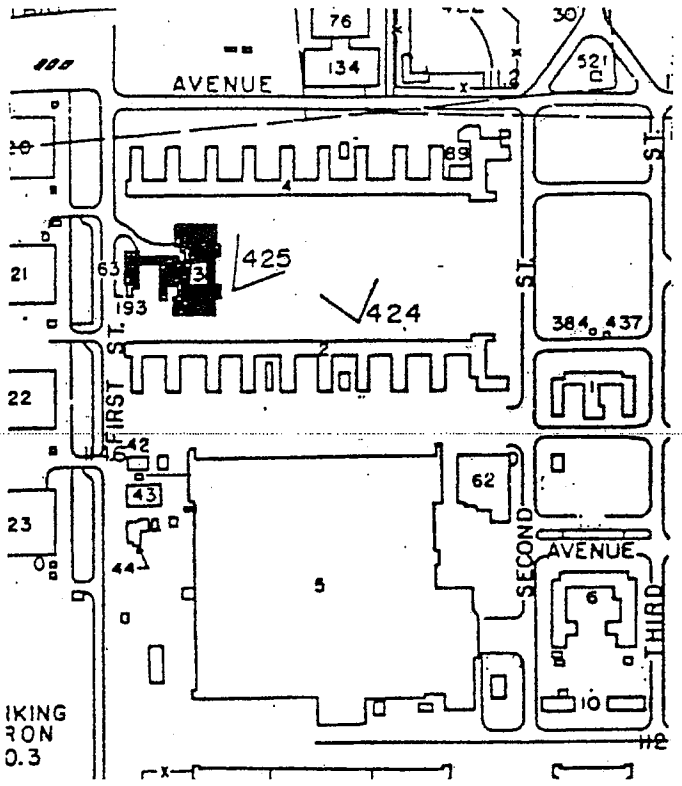
14. Construction date: 1940-Bldg. and 1942-Bldg. 63 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: Development of U.S. Navy bases in the San Francisco Bay Area for World War II. Area: NAS Alameda Period: 1938-1945. Property type: District Context formally developed: yes

19. Context: Building 3 contributes importantly to the NAS Alameda historic district under Criterion A because it was one of the original core of buildings constructed in 1940 for the base and has continued to serve in its original function of providing general services for the BEQ. Under Criterion C, it is representative of the simplified early Modern style in which the permanent buildings were designed during the early 1940s. The columned porch on the main facade is an imposing feature and is also embellished with two imposing sculptures of eagles in the geometric style characteristic of the time.
Building 63 is an annex added to Building 3 in 1942. It contributes to the district because of its date and attachment to Building 3, but it is architecturally undistinguished.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organiation: none
Address: 2273 Vine St., Berkeley, CA 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

3. ADMINISTRATIVE CORE

The Administrative Core represents the heart of the historic district, including a large number of buildings and the most sophisticated buildings from the architectural standpoint. The area includes the following buildings: the Gate House Group (Buildings 30 and 31); the Barracks Group (Buildings 2, 3, 4, 65, and 193); the Headquarters Building (Building 1); the Bachelor Officers' Quarters Building (Building 17); the Theater-Post Office and Chapel Group (Buildings 18 and 94); the Dispensary (Building 16); and the Officers' Club (Building 60). The Administrative Core is bounded by Avenue A on the north; Fifth Street on the east; First Street on the west; and Avenue C on the south.

3.1. Architectural Vocabulary of the Administrative Core

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire base. The Administrative Core buildings, indeed, are excellent representatives of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of horizontal bands, running continuously across the facade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

3.1.1. Surface, Roof and Building Forms

The dominant character of buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The concrete was likely poured into plywood rather than the more common rough-board forms, giving the buildings a very smooth texture. The roofs are not actually flat; shallow slopes exist behind the flat parapets to promote drainage. For visual purposes, however, the intent and the effect is that of a truly flat roof, emphasizing the rigidly horizontal nature of the buildings generally. Building 94 -- a hip-roofed, wooden sided building -- is the only exception to this rule.

The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings in question. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 and, to a lesser degree, Building 17 are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. **Photograph 2** illustrates the rear wing of Building 4. The long, sweeping design is emphasized by the continuous horizontal bands in the concrete panels (these are discussed under "features and elements") and by the bands of windows, which are themselves arranged in horizontal bands (these are discussed under "windows and doors"). Building 1 is equally horizontal in its appearance, as shown in **Photograph 3**. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement. These curved surfaces are also discussed under "Features and Elements". The effect of these curved elements is shown in **Photograph 4**, which illustrates the curving arcade that connects Buildings 2, 3, and 4.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wooden sided).
- Horizontal orientation.
- Flat roofs.
- Use of vertical elements for emphasis.
- Use of curved elements for contrast.

These basic elements are extremely durable; they form the basic structural components of these sturdy reinforced concrete buildings. This is good news from the standpoint of managing these historic properties; most of the key character-defining elements of this historic district are so durable as to require very little management. As long as the buildings are still standing, these elements should still be in place.

Design review considerations for these major structural forms include:

- Preserving the original surface. These sturdy concrete surfaces are immune to nearly any kind of work except for making new openings or in-filling original openings. Window and door openings provide the "rhythm" of the building. In-filling of one of these openings breaks the rhythm and appears clumsy. In **Photograph 5**, for example, a door has been closed off; its location is shown by the canopy above it. If this area needed to be closed off, it should have been accomplished from the inside, leaving the door in place to retain the rhythm.
- Additions should be discouraged. If it is absolutely necessary to build an addition to one of these buildings, the addition must respect the surface, horizontality, and window and door patterns of the original. Very few additions have been built within the historic district; only Buildings 60 and 77 includes major additions. In neither case do the additions respect the surface, window and door patterns, or general building form of the original.
- Paint schemes should continue the pattern followed by the Navy, generally, with a light base coat for the major surface and a darker hue for the wall panels between windows as well as vertical features. This paint scheme tends to emphasize the original design scheme and works well with its horizontal bands and vertical accents.

3.1.2. Windows and Doors

The designers of NAS Alameda had in mind a predominantly horizontal appearance to the individual buildings and to the groups as a whole. That horizontality is emphasized chiefly through the forms of the buildings but was emphasized through other elements as well, especially the windows.

The basic type of window originally installed throughout the historic district was a two-over-two double-hung wooden sash, i.e. a wooden window with two movable sash, divided by muntins into two separate panes on the top and two on the bottom. Very few of these still remain. A few may still be seen on the postal sorting area of Building 18, on the east and south sides of Building 1, and on most of the second story of Building 2. Original wooden windows in Building 2 are shown in **Photograph 6**. Through the years, nearly all of these windows have been replaced, most with aluminum double-hung sash. These replacement windows are quite sympathetic in that they retain the basic geometry of the original, including the double-hung operational type and the two-over-two configuration. Replacement windows are shown in **Photograph 7**; these windows are located directly below those shown in Photograph 6. As discussed earlier, this two-over-two orientation contributes greatly to the horizontal emphasis of the design of the buildings. The aluminum replacement windows lack some of the warmth associated with wooden windows. The muntins in many of the aluminum windows are also thicker and flatter than the originals. In general, however, the hundreds (perhaps thousands) of aluminum replacement sash within the historic district are quite sympathetic to the original because they repeat the essential geometry of the original design.

It should be emphasized that the muntins of the two-over-two windows align with the incised concrete lines in the adjacent wall panels, creating a continuous horizontal band across the window areas. If the horizontal lines of the window muntins are not preserved, this long band will be broken. To appreciate the importance of the double-hung window design to the overall building, one needs only to inspect those few instances in which non-sympathetic windows have been installed. **Photograph 8** shows windows on the east face of Building 2. At the first story, the double-hung windows have been replaced with single-pane, fixed and tinted glass. These new windows violate the basic design of the building and appear out-of-place and inappropriate. **Photograph 9** illustrates a patio area of Building 17, in which the windows and doors have been replaced with modern sliding aluminum windows and doors. These replacements appear frankly modern and are easily recognizable as inappropriate to the design.

Fortunately from the standpoint of historic preservation, there are very few inappropriate windows anywhere within the NAS Alameda Historic District.

Not all windows within the Administrative Core were originally wooden or double-hung. Building 3 was originally fitted with steel windows which were hinged at the top, called "awning" type windows. These appear in groups of two and three; **Photograph 10** shows a group of steel awning windows, stacked three high, on Building 3. These steel windows are

more typical of those found in the Shops Area and in the Hangar Area, as discussed below. Steel awning windows were also used in the Officers' Club, Building 60; very few original windows remain in that building. Glass blocks were used in Building 17, the most frankly modern building in the complex. Unusual "stacked" windows were used in Buildings 1, 17, and 94; these are discussed under "Design Features and Elements." For the most part, however, windows throughout the Administrative Area were double-hung wooden sash, now replaced by aluminum double-hung sash.

The original doors within the Administrative Core area were glazed wooden doors with three, four, or five horizontal panes per door. **Photograph 11** illustrates a five-light door at a side entrance to Building 1. **Photograph 12** shows a four-light door in Building 17. **Photograph 13** illustrates a three-light door in Building 2.

There are far fewer original doors than windows within the Administrative Core. In addition, the replacement doors are much less sympathetic than the replacement windows. Modern doors are, in nearly all cases, large single-pane glass doors set in dark aluminum frames.

To summarize important window and door elements within the Administrative Core:

- Original wooden double-hung, two-over-two windows, found on Buildings 1, 2, 18, and 94.
- Appropriate metal two-over-two double-hung windows, found in buildings throughout the Administrative Core.
- Steel awning-type windows, found on Buildings 3 and 60.
- Original three-, four-, and five-light wooden doors, found on several buildings.
- Stacked windows, found principally on Buildings 1, 17, and 94.

Design review considerations for windows and doors include the following:

- The basic geometry of the windows should be repeated, even when the windows are replaced. The aluminum double-hung, two-over-two windows throughout the district show how this can be done. The sympathetic character of the aluminum replacements may be attributed to three factors: they repeat the two-over-two geometry; they are double-hung and therefore operate in the manner of the originals; and the muntins are about the size and shape of the originals.
- Under no circumstances should fixed "picture windows" or aluminum sliding windows or doors be installed; the effect of these windows are shown in Photographs 1, 6, and 7.
- Generally, a building should have only one style of window, unless it had more than one style historically. This principle is consistent with the original design and the intended uniformity of the base. In a few isolated cases, different generations of replacement windows have been installed in individual buildings. Building 4, for example, has several generations of metal double-hung windows, one of which has wider muntins, as shown later in **Photograph 14**. As the buildings are scheduled for window replacements, the windows should be brought into conformity with a single style, one that most closely approximates the original.

- Efforts should be made to retain the few original multiple-light doors still in place within the historic district.
- Replacement doors should approximate the appearance of the original doors, patterned after the three-, four-, or five-light doors.
- As a matter of economy, it would be wise for the City of Alameda to assist tenants or lessees in identifying manufacturers of windows and doors that are appropriate for the historic district. It is likely, for example, that dozens of replacement two-over-two, double-hung windows will be required over time. If each tenant were to order from a separate vendor, it is likely that the windows will be more expensive and not uniform in design. If all orders were placed with the same vendor, it is more likely that the appearance would be uniform and the costs reduced.

3.1.3. Design Features and Elements

The terms, "features" and "elements" are used to refer to components of the buildings. Elements are major parts of the building, such as the entry pavilion shown in Photograph 3. Features are smaller, generally non-structural parts of buildings, such as the horizontal bands shown in Photograph 14. The difference between the two is a matter of scale; both help to define the architectural character of the building in question.

Among the most important features and elements of the buildings in the Administrative Core are the various neo-classical and Moderne design motifs which help to define the "Moderne" of the historic district. It is pointless to debate whether the district is predominantly neo-classical or Moderne; it is both and it is this unusual blending of styles that makes the area so interesting.

The classical features within the historic district tend to be highly stylized. These features do not recreate exactly the proportions or geometry of the original classical features but rather suggest those features in a modern, streamlined interpretation. For example, the horizontal concrete bands found on most buildings in the area are vaguely reminiscent of quoins. Historically, quoins were stacked masonry units, ordinarily fitted at the corners of buildings. In the NAS Alameda, quoin-like features were incised into the concrete and used on many buildings. Quoin-like features were used chiefly in the wall panels separating the windows in many of the buildings. A typical quoin-like feature is shown in **Photograph 14**, from Building 4. This quoin-like feature was also used extensively in Building 1, as shown in **Photograph 15**. This quoin-like concrete feature was used most extensively and inventively in Building 16, as shown in **Photograph 16.**

Another feature, one with clear classical antecedents, is the column. Columns are found throughout the historic district, particularly in Buildings 2, 3, 4, and 18. The NAS Alameda column, however, is a loose interpretation of the original, being oval-shaped and aerodynamic rather than round, and without capital or base. A typical oval column is shown in **Photograph 17**, in the arcade of Building 4. More massive columns exist at the entrance to Building 3, as

shown in **Photograph 18**. Smaller columns exist on Building 18, as shown in **Photograph 19**. A larger neo-classical element is the arcade itself, found in Buildings 2, 3, 4, and 18. This element always appears with the oval columns, which support the exterior of the arcade. The columns and arcades are arguably the dominant classical elements of the historic district.

Also suggestive of classical origins are the cast stone ornaments, placed at strategic points within the Administrative Core. These include concrete Pegasus figures on Buildings 2 and 4, shown in **Photograph 20**, and eagle figures, flanking the entrance to Building 3, as shown in **Photograph 21**. It is worthy of note that the figure of Pegasus, the mythological winged horse, was chosen because of his many associations with the sea.[9]

Other design features and elements within the Administrative Core area have no precedence in classical design; these are strictly derived from the fashions of the 1930s. Nowhere is this more evident than in Building 17, the most frankly modern building within the historic district. Throughout the historic district, "stacked" elements are used, i.e., horizontal opening (usually windows) stacked in a vertical manner. Building 17 includes stacked elements on all major elevations. The large concrete elements at the ends of the major wings of Building 17 include stacked openings, as shown in **Photograph 22**. Building 17 also includes stacked glass block windows (glass blocks are also frankly modern for the time period) as shown in **Photograph 23**, and stacked corner windows, as shown in **Photograph 24**.

These "stacked" window elements are found elsewhere in the historic district: in the entry pavilion of Building 1 (see **Photograph 25**), in the theater wing of Building 18 (see **Photograph 26**), and in the belfry of the Chapel, Building 94 (see **Photograph 27**).

A smaller design feature, found throughout the Administrative Core, is a curved concrete canopy over entry doors. Curved concrete canopies exist on most of the buildings within the Administrative Core: an example, on Building 1, is shown in Photograph 11. This curved canopy is very characteristic of Moderne design from the 1930s and was used in the Shops Area as well as the Administrative Core.

Curved elements are found on buildings throughout the Administrative Core. In the general traditions of Moderne design, these curved elements are used to soften the hard edges of the concrete buildings and to give the buildings the "streamlined" look that was popular in industrial and furniture design, as well as in architecture. In the NAS Alameda Historic District, curved

[9] As part of a character defining element for the historic district, it is interesting to point out the purposeful placement of the mythological winged-horse Pegasus in front of the Bachelor's Enlisted Quarters. The waves below Pegasus' hooves are stylized. Pegasus was the winged horse of the hero Perseus. He was gift from the Gods and he enabled Perseus to rescue the distressed maiden Andromeda who had been chained to a rock in the middle of the sea to be sacrificed to the Sea Monster (Posiden). Understanding that Pegasus' many associations with the Sea and the fact that he was the "ship" which carried the hero. Perseus across the sea to defeat the "enemy" and not only rescue the maiden but save the city as well, adds a little more light to why this particular architectural ornament was chosen. Pegasus, as a flying horse with connections to the sea is a perfect classical motif for a naval air station. Also, this was Classical Mythology (ancient Greece) and compliments the use of highly stylized Classical architecture. (Navy comments, CJM)

elements are found chiefly at entrances. An example is shown in **Photograph 28**, at the entrance to a major wing of Building 4. **Photograph 29** shows a similar curved element at an entry to Building 17. Other curving entrance elements exist on Building 1 and 18. One of the most dramatic curving elements within the entire historic district is the spiral staircase, found at the entrances to Building 2 and 4; the staircase on Building 4 is shown in **Photograph 30**. Another very dramatic use of curved concrete surfacing is in Building 16, as shown in **Photograph 31**. This type of curved element was characteristic of Moderne design, particularly the sub-category of "Streamline Moderne." Building 16 is arguably the more pure example of Streamline Moderne within the historic district.

Finally, a common concrete element, utilized throughout the historic district, is a concrete planter or solid concrete element in the shape of a planter, situated in most instances at the principal entry of a building. The planters at Building 1 are arguably the most attractive, as shown in Photograph 11. In the arcades of Buildings 2 and 4, planter boxes are integrated with concrete seating areas, as shown in Photograph 17.

To summarize regarding the major character-defining elements in the Administrative Core, special attention should be paid to:

- Continuous horizontal concrete bands, or quoin like elements, used in wall panels separating windows.
- Columns, all oval in shape.
- Cast stone ornamental figures.
- "Stacked" features, usually windows.
- Curved concrete canopies.
- Curved concrete entry elements.
- Spiral staircases.
- Concrete planters.
- Concrete benches.

Design review considerations for these features and elements include:

- The major concrete features -- especially the oval columns, arcades, and quoin-like features -- are structurally integrated and should survive any proposed re-use work. The only consideration in design review has to do with paint schemes for these features. The Navy approach of contrasting paint colors for these elements appears to work well, highlighting the horizontal effect of the quoins and vertical emphasis of the columns.
- The cast stone figures should be regarded as *objects d'art* and protected under any type of re-use.
- The "stacked" features, especially those on Building 17, are major character-defining elements and should be protected in any re-use work.
- The spiral staircases in Buildings 2 and 4 are major elements of the historic district and should be treated appropriately.
- Lesser concrete elements -- planter boxes, seating, concrete canopies, and so forth -- collectively help define the historic district and should be given careful consideration under design review.

3.2. Character-Defining Elements of Building 1

Building 1 was the functional core of the base and was prominently sited; it is the first building to be seen from the historic gate house. For this reason, it was made into the showplace for the architectural theme of the base. Building 1 includes nearly all of the character-defining elements mentioned earlier, many of which have been illustrated in photographs. These include:

- Horizontal orientation with strong vertical emphasis in the entry pavilion (see Photograph 2).
- Horizontal concrete bands, or quoins.
- Curved planter boxes and concrete barriers at doorways.
- Curved concrete canopies.
- Five-light original doors (See Photograph 11).
- Some original two-over-two double-hung wooden windows and appropriate aluminum double-hung replacement windows.
- Stacked windows and cast-stone ornamentation at entry pavilion (see Photograph 24).

3.3. Character-Defining Elements of Buildings 2, 3, and 4 (also Building 63 and 193)

Buildings 2, 3, and 4 are best considered as a single entity. The buildings are united structurally via a massive arcade, which runs nearly the length of Buildings 2 and 4 and across the front of Building 3. Buildings 65 and 193 are relatively minor appendages to Building 3. This group of buildings arguably includes the best that the NAS Alameda Historic District has to offer. Virtually all character-defining elements found within the Administrative Core generally may be seen on these buildings.

Among the key character-defining elements are:

- Strong horizontal orientation with vertical elements for emphasis. The key vertical elements include the stairwells at the eastern end of Buildings 2 and 4, and the tall columns at the facade of Building 3.
- Quoin-like features.
- Cast stone figures, including the Pegasus figures at Buildings 2 and 4 and the eagle figures at the entrance to Building 3.
- Many original two-over-two double-hung wooden sash on the second story of Building 2.
- Sympathetic aluminum two-over-two double-hung sash in Buildings 2 and 4.
- Steel sash in Building 3.
- Three-light wooden doors.
- Oval columns and long arcade.
- Concrete planters and seating area.

3.4 Character-Defining Elements of Building 16.

Building 16 is a large U-shaped, two-story, flat-roofed concrete building, located immediately east of the Administration Building. It is characteristic of the general horizontal orientation of the buildings in the Administrative Core. More than any other building in the district, however, it typifies the sweeping curved concrete surfaces of the Streamline Moderne style; as noted, it is the most pure example of Streamline Moderne within the historic district. Character-defining elements include:

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PRIMARY RECORD

Primary # P-01-009969
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** Missile Rework Buildings

P1. Other Identifier: Buildings 530, 529, and 600

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form records Buildings 530, 529, and 600. Building 530 houses missile rework facilities, while Building 529 and 600 provide support to Building 530. Building 530 is an 82,251 square foot multi-level, rectangular shaped, flat metal-roof building with a large ventilation system on the west side of the roof. It is constructed on a pile supported foundation with concrete slab floors. The walls are tilt-up exposed aggregate concrete panels separated by concrete beams, some of which support metal downspouts **(Photograph 1)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing southeast, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
Bldg. 530:1973; Bldg. 529: 1974; Bldg 600: 1975, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-009969
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Missile Rework Buildings

B1. Historic Name: Missile Rework Building
B2. Common Name: Missile Rework Building
B3. Original Use: Navy missile service and repair B4. Present Use: Aerospace business
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Bldg. 530: 1973; Bldg. 529: 1974; Bldg. 600: 1975
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Louis Graham & Associates, Berkeley b. Builder: US Navy – DeNarde Construction Co.
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

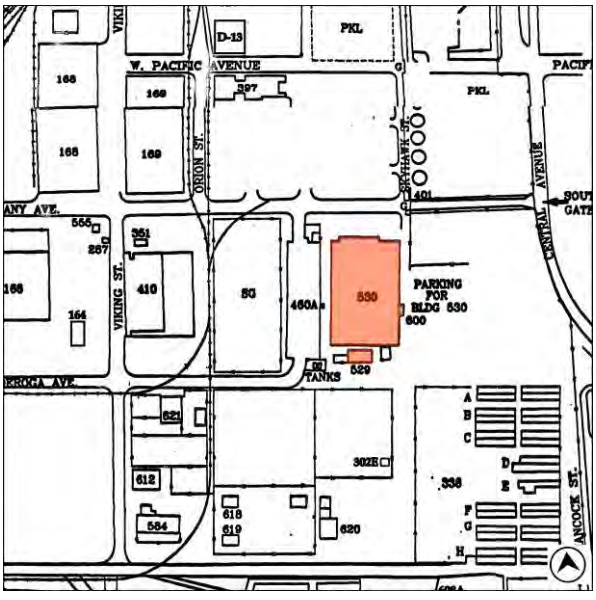
The three buildings constituting the missile rework facility, Buildings 530, 529, and 600, are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not individually, or as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** R. Herbert and J. Freeman
***Date of Evaluation:** January 2010



(This space reserved for official comments.)

***P3a. Description (cont.):**

The front or north face of the building has three large metal roll-up freight doors, one with an inset personnel door. There is a cantilevered flat shelter close to the roof line over the bay doors. The northeast end of the building has the main personnel entrance which sits under a cantilevered roof **(Photograph 2)**. The entrance consists of four pairs of metal and tinted glass doors flanked by fixed, tinted windows. Solid metal emergency doors are located to either side of the entrance. On the east side of the building there is small metal shed with a flat roof and a louvered entry door next to a large compressed air tank connected to the building **(Photograph 3)**. There is also an additional roll-up metal freight door with inset with a slab door. There are no other windows or doors around the building.

Building 529, measuring 3,200 square feet, is a rectangular flat-roofed structure that follows the same general design and uses the same materials as Building 530. The walls are tilt-up exposed aggregate concrete panels with concrete beams separating each panel and metal downspouts on both the northeast and southeast corners of the building. On the east side is a roll-up metal freight door with an inset personnel door and a set of double solid metal doors on either side. There are no windows **(Photograph 4)**. On the west side of Building 529 there is electrical substation equipment attached to the building and enclosed by a chain link security fence **(Photograph 4)**.

Building 600, located on the east side of Building 530, is a 343 square foot rectangular plan building clad in vertical seamed metal panels with a flat roof and large roof vent **(Photograph 5)**. Two louvered vents are located near the roof line on the east side.

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period.

This group of buildings is not eligible for listing in the NRHP or CRHR because neither individually nor as a group do they possess historic significance under the NRHP or CRHR criteria. Although Buildings 530, 529 and 600 participated in NAS Alameda's Overhaul and Repair and Naval Aircraft Rework Facility (NARF) operations, particularly with regard to missile rework, these buildings were not engaged in historically significant naval missions and activities.[1]

The Navy began planning for a new missile rework facility in the late 1960s. Building 530 was constructed in 1973 for a cost of $2.4 million dollars. It is approximately 82,000 square feet and was built as part of a larger "long range facility development plan" prepared by Skidmore, Owings & Merrill and used by the Naval Air Rework Facility (NARF). Avionics Division's group NARF Alameda Missile Shops moved from Building 400 to Building 530 and continued to work on Bullpup, Shrike, Sidewinder, Sparrow III (which was assigned to the station in 1959), and Phoenix missiles.

Building 529, located on the south side of Building 530, housed the generator, pumps and compressors, keeping them separate from the immediate work area in Building 530. This created a work environment which was more conducive to the precision mechanics involved in missile rework. This building also expanded Avionics Instrument, Calibration

[1] 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), 8-1.

and Electronic Warfare shops.[2] When constructed Building 530 was considered a major addition to the base and was described as a "Safeway" style building, reminiscent of building construction for the grocery store chain.[3] Building 600 was constructed in 1975 as a support building for Building 530. This utility building contains cooling towers and associated cooling equipment and it was noted as storing 55-gallon drums of lubricating oil and canisters of Freon. The building continued to serve as the central coolant supply from its construction until base closure in 1997.[4] No apparent modifications were made to Building 600.

Evaluation

The three buildings constituting the missile rework facility, Buildings 530, 529, and 600, were constructed during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[5] In the larger context of the naval operations in California and nationwide during the Cold War, the function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). The missile rework conducted within the buildings was a component of the O&R mission of NAS Alameda; however, the missile technology was not developed in these buildings and was merely repaired. While the buildings retain some integrity to their original construction, they were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology and are relatively common for Cold War-era naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). These buildings do not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, the construction and use of Buildings 530, 529, and 600 during the Cold War were not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[2] "NARF Construction Plan," *The Carrier*, 24 May 1968; Clipping, "Missile Facility for NAS," in Alameda Clipping File V, Alameda Free Library; "Groundbreaking for New Missile Bldg.," *The Carrier*, 24 May 1971; US Navy, *History of US Naval Air Station, Alameda*, 01 Nov 1940 to 31 Dec 1958, NAS Command History 1940-1958, 5757-1b, Box 1 of 2, RG 181, National Archives and Records Administration-Pacific Region (San Francisco), 7.

[3] Barbara Baack, former NAS Alameda civilian employee (1961-1989), oral interview with Christopher McMorris and Meta Bunse, JRP Historical Consulting, LLC, December 8, 2009. Ms. Baack served as the station's Assistant Public Affairs Officer (late 1960s / early 1970s) and Public Affairs Officer for the Overhaul and Repair Department and NARF (early 1960s / late 1970s / 1980s). Ms. Baack is Vice President of the Alameda Naval Air Museum housed in Building 77.

[4] IT Corporation, "Zone Analysis Data Summary Phase 2A Sampling, Zone 22: The Southeastern Refinery and Heavy Industrial Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; Building 600, United States Navy, *Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Missile Rework Buildings

***Recorded by:** R. Herbert and K. Clementi **Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 530 business entrance, camera facing southwest, October 8, 2009.

Photograph 3: Building 529, facing northwest, October 8, 2009.

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***Recorded by:** R. Herbert and K. Clementi **Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 529, substation equipment, camera facing southeast, December 16, 2009.

Photograph 5: Building 600 and equipment attached to Building 530, camera facing south, October 8, 2009.

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PRIMARY RECORD

Primary # P-01-008104
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Monuments

P1. Other Identifier: Building 201187 (Historic Railroad Marker); Pan Am China Clipper Plaque; Base Closure Time Capsule / Monuments

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This forms records the three monuments located on former NAS Alameda: the Historic Railroad Marker (Building 201187), the Pan Am China Clipper Monument, and the Base Closure Time Capsule. All three are located near the flagpole north of Building 1. The Railroad monument is a concrete rectangular footing topped with a vertical concrete square with tapered back. On the west (main) face of the vertical square are three brass plaques commemorating the location of the terminus of the transcontinental railroad **(Photograph 1)**. This monument had previously been installed on Pier 2, the original location of the terminus. (See Continuation Sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property), HP 26 (Monument)

***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: Building 201187, camera facing west, September 25, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1969; 1985; 1997, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and M. Bunse
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/25/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-008104
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Monuments

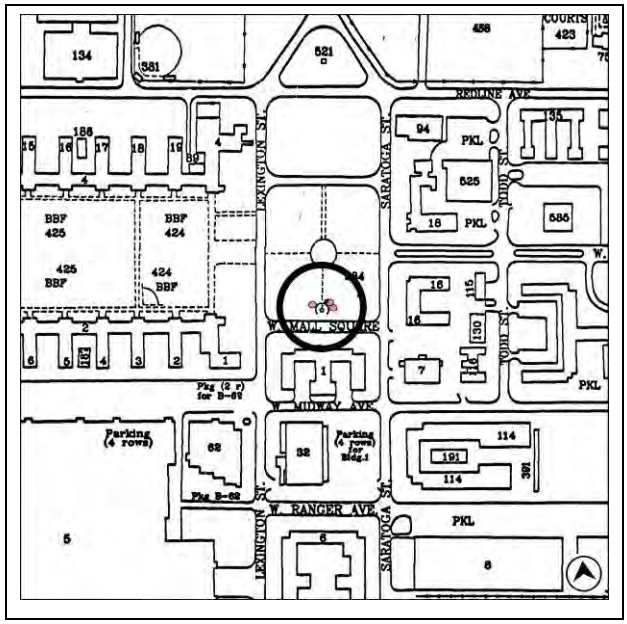
B1. Historic Name: Outdoor Monument
B2. Common Name: Outdoor Monument
B3. Original Use: Outdoor Monument B4. Present Use: Outdoor Monument
***B5. Architectural Style:** Monument
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1952 (Building 201187); 1985 (Pan Am China Clipper Memorial); 1997 (Base Closure Time Capsule)
***B7. Moved?** ☐No ☒Yes ☐Unknown **Date:** **Original Location:** Pier 2 (Building 201187)
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Historic Railroad Marker (Building 201187), the Pan Am China Clipper Monument, and the Base Closure Time Capsule monuments are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

The Pan Am China Clipper commemorative monument is California Registered Historical Landmark No. 968. Although the monument does not meet NRHP eligibility criteria, it was automatically listed in the California Register and carries Status Code "1CL" in the California Historic Resources Information System.[1] (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

[1] Office of Historic Preservation, "Historic Property Datafile for Alameda County," California Historic Resources Information System, as of December 3, 2004.

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Monuments
***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The Pan Am China Clipper commemorative monument consists of a concrete rectangular footing topped with a vertical concrete square **(Photograph 2)**. On the west (main) face of the vertical square is a brass plaque commemorating the Pan American Airways "China Clipper" which made the first commercial air flight across the Pacific Ocean. This is California Registered Historical Landmark No. 968 (see B10, below).

The Base Closure Time Capsule consists of a square concrete base laying flat against the ground with brass plaque facing the sky **(Photograph 3)**. The plaque commemorates the closing of Naval Air Station Alameda 1997. The monument marks the location of a buried time capsule, which will be opened in 2020.

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet)

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual resources constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. These monuments they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria and are thus not eligible for listing in the NRHP or CRHR because. The monuments did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

These monuments memorialize various events located at, or on land that later became, NAS Alameda. Building 201187 (Historic Railroad Marker) and the Pan Am China Clipper Plaque were installed during the Cold War years of its operations, a practice typical of the routine activities of a training and support facility. The ordinary, commemorative functions of these objects do not have important associations with any unique or highly technological uses, or other historically significant themes, as required for NRHP or CRHR eligibility. None of these monuments are outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the monuments do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[2]

[2] 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), 8-1.

Building 201187, the monument commemorating the terminus of the transcontinental railroad, was erected in ceremonies held at NAS Alameda on September 6, 1969 – a century to the day of the arrival of the first passenger train at Alameda Point Pier from New York City. This monument is not located at the exact site at which the event occurred it commemorates occurred, it was previously located on Pier 2.[3]

Pan Am China Clipper monument, California Historical Landmark No. 968, was given to NAS Alameda on November 20, 1985 by the California Department of Parks and Recreation in cooperation with Pan American Airlines. The monument commemorates the 50th anniversary of the maiden flight of Pan Am's *China Clipper*, a Martin M/130 Flying Boat, on November 22, 1935. Traveling from Alameda to Manila, *China Clipper* inaugurated ocean airmail service and commercial air traffic across the Pacific Ocean. In May 1988, the plaque was erected at its current location. Like Building 201187, the Pan Am China Clipper plaque is not located at the exact site at which the event it commemorates occurred. The Base Closure Time Capsule was installed on April 19, 1997 to commemorate the closure of NAS Alameda in 21997. The capsule, which is to be unearthed and opened in 2020, was sponsored by the *Alameda Journal*.[4]

Evaluation

These resources were built during Cold War operations at NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, the commemorative function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). While it could be argued that the events which the monuments are meant to commemorate could have historical significance, the monuments themselves and the placing of those monuments are unremarkable, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These monuments are largely utilitarian in design, materials, and construction methodology (NRHP Criterion C / CRHR Criterion 3). None of these monuments has a direct or important association with a historically significant individual (NRHP Criterion B / CRHR Criterion 2). The monuments are not likely to reveal important historical information (NRHP Criterion D / CRHR Criterion 4). The Pan Am *China Clipper* Plaque and the Historic Railroad Marker consist solely of above-ground monuments. The Base Closure Time Capsule consists of materials buried underground that are to be unearthed in 2020; however, it is highly unlikely that the materials within the capsule are not known or discoverable through other sources. The materials in the capsule are most likely commemorative in nature, like the monument itself. Thus, the capsule is not likely to reveal important historical information. Furthermore, as solely commemorative objects, the monuments do not possess significance based on their own importance (NRHP Criterion Consideration F). Lastly, the monument's construction and use were not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[3] Terminus of transcontinental railroad plaque, former NAS Alameda, California, 25 September 2009; United States Navy, *History of US Naval Air Station, Alameda, 01 Nov 1940 to 31 Dec 1958,* 7 NAS Command History 1940-1958, 5757-1b, Box 1 of 2, RG 181, National Archives and Records Administration, Pacific Region, (San Francisco).

[4] Pan Am China Clipper Monument, former NAS Alameda, California, 25 September 2009; California Department of Parks and Recreation, Office of Historic Preservation, *California Historical Landmarks* (Sacramento, California: The Department, 1990), 6; and United States Navy, NAS Alameda 1988 Command History," NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181, National Archives and Records Administration, Pacific Region, (San Francisco), 9; Base Closure Time Capsule monument, former NAS Alameda, California, 25 September 2009.

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Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Monuments
***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Pan Am China Clipper Plaque, camera facing east, September 25, 2009.

Photograph 3: Base Closure Time Capsule, camera facing east, September 25, 2009.

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PRIMARY RECORD

Primary # P-01-011227
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Navigation Range Lights

P1. Other Identifier: Building 302E/302W

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form records Buildings 302E and 302W (Navigation Range Lights), grouping the two structures together in recognition of their shared function. Building 302E is located on Kitty Hawk Street, south of Building 529 (recorded on a separate form); Building 302W is located east of Building 292 (recorded on a separate form). Both navigation range lights are located atop a round metal pole mounted on a round concrete base. The eastern pole (Building 302E) is the taller of the two. There are metal rungs on the east side of both poles that lead up to a rectangular metal platform upon which a west-facing light is mounted. There is a rectangular piece of plywood mounted vertically just below the light. The plywood is painted red with a white strip down the middle **(Photographs 1 and 2)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: 302E, camera facing northwest, October 8, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1985, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
R. Herbert and K. Clementi
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/8/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Navigation Range Lights

B1. Historic Name: Navigation Range Lights
B2. Common Name: Navigation Range Lights
B3. Original Use: Navigation B4. Present Use: Navigation Air Target
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1985

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Neither Building 302E nor 302W is eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not, individually or together, possess historic significance under the NRHP or CRHR Criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the postwar years. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

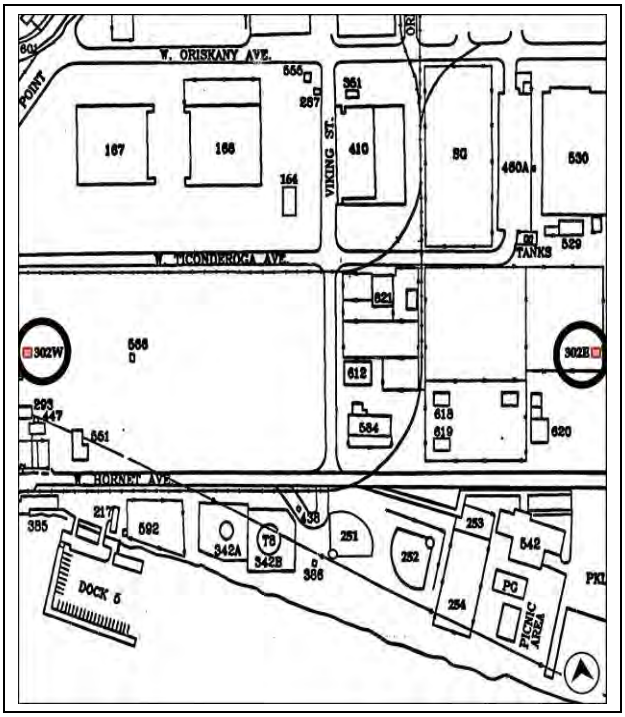
***B12. References:** United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; and National Geospatial Intelligence Agency, *Chapter 5: Short Range Aids to Navigation*, www.nga.mil/MSISiteContent/StaticFiles/NAV.../Chapt-05.pdf (accessed December 22, 2009); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes.

B13. Remarks:

***B14. Evaluator:** S. Miltenberger and R. Herbert

***Date of Evaluation:** January 2010

(This space reserved for official comments.)



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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or** # (Assigned by recorder) Navigation Range Lights

***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings and structures constructed during the Cold War era, or World War II-era buildings and structures used during the Cold War are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Both Building 302E and Building 302W, constructed in 1985, served a necessary purpose as navigation aids. Yet, neither had a direct or important role in NAS Alameda's operations, or A&R activities. Additionally, neither made a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Buildings 302E and 302W are two navigational aid targets (range lights) located at the south end of the Station in line with Wharf 2. 302W, which is the shorter of the two towers, is located west, and for navigational purposes in front of 302E. Upon approaching the Carrier Piers Area (recorded on a separate form), a mariner would use the lights from 302E and 302W to aligned his vessel to the correct range line. Range lights such as 302E and 302W are sometimes equipped with high density lights for daytime, are effective for long channels with hazy conditions.[1]

Many buildings and structures on NAS Alameda, such Buildings 302E and 302W, fall within the "Waterfront Operations" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include piers, wharfs, dolphins, diving lockers, maintenance shops, crane tracks, and navigation range lights. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. These buildings are utilitarian and many are of prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, these buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[2]

Evaluation

Buildings 302E and 302W were built in the midst of Cold War operations on NAS Alameda, and were part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. In the larger context of the naval operations in California and nationwide during this period, the Waterfront Operations function of these navigation range lights did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1).

[1] Building 302E and Building 302W, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; and National Geospatial Intelligence Agency, *Chapter 5: Short Range Aids to Navigation*, www.nga.mil/MSISiteContent/StaticFiles/NAV.../Chapt-05.pdf (accessed December 22, 2009).

[2] 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), 8-1.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or** # (Assigned by recorder) Navigation Range Lights

***Recorded by:** R. Herbert and K. Clementi ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

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 Naval 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.[3] The structures, moreover, while retaining integrity to the period when they was constructed are nevertheless unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Buildings 302E and 302W are utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). They have no direct or important association with a historically significant individual, and are unlikely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, despite serving a necessary purpose on NAS Alameda during the Cold War era, the construction and use of Buildings 302E and 302W are not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

P5a. Photographs (cont.):

Photograph 2: Building 302W, camera facing east**,** October 8, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011228
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Navy Lodge

P1. Other Identifier: Buildings 531 – 533 / Navy Lodge

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 531, 532, and 533 are inventoried as a group on this form due to their similar design, geographic location, and function. Located at the corner of West Midway Avenue and Hancock Street, the three buildings are arranged in an L-shaped configuration and are similar in design measuring 130 feet by 36 feet. The 9,360 square foot buildings are two story plywood and concrete multi-family residential units with gable roofs, open eaves, and purlin ends. The length of the buildings have six units on the first and second floor each with a door, two-part sliding window and air conditioner unit below **(Photograph 1)**. The west end has a glass door and sliding window on the first floor. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 531, camera facing southwest, November 3, 2009.

***P6. Date Constructed/Age and Sources:** ☐Historic ☐Prehistoric ☐Both
1971, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 11/3/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Navy Lodge

B1. Historic Name: Navy Lodge
B2. Common Name: Navy Lodge
B3. Original Use: Navy Lodge B4. Present Use: Temporary Housing
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1973; unit and building alterations and updates various dates

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Navy Lodge facilities on NAS Alameda (Buildings 531, 532 and 533) do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

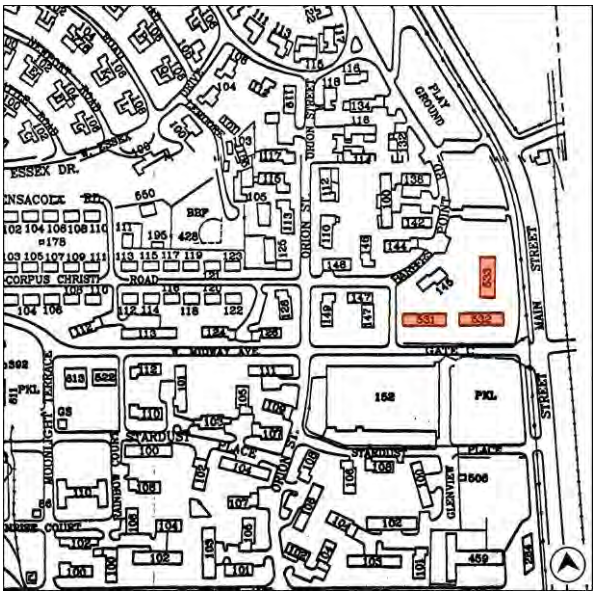
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); 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:** Cheryl Brookshear

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011228
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Navy Lodge

***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

An exterior concrete and metal staircase leads to the second floor to a recessed laundry area with three doors. The second story has a wood and wire mesh balcony.

Building 532 is of similar design. The west side first floor has a glass door and metal utility door; the second story level lack openings **(Photograph 2)**. The east end has two staircases that lead to the second story balcony.

Building 533 south end has two sets of stairs as well **(Photograph 3)**. The ease side has a center door with large sliding and one single hung window for each unit. The north end has three doors at each level.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

NAS Alameda is typical of military bases of the period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

The Gelien Navy Lodge opened in May 1971, and included Buildings 531, 532, and 533. It was run by the Navy Exchange. This 75-unit facility served as temporary lodging for Navy personnel and their families during change of station orders.[1] The Navy Lodge replaced earlier versions of temporary housing, the earliest of which consisted of Quonset huts. Temporary housing for service members and families grew as families became greater part of military life after World War II. Navy Lodges can be found on most Naval facilities across the nation. Buildings 531, 532 and 533 and their units were updated periodically though their 20 year Naval use.

[1] 1971 Command History, Box 2 of 2, 5757-1b, Naval Air Station Command History, 30 Volumes 1968-1997, 14 Volume Base Directory, RG 181, US Naval Shore Facilities, National Archives and Records Administration Pacific Region, (San Francisco).

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Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Navy Lodge

***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Buildings 531, 532, and 533 were built during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] In the larger context of the naval operations in California and nationwide during this period, the temporary housing function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These were unremarkable in their use in personnel support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources uses typical hotel and motel design for the period (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Building 532, camera facing southeast, November 3, 2009.

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Navy Lodge

***Recorded by:** C. Brookshear and K. Clementi ***Date:** November 3, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Building 533, camera facing northeast, November 3, 2009.

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Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Pier 4

P1. Other Identifier: Pier 4

***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** ; **¼ of ¼ 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 Alameda, north of the Airfield and overlying the Oakland Estuary

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Pier 4 (Aviation Fuel Pier #4) is a "T"-shaped wooden marine pier located north of the Airfield and extending into the Oakland Estuary, perpendicular to the shore. The deck is made of wooden boards supported by concrete reinforced wood pilings and it has wooden hand rails. The portion of the pier that runs east to west – the upper bar of the "T" – is highly decayed **(Photograph 1)**.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Pier 4, camera facing northwest, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1953, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. McMorris
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***Resource Name or #** (Assigned by recorder) Pier 4

B1. Historic Name: Pier 4
B2. Common Name: Pier 4
B3. Original Use: Pier B4. Present Use: Not in use
***B5. Architectural Style:** Pier
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1953 built; 1993 renovated

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Fred J. Early, Inc., San Francisco

***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Pier 4 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the postwar years. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

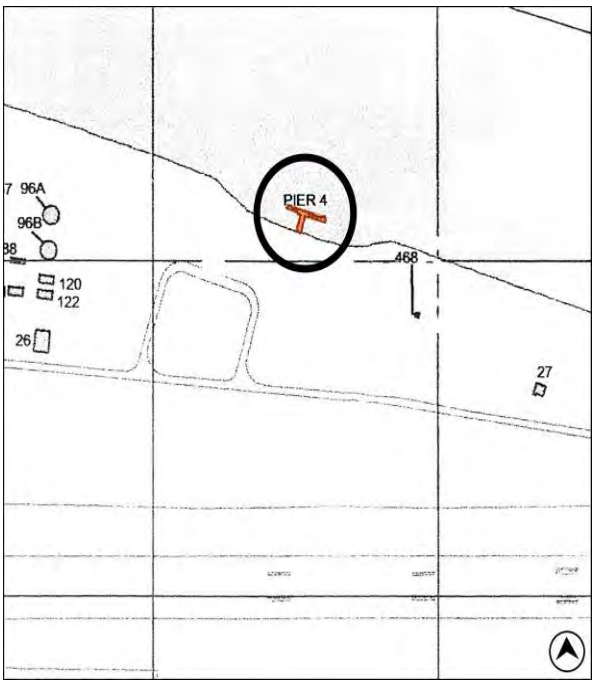
***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992 (US Naval Shore Establishments, RG 181, NARA Pacific Region);); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes.

B13. Remarks:

***B14. Evaluator:** S. Miltenberger and C. McMorris

***Date of Evaluation:** January 2010

(This space reserved for official comments.)



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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or** # (Assigned by recorder) Pier 4

***Recorded by:** C. Brookshear and C. McMorris ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings and structures constructed during the Cold War era, or World War II-era buildings and structures used during the Cold War are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Pier 4, which overlies the Oakland Estuary, served a necessary purpose; it was an aviation fuel unloading pier. Yet, this structure did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Pier 4 was built in 1953 by Fred J. Early, Inc. of San Francisco. As built, the pier was wooden and rested upon concrete-treated wooden pilings. Throughout the station's Cold War period of operations, aviation fuel was delivered to the pier. Nearly forty years following its construction, in 1993, Pier 4's deteriorated wood pilings, dolphins, decking and rails were all replaced.[1]

Many buildings and structures on NAS Alameda, such as Pier 4, fall within the "Waterfront Operations" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include piers, wharfs, dolphins, diving lockers, maintenance shops, crane tracks, and navigation range lights. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. These buildings are utilitarian and many are of prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, these buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[2]

Evaluation

Pier 4 was built in the midst of Cold War operations on NAS Alameda, and was part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval operations overseas; rather, NAS Alameda performed functions in support of operations

[1] Pier 4, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; United States Navy, *History of US Naval Air Station 01 Nov 1940 to 31 Dec 1958*, 47 and 49, Box 1 of 2, 5757-1b, NAS Command Histories 1940 to 1992; *1992 Command History*, 12, NAS Command History, 30 volumes 1968 to 1997, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region (San Francisco).

[2] 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), 8-1.

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Page 4 **of** 4 ***Resource Name or** # (Assigned by recorder) Pier 4

***Recorded by:** C. Brookshear and C. McMorris ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

similar to those undertaken at other air stations and Naval facilities around the nation.[3] Therefore, Pier 4 does not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because it does not have direct or important associations with either the important events or trends of that era The structure, moreover, retains little integrity to the period when it was constructed; it was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. The pier is purely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). It has no direct or important association with a historically significant individual, and is unlikely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, despite serving a necessary routine support purpose on NAS Alameda during the Cold War era, the construction and use of Pier 4 is not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Primary # P-01-011230
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Planes on Pedestals

P1. Other Identifier: Buildings 71 & 521

***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** ; **¼ of ¼ 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 Alameda – Building 521 Located in landscaped island immediately inside the Main (North) gate; Building 71 located in landscaped island immediately inside the East Gate.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 71 and 521 are inventoried as a group on this form because they are both monuments installed at former NAS Alameda entrance gates. Building 71 is located immediately inside the East Gate. It is an A-7 Corsair aircraft with (inert) ordnance and "FLY NAVY" painted on the east side. The aircraft is mounted on an angled, tapered, rectangular concrete pedestal surrounded by a circular planting of bushes and flowers (**Photograph 1**). Building 521 is an angled, tapered, concrete pedestal encircled by a planting of shrubs and flowers, located immediately inside the Main (North) Gate. The A-4 Skyhawk aircraft previously mounted on the pedestal has been removed (**Photograph 2**).

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property), HP 26 (Monument)

***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: Building 71, camera facing northwest, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
Building 71:1987; Building 521: 1968; US Navy Bldg. Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
M.Bunse, C.Brookshear, H.Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/25/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***Resource Name or #** Planes on Pedestals

B1. Historic Name:
B2. Common Name:
B3. Original Use: Outdoor Monument B4. Present Use: Outdoor Monument
***B5. Architectural Style:** Monument
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1968 (Building 521); 1987 (Building 71)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 71 and 521 are not eligible for listing in the National Register of Historical Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. McMorris, M. Bunse, H. Norby
***Date of Evaluation:** January 2010

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011230 HRI# Trinomial

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. These resources did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles during the Cold War era.

NAS Alameda is typical of military bases of the Cold War period because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War II. This group also includes monumental features such as the aircraft on pedestals evaluated on this form. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Building 71: This monument is installed on a landscaped island just inside the East Gate entrance. Formerly an area used for subterranean aviation gas storage tanks, it was redeveloped in the 1970s and 1980s. Installation of the decorative landscape at the East Gate began in 1977. A movement began in 1983 to further develop the East Gate because it was the primary entrance used by military personnel and it lacked appropriate signage as well as the desired aesthetics for a major entry to the base. In 1987, as part of the redevelopment of the East Gate, Construction Battalion 416 ("Seabees") constructed the concrete foundation and pedestal for the new plane monument (Building 71) along with a new plaque mount northeast of the structure. The A-7, Corsair II airplane was likely chosen as the new symbol to represent the East Gate because of its prominent role as a jet bomber during the Vietnam War. The A-7, first produced in 1964, was developed to replace the A-4 "Skyhawk" planes because of the growing need for a ship-based bomber. The Seabees mounted the aircraft on the pedestal in 1987 where it remains. After the station closed in 1997 the City of Alameda entered a standard loan agreement with the United States government for the continued display of the A-7 Corsair II.[1]

[1] D. Wilson, "Naval Air Station Alameda East Gate Improvements Planting Plan," (1977), File 141, Landscape Plans, Maps and Plans Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Dick Rutter, former Navy officer A3 aircraft navigator who served on NAS Alameda (1971-1976), oral interview with Christopher McMorris and Rand Herbert, JRP Historical Consulting, LLC, December 18, 2009; "Base Exterior Architecture Plan, Naval Air Station Alameda," Archive Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Y.S. Wan, "Naval Air Station Alameda A-7 Pedestal East Gate Plans, Sections & Details," (1986), File 141, Landscape Plans, Maps and Plans Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Norman Birzer, Peter R. Mersky, *US Navy A-7 Corsair II Units of*

Building 521: This monument is installed on the interior side of the original main gate (north gate) in a triangularly shaped, landscaped area that was part of the initial station design. Initially, the symbol at the Main Gate was a 5-inch gun positioned opposite of the entrance. In 1958 the base captain announced a contest, calling for submission of sketches for a new symbol at the main entrance. Contest guidelines stated that new construction could cost no more than $500 and must be an appropriate symbol of the modern naval air base. It remains unclear whether the A-4 Skyhawk aircraft on a pedestal was the winner of the contest or a result of other decisions because the Public Works Center did not build the monument until 10 years later. In October 1968 they constructed the pedestal out of poured concrete forms and then mounted an A-4 Navy jet on top. The Douglas A-4 "Skyhawk" was considered a representative example of the station's operations during the 1960s because it became the Navy's standard light attack bomber in 1954. The Navy did not retire it until 1999. After the station closed in 1997 the aircraft remained on loan to the city of Alameda from the Naval Inventory Control Point at Philadelphia, Pennsylvania. High winds blew it off the pedestal and damaged it in February 2008 (**Photograph 3**). Only the concrete base and associated landscaping remain intact. [2]

Both aircraft are on long-term loan from Commander, Naval Inventory Control Point, Philadelphia to the City of Alameda.

Oral interviews yielded information about the service history of the A-4 Skyhawk. Mark Baird, Alameda resident, is currently involved in the restoration of the dismounted A-4 Skyhawk. He is a member of the Experimental Aircraft Association, Warbirds and Vintage Aircraft, and lifetime member of the Beechcraft Staggerwing Club and Museum. Mr. Baird provided the following information about the A-4 on NAS Alameda:

> Our A-4, BuNo 142200, was deployed as follows:
> 142200 c/n 11454:
>
> 23 Apr 1957 - BAR FA -------- El Segundo, CA
> 03 May 1957 - VA-113 -------- NAS Miramar, CA
> 30 Apr 1958 - VA-113 -------- USS Shangri La
> 30 Nov 1958 - VA-113 -------- NAS Miramar, CA
> 05 Jan 1959 - O&R BUAER M&S - NAS Alameda, CA
> 26 Jun 1959 - VA-125 -------- NAS Moffett Field, CA
> 13 Apr 1960 - VA-126 -------- NAS Miramar, CA
> 05 Oct 1960 - VA-125 -------- NAS Moffett Field, CA
> 31 Aug 1961 - VA-125 -------- NAS Lemoore, CA
> 19 Apr 1962 - NART ---------- NAS Los Alamitos, CA
> 28 Apr 1963 - Storage ------- NAF Litchfield Park, AZ
> 22 Oct 1965 - AFASDG ADMCS -- Davis-Mothan AFB, Tucson, AZ
> 27 Feb 1966 - O&R BUWEPS FR - NAS Alameda, CA

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the Vietnam War (Oxford: Osprey Publishing), via google books, http://books.google.com/books?id=WwB4m1HW0IQC&pg=PP1&dq=US+Navy+A7+Corsair+II+Units+of+the+Vietnam+War&ei=UzM5S8q4EYaklATu3NG0AQ&cd=1#v=onepage&q=&f=false (accessed December 16, 2009); "Standard Loan Agreement" between United States of America and the City of Alameda, June 30, 1997; Dick Rutter, former Navy officer A3 aircraft navigator who served on NAS Alameda (1971-1976), oral interview with Christopher McMorris and Rand Herbert, JRP Historical Consulting, LLC, December 18, 2009.

[2] "Captain Announces: Contest for Suitable Main Gate Emblem," *The Carrier*, 29 October 1958; "1-4 Aerial," taken 1/20/1941. Available at Port Hueneme, Historic Aerials collection; "A Pedestal for a Plane," *The Carrier*, 25 October 1968; Walter J. Boyne, *Air Warfare: An International Encyclopedia*, (Santa Barbara: ABC-CLIO, 2002), via google books, http://books.google.com/books?id=FW_50wm8VnMC&dq=Air+Warfare:+An+International+Encyclopedia.&source=gbs_navlinks_s (accessed December 16, 2009); "Standard Loan Agreement" between United States of America and the City of Alameda, June 30, 1997; Anna Belle Peevey, "High winds in Alameda topple display jet," *Oakland Tribune*, 28 February 2008.

20 Apr 1966 - NARTU --------- NAS Alameda, CA
01 Feb 1969 - NARTU Alameda - Convert to TA-4B*
02 Feb 1969 - NARU ---------- NAS Alameda, CA
02 Feb 1969 - Stricken ------ 1S
*See additional information provided by Dick Rutter below

Dick Rutter, former Navy officer and A3 aircraft navigator who served on NAS Alameda from 1971 to 1976, also provided additional information about the A-4 aircraft:

> This bird was originally built as an A4D-1 (old Navy designation until "standardization of designations" by McNamara in 1960's). It was in the original production batch of 166 built for Fleet Service---after the "test birds batch" of Flight Test Prototypes and Pre-production Aircraft were constructed. The Navy issued a Contract for Douglas Aircraft to begin design work on the A-4 on 12 June 1952, and the Prototype A-4's first flight was on 22 June 1954. First deliveries of Production Aircraft to Navy and Marine Squadrons commenced in late 1956.
>
> Regarding Mark's operational timeline for A-4A BUNO 142200, under the date 03 May 1957, when with VA-113, this bird likely flew missions from USS HANCOCK (CVA-19). Under date 05 Jan 1959, our bird likely received an upgrade of IFR (Inflight Refueling) Capabilities, when it went through NARF Alameda for its Overhaul and Refit. When originally built, it did not have Inflight Refueling Capability.
>
> One of Mark's line items does not make sense at all, and that is under the date, 01 Feb 1969, "Convert to TA-4B". The TA-4's were two-place tandem seat versions that were built from scratch for that purpose. The TA-4's have a 28-inch lengthening plug inserted into their fuselages at the cockpit area to accommodate the additional seat, and there are a lot of sheet metal changes around the double canopy to get it all to fit together better. Also, the rear seat is higher than the front seat, so the instructor can better see what the student is doing up there... Also, their wings are different in many small details.
>
> There were TA-4F's, of which 241 were built, and TA-4J's (built specifically for the Training Command---no weapons capability incorporated), of which 277 were built. I believe that the line item under this date is a mistake. NARF didn't build "T-birds" out of "Attack birds". Too much modification required throughout.

Neither Mark Baird nor Dick Rutter could provide any further information about the A-7 aircraft (Building 71). The aircraft's serial number is unknown, which makes tracking its service history difficult.

Evaluation

The resources of the entrance monuments, Buildings 71 and 521, were built during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and Naval facilities

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DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 8 ***Resource Name or #** Planes on Pedestals

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☐ **Update**

around the nation.[3] In the larger context of the naval operations in California and nationwide during this period, the MWR function of these resources did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). They were unremarkable in their use in adorning the station entrances, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. The simple design and construction methodology of these monuments is relatively common for naval stations of the period (NRHP Criterion C / CRHR Criterion 3). Neither of these resources has a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Building 521 lacks integrity because the A-4 Skyhawk is no longer mounted on the pedestal. Furthermore, while the monuments served a valuable function on NAS Alameda during the Cold War era ornamenting the entrance gates, their construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration). Lastly, as solely commemorative objects, the monuments do not possess significance based on their own importance (NRHP Criterion Consideration F).

P5a. Photographs (cont.):

Photograph 2: Building 521, camera facing northwest, September 25, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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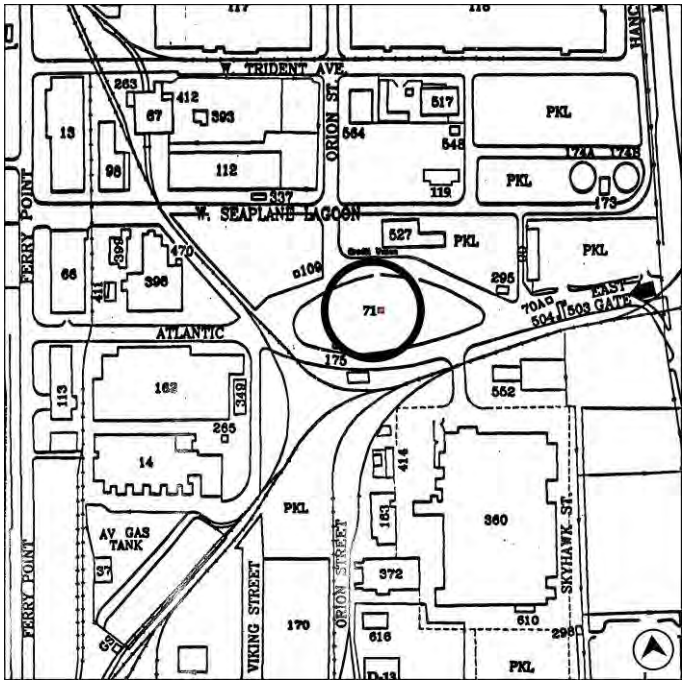
Page 7 **of** 8 ***Resource Name or #** Planes on Pedestals

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☐ **Update**

Photograph 3: Photo of dismounted A-4, February 25, 2008, (John Oldham on Flickr).

Sketch Maps:



Building 71

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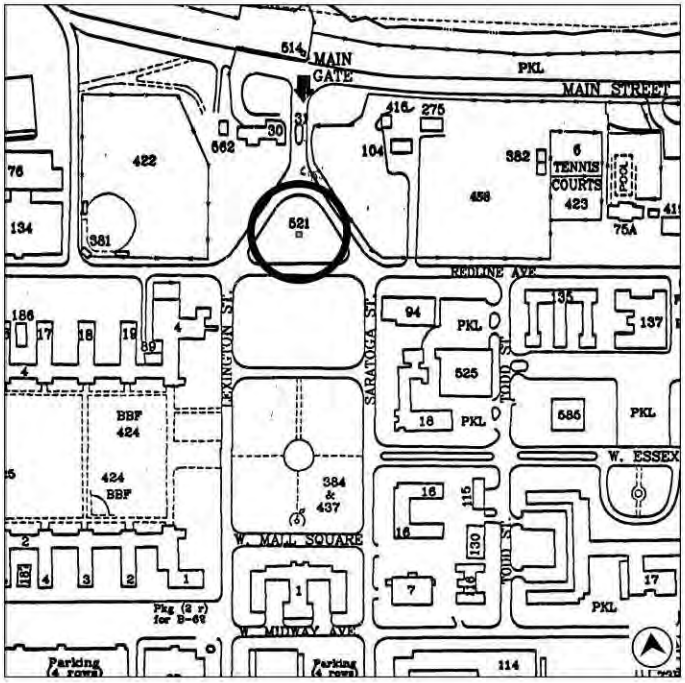
CONTINUATION SHEET

Primary # P-01-011230
HRI#
Trinomial

Page 8 **of** 8 ***Resource Name or #** Planes on Pedestals

***Recorded by:** M. Bunse and C. Brookshear ***Date:** September 25, 2009 ☐ **Continuation** ☐ **Update**



Building 521

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-01-009968
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Preservation Hangars

P1. Other Identifier: Buildings 166 & 167

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1500 Ferry Point Street 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 166 and 167 have been grouped on this form because of their similar construction. These are large rectangular buildings measuring 55,471 (Buildings 166) and 55,400 square feet (Building 167) with two side piers built on board-formed concrete foundations. They have low-pitched, side gable pediment roofs of composite shingles. The walls are constructed from concrete and the north and south walls are divided into eight hangar bays. (See Continuation Sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 166, camera facing north, October 13, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic
☐Prehistoric ☐Both
1946, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/13/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 7 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Preservation Hangars

B1. Historic Name: Aircraft Preservation Buildings

B2. Common Name: Aircraft Preservation Buildings

B3. Original Use: Ships Install Facility (Building 166) and Propeller Shop – A/C Preservation (Building 167)

B4. Present Use: Shipbed Aircraft Support Equipment Facility/Administration (166) and Dynamic Components Shop / Plant (167)

***B5. Architectural Style:** Utilitarian / Aircraft Hangar

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1946 (both buildings built), 1998 (Building 166 modified), 1989 (Building 167)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:**

B9a. Architect: Unknown b. Builder: James I. Barnes Construction Co., San Francisco

***B10. Significance: Theme:** **Area:**

Period of Significance: **Property Type:** **Applicable Criteria:**

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 166 and 167 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because neither individually nor as a group do they possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

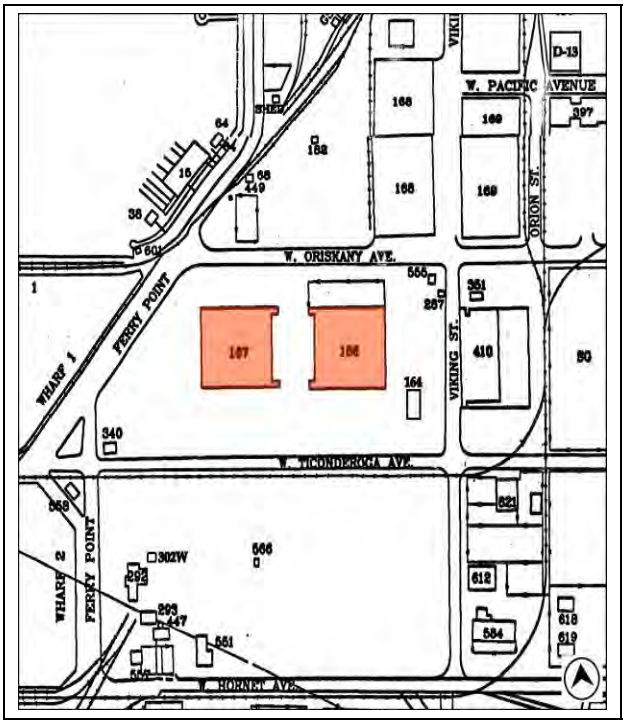
***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Albrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and S. Miltenberger

***Date of Evaluation:** January 2010

(This space reserved for official comments.)



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CONTINUATION SHEET **Trinomial**

Page 3 **of** 7 ***Resource Name or #** (Assigned by recorder) Preservation Hangars

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The east side of Building 166 has a two-story building segment between the corner piers. Fenestration throughout Building 166 includes three-paneled inset third story and second story windows, and four-paneled hopper windows along the first floor. The west side has four-by-four metal framed, fixed windows along its roofline. Two sets of double metal personnel doors with shed roof overhangs are located on the west side in addition to a set of utility doors and a single metal personnel door at the north end. Large metal signs for the Naval Air Force Pacific Fleet Comnavairpac Material Representative and Comnavairpac GSE Rehab Facility are found on the north and south ends of the east side **(Photograph 1 and 2)**. Alterations of the building include replacement of the industrial mutli-pane metal sash windows with three and four-light metal windows and doors built into window sets on the east façade.

The west side of Building 166 has a two-story building segment between the corner piers. Fenestration throughout Building 167 includes fixed windows, three-by-four second story windows, and three-by-five first story, metal framed windows. The eastern and western-most doors on the façade are metal personnel doors and the main entrance consists of a metal framed glazed double door facing west. Three-by-three paneled windows run along the top of the east side of the building. The hangar doors along the north and south sides also include metal personnel doors **(Photograph 3 and 4)**. Alterations of Building 167 include the addition of doors and ramps in the original industrial metal sash windows on the west side of the building on the first floor.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era, or World War II era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This group of buildings is not eligible for listing in the NRHP or CRHR because neither individually nor as a group do they possess historic significance under the NRHP or CRHR criteria. Although Buildings 166 and 167 participated in NAS Alameda's Assembly & Repair (A&R, later Overall and Repair, or O&R, and Naval Aircraft Rework Facility, or NARF) operations, particularly with regard to aircraft preservation, these buildings were not engaged in historically significant naval missions and activities.[1] Furthermore, though the initial construction date of the buildings falls within the period of significance (1938-45), the buildings are outside of the boundaries and non-contiguous with the historic district. The buildings were late World War II additions and not completed until 1946 within an area of the base that was not purchased by the Navy until 1944. This area was not part of the original base design and was used for later expansion of the base. Also, the addition of these buildings to NAS Alameda was for future post-war operations of fleet preservation that were required at the end of the war, which had begun to wind down by 1944. Therefore, Building 166 and 167 do not have the same association as other buildings within the historic district for World War II significance.

Buildings 166 and 167 were constructed by James I. Barnes Construction Company of San Francisco in 1946, to house elements of NAS Alameda A&R activities. During World War II, Naval personnel and station employees engaged in A&R tested new materials and process, including welding Plexiglas and pioneered new techniques, such

[1] 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), 8-1.

as aircraft preservation; following the war, members of a newly-formed preservation department created many of the phases of the preservation procedures that were developed on NAS Alameda and later adopted as Bureau of Aeronautics (BuAer) procedures. For example, base personnel were the first to apply a phenolic resin compound to engine parts to fight erosion. With their construction, Buildings 166 and 167 became one of the primary sites for the station's aircraft preservation work.[2]

Aircraft preservation, although a time-consuming effort, made a valuable contribution to naval missions during the Cold War. Preservation involved preparing aircraft for both short- (a few days) and long-term (a few years) storage. Aircraft surfaces would first be insulated with various compounds – including sprayed on oil, paint, tar, and phenolic resin **(Photograph 5)** illustrates how pervasive such spraying could be)– to prevent degradation of metal exposed to air and climatic conditions. Aircraft would then be dehydrated through the application of silica gel desiccants placed in and around engines parts to pull out moisture. When whole planes were preserved, they were placed in "cans" – nearby special containers (Buildings 338A-H, recorded on a separate form) – that were approximately the size of four box cars with connecting air ducts to facilitate further drying. The entire process of preservation could take up to 24 hours; however, it was time well spent. Figures from the 1950s suggest that if preservation steps had not been taken for aircraft sent to Korea, nearly half of the engines would not have been in useable condition due to salt-water corrosion from the overseas voyage.[3]

In July 1948, reflecting the changing nature of naval aircraft support, the Navy's Bureau of Aeronautics (BuAer) re-designated the A&R Department as the Overhaul & Repair (O&R) Department and assigned it additional types of engines and aircraft to maintain. As the needs of the department developed further, O&R shifted from a total overhaul approach to reworking aircraft so they could return to the fleet in the shortest time possible. O&R was later incorporated into a support department for the Naval Integrated Aeronautics Program, and in April 1967, the Naval Air Rework Facility (NARF) replaced the O&R Department as part of a larger administrative reorganization within the Navy.[4]

Throughout the Cold War era, despite these administrative changes and even as preservation techniques evolved and new aircraft were adopted by the Navy, Buildings 166 and 167 continued to serve as preservation facilities. During the Vietnam War, Building 167 "cocooned" aircraft for use overseas. In this process, a powder coating was applied to aircraft surfaces to prevent moisture and corrosive damage; treated aircraft were then fully enveloped in canvas covers. Aircraft preserved in the building included Army HU-1 helicopters, A-1 Skyraiders, CH-47 Chinook helicopter, and a prototype CH-54 Aerial Crane. In the early 1970s, Engine Decanning was relocated to Building 360 from Building 166 and the vacated space in the building houses NARF's Fleet Van Support Program. Engines decanned include the TF41, TF30, T56, J52, and J65. By the 1970s, while NARF continued to utilize Building 167 for aircraft overhaul and repair, Building 166 housed not only engine overhaul repair services but also the Hull Branch of the Fleet Maintenance Assistance Group. The Hull Branch consisted of a ship fitter shop, boiler and

[2] Buildings 166 and 167, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, *History of U.S. Naval Air Station, Alameda, 1 October 1947 to 30 June 1948*, Command History 2 of 25, 1 April 42-1July 1949, Box 1 of 2, NAS Command History, 27 Volumes, 1940-1992, NARA, RG 181; and LCDR B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California," 4-5, and 8, May 1996, Aerospace Maintenance Duty Officers' Association. http://www.amdo.org/history.html (accessed September 11, 2009)

[3] "The Navy Doesn't Let Things Rot: 'Canned Planes Fly Again," *The Carrier*, 13 April 1953.

[4] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 8 and 18; US Navy, *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5)*, 1 November 1940 to 31 December 1958, Box 2 of 22, 3195 B-C, RG 181, NARA (San Francisco); "Prime Duties of O and R," *Alameda Times-Star*, 25 October 1960; Nathan Miller, *The U.S. Navy: A History*, 3rd ed. (Annapolis, MD: Naval Institute Press, 1997), 101 and 269.

lagging shop, rigging and life raft shop and sail locker – all of which serviced the vessels moored at the nearby Carrier Piers Area (recorded on a separate form).[5]

Evaluation

The history of the station during the Cold War illustrates that neither the 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. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[6] Preservation of aircraft was a component of the A&R mission of the base; however, early preservation technology was developed elsewhere and merely utilized in Building 166 and 167 on NAS Alameda and other military facilities. Buildings 166 and 167, therefore, although possessing integrity to when they were constructed nevertheless do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because neither has direct or important associations with significant 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 buildings, moreover, do not exemplify an important type, period, or method 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). Building 166 and 167 played valuable roles in the operations of the station, preserving technologically sophisticated aircraft; however, the use of the buildings are not historically significant to the research, design, testing and evaluation of such aircraft – functions that might have qualify the buildings for listing on National Register or the California Register.

[5] "O & R's Odd Cocoons Are Bound For Viet Nam Duty," *The Carrier*, 24 February 1961; "Successful Move: Engine Decanning In Bldg. 360," *The Carrier*, 5 June 1972; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38; *Detailed Inventory of Naval Shore Facilities, Volume 5 , Naval Districts 12, 13 and 14, NAVFAC P-164, 30 June 1968*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; Department of the Navy, Naval Facilities Engineering Command, *Detailed Inventory of Naval Shore Facilities, Volume 5, Sec. 2, Naval Districts 11, 12 and 13 (Served by WESTNAVFACENGCOM), NAVFAC P-164, 30 June 1972*, Box 44, RG 8,CEC/Seabee Museum, NBVC, Port Hueneme, California; US Navy, *1979 Alameda U.S. Naval Air Station Directory*, 29, Box 2 of 22, 5757-1b, RG 181, NARA (San Francisco).

[6] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Primary # P-01-009968
HRI#
Trinomial

Page 6 **of** 7 ***Resource Name or #** (Assigned by recorder) Preservation Hangars

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 166, camera facing west, October 13, 2009.

Photograph 3: Building 167, camera facing southeast, October 13, 2009.

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CONTINUATION SHEET **Trinomial**

Page 7 **of** 7 ***Resource Name or #** (Assigned by recorder) Preservation Hangars

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 4: Building 167, south side, camera facing northwest, October 13, 2009.

Photograph 5: Circa 1953 aerial photograph of Buildings 166 and 167 – note oil-stained area around Building 166.[7]

[7] US Navy, US Naval Air Station's Photograph Album, Alameda, California, c. 1953, Oakland History Room, Oakland Public Library, Oakland, California.

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PRIMARY RECORD

Primary # P-01-011231
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** Railroad Tracks

P1. Other Identifier: Building 201153

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Remaining railroad tracks are concentrated on the east side of the base, near Piers 2 and 3, and near the intersection of Tower Avenue and Pan Am Way. Other remnants of rail lines can be found throughout the base, though much of the original system has been disrupted by the construction of roads and newer buildings. The system of tracks is discontinuous, with frequent gaps for roads. Tracks no longer exist in the north area of the base.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: tracks between Buildings 133 & 162, camera facing north, December 22, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1940, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
Jarma Jones and Karen Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 12/22/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011231
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Railroad Tracks

B1. Historic Name: Railroad tracks
B2. Common Name: Railroad tracks
B3. Original Use: Railroad B4. Present Use: Not in use
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1940

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The base railroad tracks, Building 201153, are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because they do not individually, nor as a group, retain integrity for listing under the NRHP or CRHR.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** M. Bunse and H. Norby

***Date of Evaluation:** January 2010

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Railroad Tracks
***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

With the assistance of the Works Progress Administration in 1935 the Army constructed roads, railroad spurs, utilities, a small runway, and well in the area now occupied by the administrative core of the base. The narrow gauge line of the Southern Pacific Railroad originally ran along the northern portion what would become the base was removed with the continued construction of NAS Alameda. A second branch of the Southern Pacific Railroad ran through the east side of the base and terminated southeast of Building 118, just north of the Alameda Belt Line.[1]

The majority of the base tracks ran from the piers, north to Overhaul & Repair (O&R) buildings, such as Building 5, Buildings 91 and 9, northeast to storage buildings including Buildings 117 and 118, or southeast past the East Gate to join the Alameda Belt Line. Between 1944 and 1949, the Navy laid additional tracks east of Ninth Street to run between the Piers and the Alameda Belt Line. In the 1950s the rail lines were improved. This included tracks laid in the Supply Annex in 1953 and in 1954 the Army Corps of Engineers drafted plans for a Railroad Holding Yard and Engine House located southeast of Mitchell Avenue, east of NAS Alameda.[2]

The development of the Cold Iron program which allowed docking ships to power down their engines and plug into port-provided-power to run on-board equipment necessitated changes in utility infrastructure along the piers. To bring power to Pier 2, in 1973 the Navy moved the Mobile Utility Service Equipment (MUSE) Transformer from Pier 3 to Pier 2. The MUSE had been installed at Pier 3 in 1971 along the railroad tracks making the equipment easily mobile. The MUSE was powered by diesel-electric and had a 1500 KW generator with a separate control unit and two 750 KW generators all mounted on the rail section located mid-point on the north side of the pier. The power was delivered to the ship's main sponson (connection point) and the aft emergency bus (electrical connection).[3]

Over the years as the Navy repaved roadways and constructed new buildings, they removed many of the tracks. Currently the system of tracks is unused with only segments of the original tracks still visible.

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[1] Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District, 2008, 18; USGS, "Oakland West," topographic map, 1:24,000, 1915, 1942, 1949; Structure Card No. 2-01062, Box 60, Naval Districts, 11th and 12th Naval District, RG#11.2.3, NAVFAC Historian's Office, Navy General Reference File, NAVFAC Archive, CEC / Seabee Museum, NBVC, Port Hueneme.

[2] "Map of U.S. Naval Air Station Alameda, Calif. Showing conditions on June 30, 1944," Record Group 12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California; "Map of U.S. Naval Air Station Alameda, Calif. Showing conditions on June 30, 1949," Record Group 12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California; United States Navy, "History of US Naval Air Station, Alameda, 01 Nov 1940 to 31 Dec 1958," 46, NAS Command History 1940-1958, 5757-1b, Box 1 of 2, RG 181, National Archives and Records Administration-Pacific Region(San Francisco); Corps of Engineers, U.S. Army, "Alameda Medical Depot, Railroad Holding Yard and Engine House, Scope of Work, Site Plan, Vicinity Map, Schedule of Drawings, and Log of Borings," February 6, 1953, PWC# 34,726, not filed, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

[3] US Navy, *NAS Alameda Command History 1973*, NAS Command History 1968-1997, 5757-1b, Box 2 of 2, RG 181 US Naval Shore Establishments National Archives and Records Administration, Pacific Region, (San Francisco), 85; "Pier 3 MUSE Installation," *The Carrier*, 19 April 1971.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Railroad Tracks
***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

The Railroad Tracks (Building 201153) were a part of the original period of construction on the station, and fall within the period of significance of the district: 1938-1945. Although the tracks are associated with the district's significance under NRHP Criterion A (CRHR Criterion 1) for its contribution to the nation's defense during World War II, alterations to the tracks themselves prevent them from conveying their association with the World War II context. The Railroad tracks lack individual integrity due to later construction that has rendered them discontinuous preventing them from conveying their use. The standardized nature of the tracks does not embody them with distinctive characteristics of a type, period, or method of construction (NRHP Criterion C / CRHR Criterion 3). The railroad tracks therefore, do not convey their association with NAS Alameda operations during World War II, and are not a contributing element of the historic district.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station during the Cold War, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. Items such as the railroad tracks use standardized plans. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station during the Cold War, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within the Cold War context.[4]

In the larger context of the naval operations in California and nationwide during the Cold War, the Public Works function of the railroad tracks did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). It was unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations during the Cold War. The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[5] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. The railroad tracks are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). The tracks have no direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[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), 8-1.
[5] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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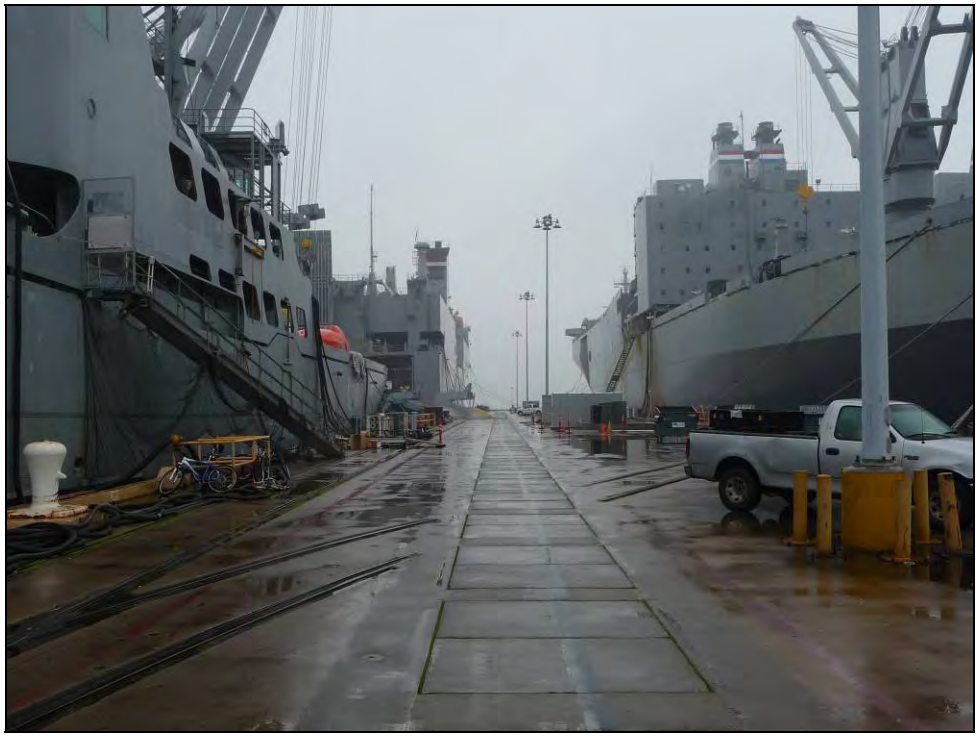
Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Railroad Tracks
***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):



Photograph 2: Railroad tracks at Pier 2, camera facing West, December 16, 2009.

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CONTINUATION SHEET

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Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Railroad Tracks

***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

Sketch Map:

(Roads indicated on this map are called out for location reference purposes only.)

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PRIMARY RECORD

Primary # P-01-011232
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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Residential Utility Buildings

P1. Other Identifier: Building 177 & 178

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built on a concrete slab, Building 177 has a rectangular plan and is made of plywood-panel formed concrete covering 252 square feet (**Photograph 1**). Buildings 177 and 178 are located within the historic district boundary, but are non-contributing elements. The southwest side has a metal personnel door with a louvered vent above. Fenestration on the southeast side includes three three-light wooden windows with an exterior meter box and piping that leads into the ground. The northeast side has a louvered vent near the base of the building and the northwest is plain. Located between Pensacola Lane and Corpus Christie Road within the CPO Housing, Building 178 is one story concrete transformer shelter with flat roof surrounded by a parapet measuring thirteen by nineteen feet, covering 117 square feet. A four light door with louvered vent is located on the south side and a louvered vent on the north side (**Photograph 3**).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Camera facing northwest, September 29, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/29/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Residential Utility Buildings

B1. Historic Name: Transformer House
B2. Common Name: Transformer House
B3. Original Use: Transformer House B4. Present Use: Transformer House
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Bldg. 177: McGuire and Hester
Bldg. 178: Johnson, Drake and Piper

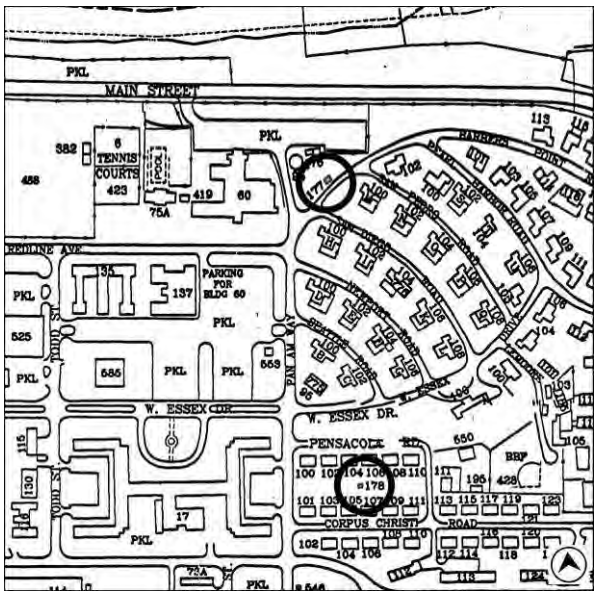
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 177 and 178 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Buildings 177 and 178 were constructed within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992; however, these buildings were not evaluated as potential contributors at that time. This form was prepared to: 1) evaluate the eligibility of Buildings 177 and 178 within the World War II-era historic context for the station, assessing whether the buildings are historically significant and should be included in the NAS Alameda Historic District; 2) to provide additional information about Buildings 177 and 178 to assess if they retain integrity; and 3) to evaluate the building's significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Residential Utility Buildings

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Buildings 177 and 178 did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building contractors McGuire and Hester of Oakland built Building 177 in 1941 for $1,429.20. This building originally served as an electrical transformer house and continued in that function. There have been no additions to the building. Contractors Johnson, Drake and Piper constructed Building 178 in 1941 for $720. This building originally served as an electrical transformer house and continued in that function. There have been no additions to the building.[2]

[1] 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), 8-1.
[2] Buildings 177, 178 Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, P-164, 1972 edition, Archives Box 38, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 8: The North Central Recreation Zone, Parcel 97, Building 177, Alameda Point, Alameda California," January 2001; US Navy, *P-164*, 1963 edition, Archives Box 38, CEC/ Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 16: The Housing Zone, Parcel 98, Building 178, Alameda Point, Alameda California," January 2001.

Evaluation

Buildings 177 and 178 were built at the onset of World War II operations on NAS Alameda, as a part of the infrastructure serving the station during the war and the subsequent Cold War era. In the larger context of the naval operations in California and nationwide during this period, the Infrastructure function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Infrastructure such as Buildings 177 and 178 is needed to support modern urban activities, and its ubiquitous nature renders it secondary in the context of station operations. The buildings are unremarkable in their use in routine station support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). These facilities had no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). While within the boundaries of the NAS Alameda Historic District, these buildings are non-contributing elements.

In the context of the Cold War era, which focused on 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, or man in space sites, nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 177 and 178, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 5 ***Resource Name or** # (Assigned by recorder) Residential Utility Buildings
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒**Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 178, camera facing northwest, November 3, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # Bldg.39: P-01-010013; Bldg.40: P-01-0110012; Bldg. 41: P-01-010086
HRI#
Trinomial

Page 1 **of** 6 ***Resource Name or #** (Assigned by recorder) Seaplane Hangars

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

This form is an update to the previous recordation of this building by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). These buildings are contributing elements of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and have a NRHP status code of 2D2.

P1. Other Identifier: Buildings 39, 40 and 41

P2 e. Other Locational Data: 950 West Tower Ave. (Building 39); 800 West Tower Ave. (Building 40); 650 West Tower Ave. (Building 41); on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 39, 40, and 41 have been grouped on this form because of their nearly identical construction. Building 39 is 110,139 square feet, Building 40 measures 118,190 square feet and Building 41 is 118,041 square feet. These are large, rectangular, roughly three-story buildings with very low-pitched, gable roofs. The east and west sides are largely comprised of massive sliding hangar doors made of industrial sash windows with a solid lower panel. Bracketing the hangar doors are stout, rectangular corner piers built with decorative horizontal bands which stretch across the facades from pier to pier. A shed roof also goes from pier to pier and shelters the hangar doors. Some of the hangars doors have inset personnel doors or metal roll-up doors.

The north and south sides of the buildings appear as three stories with horizontal bands of multi-pane hopper and awning windows on the first two stories, and a recessed third floor with a horizontal band of windows. On the ground level are personnel doors, some single light, others multi-light. Many of the doors have concrete surrounds and appear to be replacement doors. Also, some of the windows have been filled in.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 (Military Property)

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # Bldg.39: P-01-010013; Bldg.40: P-01-0110012; Bldg. 41: P-01-010086
HRI#
Trinomial

Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Seaplane Hangars

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

P5a. Photographs:

Photograph 1: Building 39, camera facing northeast, December 16, 2009.

Photograph 2: Building 40, camera facing southeast, October 14, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # Bldg.39: P-01-010013; Bldg.40: P-01-0110012; Bldg. 41: P-01-010086
HRI#
Trinomial

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Seaplane Hangars

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

Photograph 3: Building 41, camera facing southwest, October 8, 2009.

Photograph 4: 1945 photograph of Hangars 39-41, camera facing east.[1]

[1] US Navy, #130-3, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, Geographical Collection 1800-present, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

State of California — The Resources Agency	Primary # Bldg.39: P-01-010013; Bldg.40: P-01-0110012; Bldg. 41: P-01-010086
DEPARTMENT OF PARKS AND RECREATION	HRI#
CONTINUATION SHEET	Trinomial

Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Seaplane Hangars

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

B10. Significance:

This update form was prepared to provide additional information about the Seaplane Hangars, to assess if they retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Buildings 39, 40, and 41 were constructed as maintenance Seaplane Hangars during World War II. Building 39 was constructed in 1944 by the Cahill Brothers of San Francisco, Building 40 in 1941 by Johnson, Drake and Piper, and Building 41 in 1945 by Dinwiddie Construction of Oakland.[2]

In 1950, Hangar 41 was altered for occupancy by the Fleet Logistics Air Wing Pacific. A year later the Fleet Logistics Air Wing Pacific moved out and the Naval Air Transport Squadron VR-2, was moved from Hangar 40 to 41. Hangars 40 and 39 were also assigned to Multiple Engine Squadrons in 1951. Between the 1950s and the late 1960s, the Utility Squadron was renamed the Operations Maintenance Division (OMD) and moved from Hangar 39 to Hangar 23.[3]

In the early 1960s the Aircraft Maintenance Support Equipment Branch moved from Hangar 40 into Building 13 to make room for Patrol Squadron 872, and Anti-Submarine Squadron 872 and 873, which was deactivated a year later. In the late 1960s, all aviation ground support equipment shops moved from Building 13 to Hangar 41 as part of the Aircraft Maintenance Department. The mission of the Aircraft Maintenance Department was to inspect and service aircraft support equipment, aeronautical material and components. This included disassembly, cleaning, examination, repair, modification, testing, inspection, assembly and preservation of equipment. Maintenance was performed on Station aircraft, tenant squadrons and units, as well as for NAS Fallon. A Non-Destructive Test and Inspection shop was constructed in Hangar 41 as well as a Tire and Brake shop. The expansion of the avionics shop in Hangar 41

[2] Buildings 39-41, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme.

[3] US Navy, *History of the U.S. Naval Air Station, Alameda, California, 1 Jan 1951- 30 Jun 1951*, Command History 4 of 25, 1 July 1950-31 Dec 1950, Box 1 of 2, 5757-1b, Naval Command Histories, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 30; US Navy, *1967 Command History*, Command History 9 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes 1940 to 1992, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 10-21.

during the late 1960s doubled its former capacity; the intermediated weapons function was also relocated to Hangar 41.[4]

Fleet Logistics Squadron 55 (VR-55), was commissioned in 1976 and housed in Hangar 40. Their mission was to transport personnel and material throughout the United States, Western Pacific, and Mediterranean and the first to use the McDonnell-Douglas C-9B "Skytrain II" aircraft for its operations.[5]

In the 1970s, the center loft in Hangar 41 housed Aircrew Survival Equipment, which was part of the Aircraft Maintenance Department. Aircrew Survival Equipment were parachute riggers in charge of inspecting and repacking parachutes, rubber rafts, survival kits, oxygen regulators, and other supplies used in aircraft.[6]

In the late 1980s, Helicopter Mine Countermeasure Squadron 15 was the first active duty air squadron on NAS Alameda in over a decade. The 400 member-squadron was previously stationed in Norfolk, Virginia and used MH-53E Sea Dragon Helicopters for mine-sweeping in the Persian Gulf. The HM-15 was the first airborne mine countermeasure squadron on the West Coast and occupied areas of Hangars 39 and 40.[7]

Evaluation

Buildings 39, 40 and 41 were built during the initial construction of the station, and are contributing elements of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.[8] The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."[9] These are detailed on the attached sheets, and include smooth stucco surfaces above a tall concrete base, prominent pylon-like door pockets integrated into the structure, rooftop monitors, grand interior spaces with offices along the sides, immense glazed segmental hangar doors, steel industrial sash with

[4] US Navy, *Addendum to Part 9, History of the U.S. Naval Air Station, Alameda, California, 1 Oct 1961- 31 Mar 1962*, Command History 7 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 4; US Navy, *Addendum to Part 9, History of the U.S. Naval Air Station, Alameda, California, 1 Apr 1962- 30 Sep 1962*, Command History 7 of 25, Box 1 of 2, 5757-1b, NAS Command History, 27 Volumes, 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 4; US Navy, *1968 Command History*, Command History 1968 folder, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes 1968 to 1997, RG 181 US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 9-2.

[5] United States Navy, *1992 NAS Alameda, California Base Directory*, Box 2 of 22, 5757-1b, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), 39.

[6] "Air Safety Begins in Hangar 41 Loft," *The Carrier*, 12 August 1974.

[7] Ross Larsen, "High-tech copter squadron moves to NAS," 2 October 1987, Alameda Clipping File 1980s Naval Air Station X, NAS Alameda General Clippings File, Alameda Free Library, Alameda, California; US Navy, *1987 Command History, Naval Air Station, Alameda, California*, Box 2 of 2, 5757-1b, NAS Command History, 30 Volumes, 1968-1997, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco), np.

[8] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, *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); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

[9] Stephen Mikesell, *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).

State of California — The Resources Agency **Primary #** Bldg.39: P-01-010013; Bldg.40: P-01-0110012; Bldg. 41: P-01-010086
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Seaplane Hangars

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 8, 2009 ☐ **Continuation** ☒ **Update**

awning openings, steel personnel doors with transoms, copper flashing and roofing, and a decorative band above hangar doors and around door pockets.

The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in Naval 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.[10] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 39, 40 and 41, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). Buildings 39, 40 and 41 do not exemplify an important type, period, or method 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).

Although Buildings 39, 40 and 41 do not individually, nor as a group, possess Cold War-era significance, these buildings remain contributing elements of the NAS Alameda Historic District (NRHP Status Code 2D2).

***B14. Evaluator:** C. Brookshear and S. Melvin

***Date of Evaluation:** January 2010

[10] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

1.&2. Historic/Current name: Buildings 20, 21, 22, 23, 11-400-12, and 39, 40, 41,
Aircraft Maintenance Hangars.
3. Locations: Hangars 20-23: First St.; Hangars 11-400-12 and 39-41: Ave. F
NAS Alameda Map J-M-19, P-21-26 City: Alameda Zip: 94501 County: Alameda Code:001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

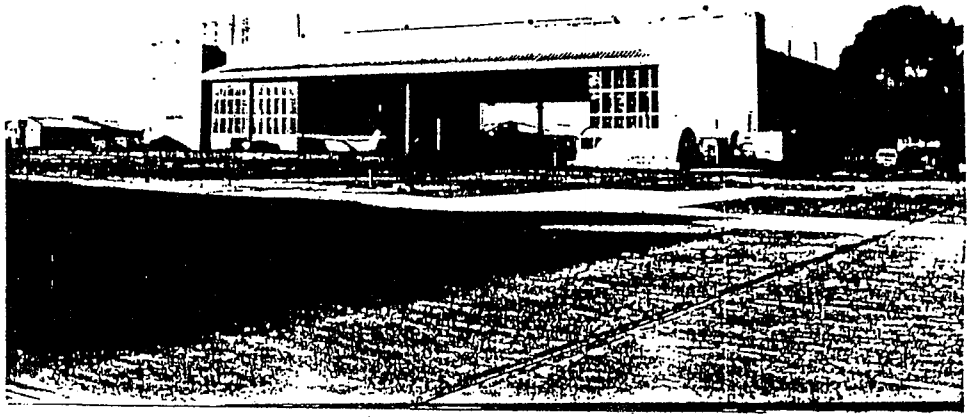
DESCRIPTION

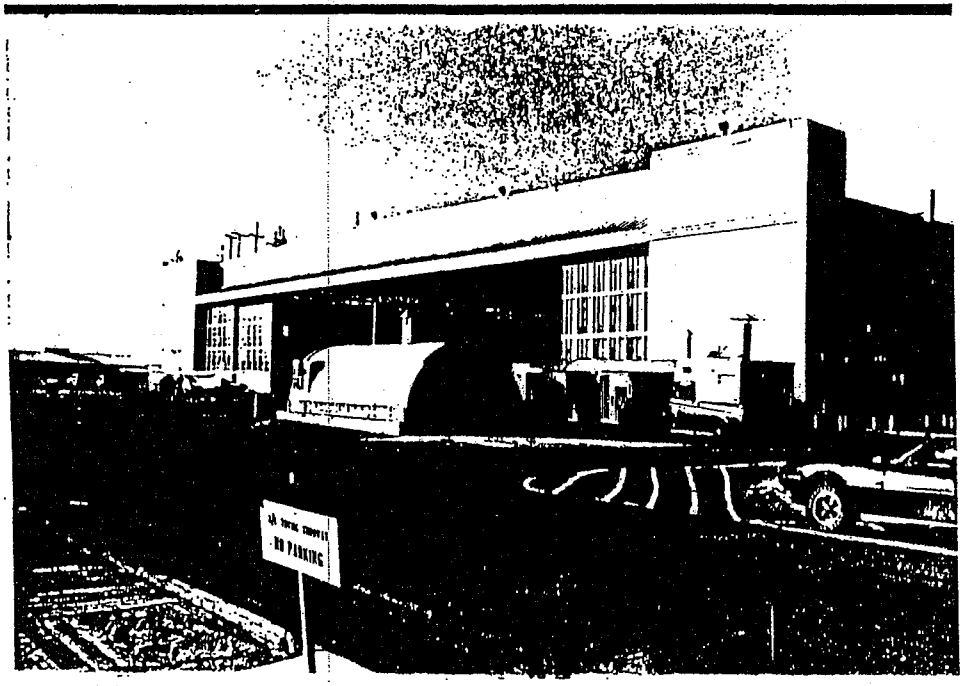
6. Property category: District Number of resources documented: 85
7. Existing condition: Two-story, concrete structures with metal frames and roof trusses that define a bowed roof concealed behind roof parapets. The hangars have rectangular plans and were built in two sizes: Hangars 20-23 are 254 ft. by 213 ft. by 40 ft. high; Hangars 11, 12, and 39-41 are 321 ft. by 242 ft. by 50 ft. high. Large, rectangular corner piers rising to the height of the parapet enframe the ends of the buildings. The piers are off-set from the facade and a metal shed-roof extends across the wall to shelter the sliding metal hangar doors which have solid lower sections and glazed, multiple-light upper sections. The eaves of the shed-roof are tied visually to the corner piers by a scored band around the piers. The other building elevations are stepped back above the second stories. Below the set-back, the walls are fenestrated with bands of metal-framed windows with 12-light sash on the upper story and, on the lower story, continuous metal-framed doors and windows that also form a complementary band. The tops of the walls are capped with dark bands as are the piers.

8. Planning Agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11.Present use: military base
12. Zoning: none
13. Threats: none

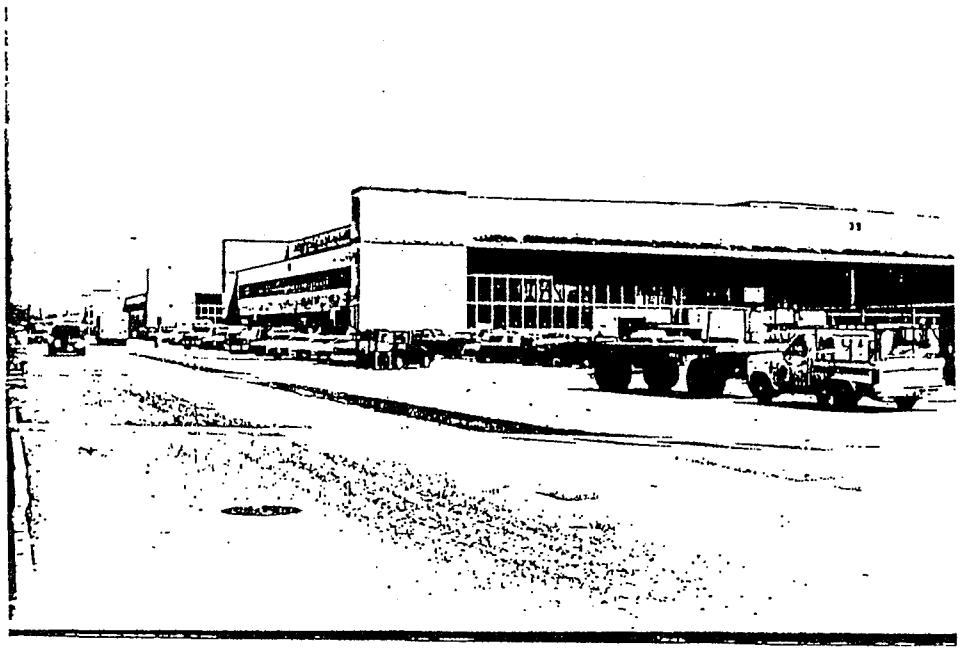
NAS ALAMEDA Building 20

Building 23

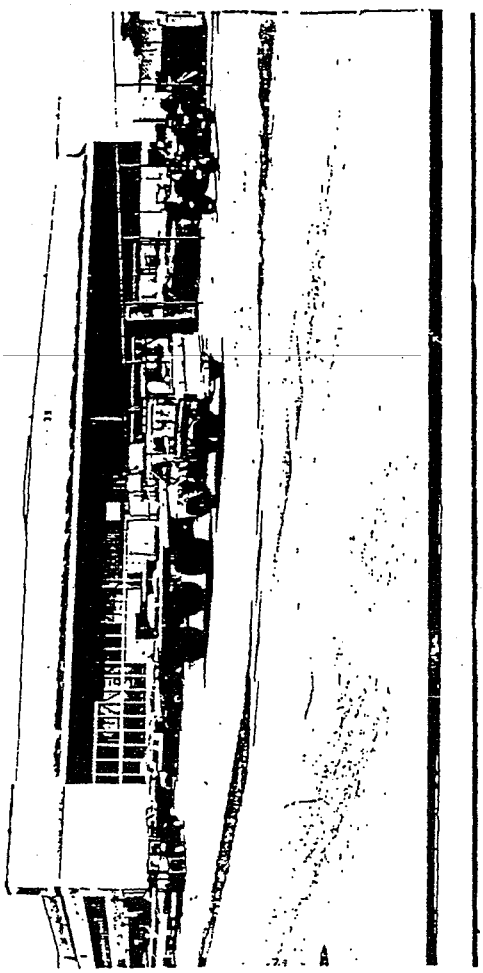


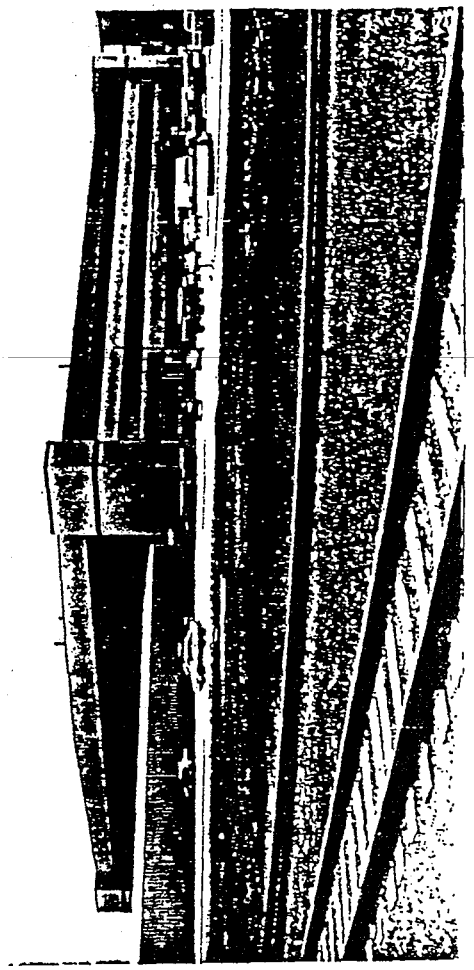


Building 23

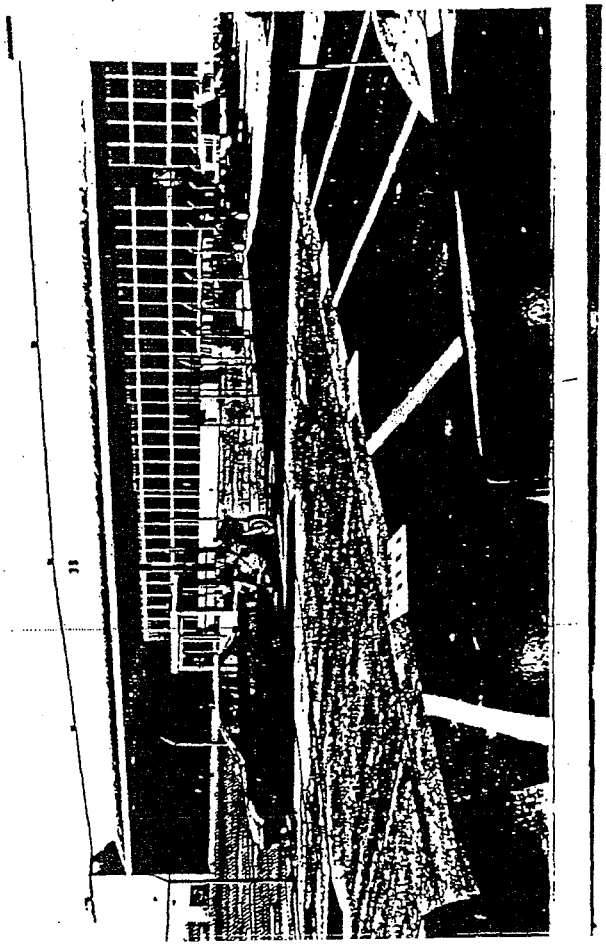


Building 39, 40, & 41

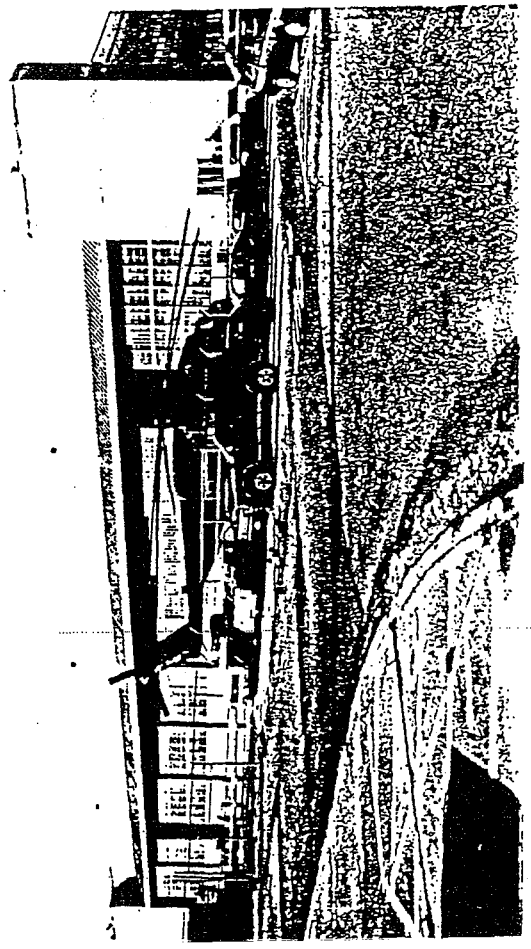




Building 41



NAS ALAMEDA Building 39



Building

HISTORICAL INFORMATION

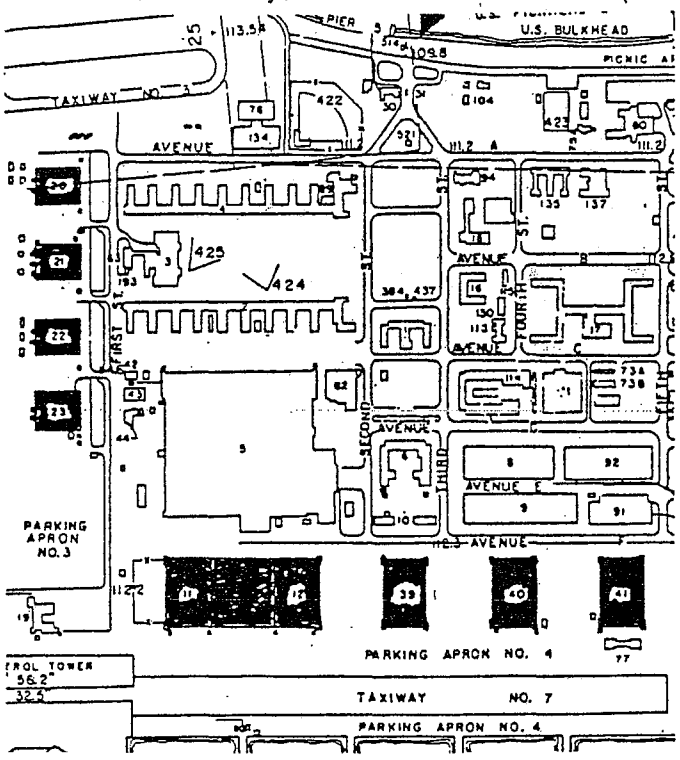
14. Construction dates: Hangars 11, 12, 20-23, and 40 - 1941; Hangar 39 - 1944;
Hangar 41 - 1945 Original location: yes
15. Alterations: The area between Hangars 11 and 12 was infilled with Building 400 in the postwar period. The other hangars appear unaltered.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic Attributes: military property - 34

SIGNIFICANCE AND EVALUATION

18. Theme: The development of U.S. Navy bases in the S.F. Bay Area for World War II. Area: NAS Alameda Period: 1938-1945 Property type: District Context formally
developed: yes

19. Context: With the exception of Hangars 11 and 12, which have lost integrity because of infill construction, the aircraft hangars contribute to the NAS Alameda Historic District under Criteria A because they were constructed during the period of significance as part of the central core and, for the most part, strongly enforce the impression of the naval air station as an historic setting. Architecturally, under Criterion C, these are handsome structures that exhibit the stylistic traits of the early Modern style of the period in their cubistic forms, unifying detail such as the banding of openings and the scored lines on the piers, and fenestration.

20. Sources: NAS Alameda records
21. Applicable National Register criteria: A and C
22. Other recognition: none
23. Evaluator: Sally B. Woodbridge, Architectural Historian Date: Fall 1990
24. Survey type: visual inspection
25. Survey name: Section 110 (A)(2)
26. Year form prepared: 1990 By: Sally B. Woodbridge Organization: none
Address: 2273 Vine St., Berkeley, CA, 94709 Phone: (415) 848-4356



JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

4. HANGARS AREA

4.1. Architectural Vocabulary of Buildings in the Hangars Area

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

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

4.2. Surface Materials, Basic Building Forms

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

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

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

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

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

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

Character-defining elements of Building 77 include:

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

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

4.3. Windows and Doors

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

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

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

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

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

The character-defining windows and doors in the Hangar Area include:
- Immense glazed segmental hangar doors.
- Steel industrial sash with awning-type openings.
- Steel personnel doors with transoms.

Design review considerations for these windows and doors include:

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

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

4.4. Features and Elements

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

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

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

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

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

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

Design review considerations are relatively few as well:

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011233
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 20 ***Resource Name or #:** Seaplane Lagoon

P1. Other Identifier: Building 200648 (Bulkhead), Building 200650 (Jetty), Building 200687 (Ramp 4), Dock 4, Seaplane Lagoon, Ramp 1, Ramp 2, and Ramp 3 / Seaplane Lagoon (unnumbered)

***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** ; **¼ of ¼ 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 Alameda, south of West Tower Avenue, and west of Ferry Point Street.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The rectangular Seaplane Lagoon (unnumbered) is located due south of Buildings 11, 400, 12, 39, 40, and 41 on former NAS Alameda **(Photograph 1)**. The lagoon is composed of eight structures plus the open body of water defined by those structures. Enclosed by rip-rapped rock walls on the west and the east **(Photographs 2**, **3 and 5)** and a bulkhead (Building 200648) on the north **(Photograph 4)**, the lagoon covers 110 acres. The bulkhead differs from the jetties in that it is a vertical wall surface buttressed with diagonal supports **(Photograph 7)**. The lagoon's entrance is located in its southwest corner between two jetties with navigation lights (Building 200650) **(Photograph 2)** that also form its southern edge; the entrance measures approximately 800 feet across. South of the entrance is a ship turning basin, which is surrounded by rock-wall breakwaters (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Seaplane Lagoon, southwest corner, camera facing northeast, October 1, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1938 (Bulkhead), 1940 (Lagoon, Ramps 1 and 2), 1941 (Ramp 3), 1942 (Ramp 4), and 1944 (Dock 4); US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear, C. Miller, C. McMorris
JRP Historical Consulting LLC
2850 Spafford Street, Davis, CA 95618

***P9. Date Recorded:** 10/01/2009; 10/13/2009; 12/16/2009

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011233
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 20 ***NRHP Status Code** 3D

***Resource Name or #** (Assigned by recorder) Seaplane Lagoon

B1. Historic Name: Seaplane Lagoon; Building 200648 (Bulkhead), Building 200650 (Jetty), Building 200687 (Ramp 4), Dock 4, Seaplane Lagoon, Ramp1, Ramp2, and Ramp3

B2. Common Name: Seaplane Lagoon

B3. Original Use: Seaplane landing, taxiing, and removal from water B4. Present Use: None

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939 (Bulkhead and Jetty), 1938-1940 (Lagoon and Ramps 1 and 2 built), 1941 (Ramp 3 and Ramp 4 built), 1941 (Docks 1, 2 and 3 built), 1949 (Dock 1 refurbished), 1952-1953 (Dock 4 built), 1955 (Dock 4 alterations), 1957 (Dock 4 alterations), pre-1976 (Dock 3 alterations);

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:**

B9a. Architect: U.S. Navy b. Builder: Bulkhead – San Francisco Bridge Co; Jetty – San Francisco Bridge Co., Ramps 1,2,3,4 – Johnson Drake & Piper.

***B10. Significance: Theme:** Development of U.S. Navy bases for World War II **Area:** San Francisco Bay

Period of Significance: 1938-1945 **Property Type:** Airfield / Seaplane Facilities **Applicable Criteria:** A (1) & C (3)

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Seaplane Lagoon and its constituent features – except the fishing pier (portions of which were previously part of Seaplane Dock 3) and the remains of Seaplane Dock 4 – appear to meet the criteria for listing in the National Register of Historic Places (NRHP) as contributing elements of the NAS Alameda Historic District. The Seaplane Lagoon, along with the Bulkhead, Jetty, and Seaplane Ramps 1, 2, 3, and 4, merits inclusion in the historic district identified by architectural historian Sally Woodbridge in 1992 under Criteria A and C for the period from 1938 (the date construction of NAS Alameda began) to 1945 (the conclusion of World War II). The Seaplane Lagoon does not appear to qualify for listing in the NRHP within the context of the Cold War era; it appears neither to be associated with any known historic event or individual nor to exemplify an historic mode or manner of construction for the Cold War era. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Albrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); *The Carrier*, 1941-1960; *Alameda Times-Star*, 1952-1988; *Oakland Tribune*, 1941-1967; see also footnotes.

B13. Remarks:

***B14. Evaluator:** S. Miltenberger; C. McMorris; C. Brookshear

***Date of Evaluation:** January / June 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet

State of California — The Resources Agency	Primary # P-01-011233
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CONTINUATION SHEET	Trinomial

***P3a. Description (cont.):**

Along the east side of the lagoon, between the northeastern and southeastern corners is a pier that ends in a circular platform used as a fishing pier (portions of which were likely part of Dock 3).

At the northwest corner of the Seaplane Lagoon is a barge that has been tied up since at least the 1980s (**Photograph 7**).[1] Along the lagoon's northern side, running from west to east are four ramps **(Photographs 4**, **5**, **and 6)**: Ramps 1 (Ramp 1) **(Photograph 8)**, 2 (Ramp 2) **(Photograph 10)**, 3 (Ramp 3) **(Photograph 11)**, and 4 (Building 200687) **(Photograph 12)**. The ramps are concrete, supported by wood pilings. The remains of a concrete dock, Dock 4 (Dock 4), with pressure-treated wooden bumpers and metal posts atop the bumpers can be found on the eastern side of Ramp 4 **(Photographs 13** and **14)**. All of the ramps are connected to a concrete apron. The apron rest on a bulkhead and is supported underneath by concrete pylons **(Photograph 15)**. The fishing pier (situated where Dock 3 was located) is located on the east edge of the Seaplane Lagoon and is in poor condition **(Photograph 16)**. A second barge, or a portion of a barge, is tied to Ramp 1 and is partially submerged with only a corner of the structure visible above the water line. This structure appears to have been in place on Ramp 1 since the 1980s **(Photograph 9)**.[2]

Buildings 15 and 64, the boathouse and former boiler, are built within the southeast corner of the Seaplane Lagoon and are recorded on separate forms.

B10. Significance (cont.):

Historic Context

This context provides information on the construction of the Seaplane Lagoon and its constituent parts and its contribution to the NAS Alameda Historic District through its design and operations during the World War II period.

The Seaplane Lagoon is a component of NAS Alameda's original design and construction starting in 1939, and it was an integral part of operations on NAS Alameda from the 1940s to the 1960s. 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 during the mid to late 1930s. During World War II, NAS Alameda was effectively adapted to support naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to serve and support its 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 crucial functions for aircraft assembly and repair. 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. 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.

Although the first experiments in Naval aviation began in the 1910s with land-based airplanes, aircraft that could operate directly from the sea – seaplanes, also known as flying boats and floatplanes – were initially envisioned as the most logical application of the new technology to naval missions. Developed by aviation pioneers Henri Fabre, Glenn

[1] Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985."
[2] Email communication between Doug Delong and Christopher McMorris, August 12-13, 2010; Alameda, California Aerial Photographs, 1980, retrieved from www.historicaerials.com (accessed August 2010).

Curtiss, and John Cyril Porte, seaplanes lacked the speed and maneuverability of land-based aircraft but proved excellent patrol, rescue, and transport craft. Prior to the wide spread use of radar, patrol aircraft located targets for their associated ships. Seaplanes moved slowly but could stay aloft for long periods, covering vast ocean areas. Their ability to land on water made seaplanes ideal for search-and-rescue missions for sailors and downed aviators. The large boat hull of seaplanes, furthermore, permitted transport of needed materials to locations inaccessible to land-based aircraft.[3]

The Navy began to acquire seaplanes in the 1910s, and constructed its first seaplane facility on NAS Pensacola, between 1914 and 1918. The performance of seaplanes during World War I, and civilian use of seaplanes at locations like the Alameda Airport, further convinced the Navy of the utility of seaplanes when it began designing its air station at Alameda.[4]

As military tension around the world increased in the late 1930s, Congress requested the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur J. Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. The assertive conclusion of the Hepburn Report in 1938 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. The Hepburn Board recommended establishing NAS Alameda as one of the major air stations on the west coast supporting both operations and aircraft assembly and repair (A&R). 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 in 1937.[5]

The layout and construction of NAS Alameda was under a master planning process that has been referred to as a "total base design."[6] Similar to efforts made by the Army, the Navy adopted this master planning approach to design

[3] David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes, and Amphibians* (London: Robert Hale, 1984), 15-4770, 73, 102, 160.

[4] Commander Jim Jacobsen, USNR-R, "NAS Pensacola: Cradle of Naval Aviation – Early Highlights," *Naval Aviation News*, May-June 1986: 20-21; U.S. Navy, *Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44*, Command History 1 of 25 1 Nov 1940, Box 1 of 2 5757-1b, NAS Command History, 27 volumes, 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Record Administration-Pacific Region (San Francisco); Adrian O. Van Wyen, "Naval Aviation in World War I: In the Very Beginning," *Naval Aviation News*, April 1967: 12-13; United States Department of the Interior, National Park Service, National Register of Historic Places Inventory – Nomination Form, "Pensacola Naval Air Station Historic District," form prepared by George R. Adams, Managing Editor, American Association for State and Local History, April 1976; and LCDR B.L. Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California" (unpublished manuscript, 1996), 2, Aerospace Maintenance Duty Officers' Association, http://www.amdo/history.html, accessed September 11, 2009.

[5] 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, 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 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 Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2; 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.

[6] 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 (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 6-1 – 6-4; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3,

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. The Bureau of Yards and Docks (BuDocks) and the design team utilized standardized designs 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, and as a result, naval air stations built in the years just before World War II have functionally and physically similar designs and buildings. Following the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations. However, local conditions necessitated alterations for improved functionality at given locations.[7] 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 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 seaplane functions, piers, 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.

The NAS Alameda base plan also had a comprehensive aesthetic design, in addition to its functional organization. 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, which were 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 until the end of World War II. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The U.S. military had employed Beaux Arts inspired plans since World War I to develop the many new bases needed for that war and continued to use many of the designers of these throughout the period between the two wars. [8]

BuDocks used Beaux Art principles in the design of NAS Alameda as well as functional planning considerations. Early plans for NAS Alameda show that from the beginning, the station was arranged along intersecting axes. In these early plans, the north-south axis ran from the north entry gate, bisected the entry mall and Building 1, and terminated at the center line of the Seaplane Lagoon to the south. The original east-west axis bisected an open area separating the living quarters / administrative core from the shops and operational portion of the station, and was aligned with the middle of the airfield on the west end of the station. The operational areas like the Seaplane Lagoon were sited either directly on the axial line or paralleled an axis.

California Historic Military Buildings and Structures Inventory (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 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] JRP Historical Consulting Services, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 6-1, 6-2, 6-4, and 6-7; 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

[8] 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 importance of the Seaplane Lagoon on NAS Alameda as a critical feature in the design and operation of the station is highlighted by its location on the main north-south axis of the station plan. The heavily trafficked Oakland Inner Harbor along the north side of the station was not a suitable location for seaplane operations, so the lagoon was placed at the south end of the axis, with access to open landing water. Its layout was nearly bilaterally symmetrical to the land area of the station, except where the railroad spurs serving the piers clipped the southeast corner of the lagoon. The east and west sides of the lagoon adjoin Pan Am Way and Monarch Street, two of the main north-south streets that flank the Shops and Administrative Core areas, that form the core of the station. The north-south measurement of the lagoon is equal to and correlates with the distance from Red Line Avenue to Tower Avenue that flanks the other sides of the Shops and Administrative Core areas. The Airfield was subject to similar axial and proportional considerations. As a result, the Seaplane Lagoon is nearly the same size as the core of the station and the original Airfield.

Construction of the Seaplane Lagoon was one of the first tasks undertaken in the building of NAS Alameda in 1938, and occurred prior to the construction of the landplane runways located to the northwest. Construction of the Seaplane Lagoon and two of the seaplane hangars prior to building landplane hangars and the Airfield indicates the relative importance of Navy seaplanes, or 'flying boats,' in the period before World War II. Each of the air stations established or improved during this period included seaplane facilities, although NAS Alameda was the only one with a formal, constructed Seaplane Lagoon. Following established techniques, the lagoon was formed through dredging tidelands on the southern end of the Alameda Peninsula rather than utilizing a natural feature. A bulkhead was erected in 1938 (forming the northern boundary of the lagoon) and the Navy completed the jetty and seawalls for the lagoon the following year. They were formed with two weights of rock and backfilled with dredged materials in two stages. Dredged materials from the lagoon also provided the fill for much of the remainder of the base. By 1940, the Seaplane Lagoon was substantially complete.[9]

The seaplane ramps and docks were built following dredging of the lagoon. An early plan for the station from April 1939 included construction of two seaplane ramps. This number was later expanded to four ramps; Ramps 1 and 2 were built in 1940, while Ramps 3 and 4 were constructed in 1941 (**Photograph 17**). To assist in Seaplane operations and other dock operations the boathouse (Building 15) was constructed in the lagoon in 1940, and followed by the boiler (Building 64 in 1941). These two buildings are evaluated on separate forms. In 1944, three docks were constructed to accommodate the anticipated larger Martin JRM "Mars" seaplanes (formally introduced in 1945) along the eastern side of the lagoon – known as Docks 1, 2, and 3, from west to east (**Photograph 18**). Five years later, in March 1949, Dock 1 was replaced. In 1952, a contract was let for construction of Dock 4 attached to the side of Ramp 4. The concrete pontoon dock along Ramp 4 was completed in 1953. Two years later, alterations were made to Dock 4, and in 1957, a Ferry Slip Entrance was added to Dock 4.[10]

[9] U.S. Navy, 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, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; James R. Ayers, "Sea Walls and Breakwaters," *U.S. Navy Civil Engineer Corps Bulletin*, Vol. 5, No. 52 (March 1951):70-75; "History of U. S. Naval Air Station, Alameda, California, Quarterly Installment [2 September 1945-1 July 1946]," 3, Command History 1 of 25, Box 1 of 2, NAS Command Histories, RG 181, NARA (San Francisco); Structure Cards 2-00649 and 2-00650, Box 60, Naval Districts, 11th & 12th Naval District, RG#11.2.3, NAVFAC Historian's Office, Navy General Reference File CEC/Seabee Museum, NBVC, Port Hueneme, California.

[10] U.S. Navy, 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, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Structure Cards 2-00634 [Dock 1], 2-00637 [Dock 3], and 2-00638 [Dock 2], 2-00687 [Dock 4], 2-00690 [Ramp 3], 2-00691 [Ramp 1], and 2-00692 [Ramp 2], Box 60, Naval Districts, 11th & 12th Naval District, RG#11.2.3, NAVFAC Historian's Office, Navy General Reference File; U.S. Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1942," "Map of NAS Alameda, Calif. Showing conditions on June 30, 1944," and "Master Shore Station Development Plan, Part III – Section 2, General Development Plan," 30 June 1953, RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1, CEC/Seabee

The first operational aircraft, a squadron of seven seaplanes, arrived at the Seaplane Lagoon in January 1941. These craft were the first of 200. Over the next twenty years, a variety of seaplanes operated from the lagoon and Buildings 11 and 12 (the Seaplane Hangars). In addition the JRM *Mars*, these seaplanes included the Consolidated PBY *Catalina* (introduced in 1936), the Martin PBM *Mariner* (introduced in 1940), the Martin P5M *Marlin* (introduced in 1952), and the Convair R3Y *Tradewind* (introduced in 1956). These craft were assigned to Alameda's Air Transport Squadron 2 (VR-2) and later Patrol Squadron 47 (VP-47). The seaplanes of these units – particularly during World War II – played a vital role in transporting of necessary supplies to the Pacific Theater and in patrolling for enemy vessels.[11]

The Navy's increased reliance on jet aircraft in the 1950s, and increased sophistication in radar and other monitoring equipment, led to the decline in the use of seaplanes. In 1958, not long after the *Tradewind* – notorious for its unreliable turboprop engines – replaced the venerable *Mars*, VR-2 was disestablished.[12] Two years later, in August 1960, amidst concerns for debris in San Francisco Bay, the Navy relocated Alameda's last squadron of seaplanes – VP-47, a group of twelve *Marlins* – to NAS Whidbey Island. This brought an end to the seaplane era on NAS Alameda.[13]

In 1967, as part of a cost-saving service-wide retirement of the seaplane, the Department of Defense formally deactivated the seaplane component of NAS Alameda. Throughout the late 1960s and early 1970s, the Navy considered plans for the reclamation of the Seaplane Lagoon, but ultimately took no action on any proposals. By the late-1970s, Docks 1 and 2 had been removed, and Dock 3 had been converted into a fishing pier. Dock 3's structure at the shore appears to have been retained, while the Navy replaced the floating U-shaped Seaplane dock raising the new dock on new piers.[14] At some point after the last of the seaplanes left NAS Alameda a portion of Ramp 1 separated from the rest. In the mid-1980s, the abandoned lagoon – long a dumping site for solvents and other waste materials from the station – became a focus of environmental concern. Investigations of the site began in the late 1988 and continued into the 1990s, resulting in remediation efforts that continue into the present. Despite these measures, the Seaplane Lagoon is little changed from its original construction (**Photograph 19**).[15]

Museum, NBVC, Port Hueneme, California; *History of U.S. Naval Air Station, Alameda, 1 October 1947 to 30 June 1948*, Part III – Appendices, 48, Command History, 2 of 25, 1 Apr 47_1 Jul 47; *History of U.S. Naval Air Station, Alameda, 1 January 1952 to 30 June 1952*, Appendix D, 35; and *History of U.S. Naval Air Station, Alameda, Report Symbol (OPNAV 5750-5), 1 November 1940 to 31 December 1958*, 47-49, Command History 6 of 25, 25 Jul 59_,Box 1 of 2 5757-1b, NAS Command Histories, RG 181, NARA (San Francisco).

[11] "Laughing Fliers of First Squadron at Alameda Air Station," *Oakland Tribune*, 4 January 1941; "Mars Flying Ships Make Navy History," *Alameda Times-Star*, 27 October 1952; "Mars is Put to Pasture," *Alameda Times-Star*, 24 September 1956, Folder II: Naval Air Station, 1951-1958; "Seaplanes Vacate 'Junk Filled' Bay," *Oakland Tribune*, 21 August 1960, Folder III: Naval Air Station, June 1958-Dec 1967, Clippings File, Alameda Free Library, Alameda, California; and Capt. Albert L. Raithel, Jr. USN (Ret.), "Naval Aviation in WW II: Patrol Aviation in the Pacific in WW II," *Naval Aviation News*, July-August 1992: 32-37.

[12] Allbrandt, *History*, 14. By 1968, the Navy had completely replaced its seaplanes with the P-3 *Orion*.

[13] US Navy, *Aviation Historical Summary (OPNav form 5750-2) 1 October 1960 – 31 March 1961*, Command History 6 of 25, 25 July 1959 – N/A Box 1 of 2, 5757.1b, NAS Command Histories, RG 181, NARA (San Francisco). The local press initially reported that the seaplanes would be relocated to Puget Sound Naval Yard in Bremerton, Washington. "Seaplanes Vacate 'Junk Filled' Bay," *Oakland Tribune*, 21 August 1960, Folder III: Naval Air Station, June 1958-Dec 1967, Clippings File, Alameda Free Library, Alameda, California.

[14] "Alameda Seaplane Base Phased Out," *Oakland Tribune*, 19 January 1967 and "Navy Tells BCDC of Plans 95-Acre Fill," *Alameda Times Star*, 9 May 1970, Folder IV: Naval Air Station, Jan. 1968-July 28, 1970, Clippings File, Alameda Free Library, Alameda, California; "NARF Construction Plan," *The Carrier*, 24 May 1968; US Navy, "Naval Air Station Alameda, Alameda, California, General Development Map, Orthophoto, Existing Conditions," Date of Photography: Jan. 15, 1976, File 1365, General Development Maps – 4200, Planning Room, Alameda City Hall (West), Alameda, California.

[15] "Old dump sites studied by Navy," *Alameda Times-Star*, 25 September 1988, Folder XI: Naval Air Station, 1980s, Clippings File, Alameda Free Library, Alameda, California; PRC Environmental Management, Inc., Comprehensive Long-Term Environmental Action Navy (CLEAN I), Northern and Central California, Nevada, and Utah, Contract Number N62474-88-D-

Evaluation

Given its centrality to the "total base design" of NAS Alameda, its importance in supporting the station's operations during World War II, and its high degree of integrity, the Seaplane Lagoon and six of its eight constituent structures meet the criteria for listing in the NRHP as a contributing resource to the NAS Alameda Historic District under NRHP Criteria A and C (California Register of Historical Resources [CRHR] 1 and 3) for the period from 1938, when construction of the station and the lagoon began, to 1945, with the conclusion of World War II. The district 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 Seaplane Lagoon retains sufficient historic integrity to convey its significance to the historic district's period of significance. The Seaplane Lagoon, however, does not have important associations with historically significant themes of development during the Cold War period.

Architectural historian Sally B. Woodbridge (1992) previously identified a historic district on the former NAS Alameda as significant under both Criteria A and C at the state level for the period from 1938 to 1945. The historic district encompassed the Administrative Core, the Shops Area, and Hangars Area north and northwest of the Seaplane Lagoon, as well as the Residential Area northeast of the lagoon. Included in the historic district were the seaplane ramps, but not the Seaplane Lagoon itself. For Criterion A, Woodbridge cited "the contextual theme of the district" as "the development of U.S. Navy bases in the San Francisco Bay Area for World War II"; for Criterion C, Woodbridge pointed to the "simplified version of the early Moderne style" found in the permanent, non-residential and residential buildings on the base.[16]

Under Criterion A, the Seaplane Lagoon and six of its constituent elements are contributors to the NAS Alameda Historic District because of their important role in supporting seaplane operations and their 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 their important associations with the station's role in Pacific theater naval operations during World War II. The Seaplane Lagoon was an important operational component of NAS Alameda, providing mooring, loading, and land transfer facilities to seaplanes operating the in the Pacific Theater. NAS Alameda was one of the major naval air stations constructed in the years prior to World War II and the only one of the three built on the West Coast that was completely new construction. The Navy's detailed attention given to construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet and the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period. 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. The Seaplane Lagoon and its constituent elements provide a direct link to NAS Alameda support of a central and vital role in the Pacific theater.

Under Criterion C, the Seaplane Lagoon and its contributing elements are significant for embodying distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. As noted, NAS Alameda was one of a series of stations designed prior to the war that had similar functional layouts. The Seaplane Lagoon's location in proximity to hangars and shops on one hand,

5086, Contract Task Order 0107, Modification No. 14, Prepared For Department of the Navy, Engineering Field Activity, West, Naval Air Station, Alameda California, Characterization of Seaplane Lagoon, Work Plan Addendum, Draft, June 28, 1996, Water Resources Center Archives, UC Berkeley.

[16] Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1.

and ship facilities on the other, demonstrates the Navy's distinct efforts to provide a modern facility to increase efficiency and functionality in support of the growing importance of Navy aviation. The careful proportioning of the Seaplane Lagoon to balance the Airfield and core of the station, the alignment with these other areas, and the overall axial plan further support the importance placed on the design. The Seaplane Lagoon is an integral part of the spatial organization inherent in the overall station plan, reflecting the strong geometric and orthogonal layout of the station. 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 functional design 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 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 character-defining features of the Seaplane Lagoon are its footprint of open water and six of its constituent structures. The Seaplane Lagoon is comprised of eight structures the Bulkhead (Building 200648), Jetty (Building 200650), Ramp 1, Ramp 2, Ramp 3, Ramp 4 (Building 200687), Dock 3 (Fishing Pier), and Dock 4. Six of these contribute to the historic district and are character-defining features of the Seaplane Lagoon.

Table 1. Constituent Structures of the Seaplane Lagoon

Structure	Construction Date	Contributor
Bulkhead (Building 200648)	1938-1940	Yes
Jetty (Building 200650)	1938-1940	Yes
Ramp 1	1938-1940	Yes
Ramp 2	1938-1940	Yes
Ramp 3	1941	Yes
Ramp 4 (Building 200687)	1941	Yes
Dock 3 (fishing pier)	1944 / 1970s	No
Dock 4	1952-1953	No

The Bulkhead (Building 200648) is a contributor to the NAS Alameda Historic District. The east-west oriented Bulkhead along the northern edge of the Seaplane Lagoon defines land and water portions of the station and provides a strong orthogonal element of the historic station plan. The vertical nature of the bulkhead allowed for sufficient water depth near the ramps to maneuver seaplanes and assist in transferring them to land. Constructed between 1938 and 1940, as a part of initial station construction, the bulkhead retains integrity to its period of construction. The character-defining features of the bulkhead are its vertical face, straight linear geometry, and diagonal supports.

The Jetty (Building 200650), forming the southern boundary of the Seaplane Lagoon, is a contributor to the NAS Alameda Historic District. Like the Bulkhead, the Jetty is an orthogonal element of the historic station plan. The Jetty protected the Seaplane Lagoon from wave action facilitating mooring, loading and land transfer of seaplanes. Constructed at the same time as the Bulkhead, 1938-1940, the Jetty retains integrity. Any replenishment of the rip rap has not altered the design and replacement materials have been in kind meeting the Secretary of Interior's Standards for the Treatment of Historic Properties. The character-defining features of the Jetty are its sloped rock face and straight linear geometry. Non-character defining features of the jetty are the navigation lights.

Ramps 1-4 (Ramp 1, Ramp 2, Ramp 3, and Building 200687) are contributors to the NAS Alameda Historic District. These four ramps were necessary for the transfer of seaplanes to land for maintenance and refurbishment. Despite

their poor condition the ramps retain integrity. What is likely a barge tied to Ramp 1 is not a component of the ramp and it is not a character-defining feature of the Seaplane Lagoon. The deterioration and partial removal of Dock 4 does not appear to have impacted the integrity of Ramp 4 as it operated without the dock through the period of significance. Their character-defining features are their sloped design, bridging land and water, and plain concrete surfaces on wooden piers.

Docks 3 and 4 are not contributors to the NAS Alameda Historic District. Dock 4 was constructed in 1952-1953 outside the period of significance for the district. Dock 3 was constructed in 1941, within the period of significance for the district, and was associated with seaplane operations, notably the loading and unloading of the planes. However, Dock 3 and Dock 4 lack integrity. Dock 3 was redeveloped as a fishing pier in the early 1970s diminishing the integrity of design, materials, workmanship, association and feeling. Most of Dock 4 is dismantled or severely deteriorated and lacks integrity of design, materials, workmanship, and feeling.

As for the Cold War period, the Seaplane Lagoon and its ancillary structures were little used during the era – in 1958, only one squadron of seaplanes operated from the lagoon and by the fall 1960, these twelve remaining seaplanes departed NAS Alameda. Overall the facility did not play an important role in seaplane operations during this time. The history of the station during the Cold War illustrates that neither the 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 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, or man in space sites. Nor did NAS Alameda serve a historically significant role in naval 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.[17] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. The Seaplane Lagoon nor its constituent structures, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The structures that comprise the Seaplane Lagoon do not exemplify an important type, period, or method 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).

Although the Seaplane Lagoon does not have significance within the context of the Cold War era, this multi-component resource is a contributing element of the NAS Alameda Historic District (NRHP Status Code 3D).

[17] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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CONTINUATION SHEET **Trinomial**

Page 11 **of** 20 ***Resource Name or #** (Assigned by recorder) Seaplane Lagoon
***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Jetties with navigation lights marking the southern edge of the Seaplane Lagoon, camera facing southeast, December 22, 2009 photo provided by PGA.

Photograph 3: Western edge of Seaplane Lagoon, camera facing northeast, October 1, 2009.

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Page 12 **of** 20 ***Resource Name or #** (Assigned by recorder) Seaplane Lagoon
***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Seaplane Lagoon, northern edge, Seaplane Hangars in background, Ramps 1, 2, and 3 at water level, camera facing northeast, October 1, 2009.

Photograph 5: Seaplane Lagoon, northeast corner, Ramp 4, northern bulkhead (Building 200648) and concrete apron north of Seaplane Lagoon visible, Seaplane Hangars at right, camera facing west, October 1, 2009.

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Page 13 **of** 20 ***Resource Name or #** (Assigned by recorder) Seaplane Lagoon
***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 6: Seaplane Lagoon Ramps 1, 2, and 3, camera facing northwest, December 22, 2009.

Photograph 7: Barge tied in northwest corner of Seaplane Lagoon and close-up view of Bulkhead, camera facing west, December 16, 2009.

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Page 14 **of** 20 ***Resource Name or #** (Assigned by recorder) Seaplane Lagoon
***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 8: Ramp 1, camera facing east, December 16, 2009.

Photograph 9: Temporarily tied up barge to Ramp 1, camera facing southwest, December 16, 2009.

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***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 10: Ramp 2, camera facing southwest, December 16, 2009.

Photograph 11: Ramp 3, camera facing southeast, December 16, 2009.

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Page 16 **of** 20 ***Resource Name or #** (Assigned by recorder) Seaplane Lagoon
***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 12: Ramp 4, camera facing southeast, December 16, 2009.

Photograph 13: Remains of Dock 4 adjoining Ramp 4, camera facing southwest, December 16, 2009.

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Page 17 **of** 20 ***Resource Name or #** (Assigned by recorder) Seaplane Lagoon
***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 14: Wooden bumpers with metal posts of Dock 4 running along eastern side of Ramp 4, camera facing southeast, December 16, 2009.

Photograph 15: Area adjacent to Ramp 1, showing northern bulkhead, concrete apron, and concrete support pylons, camera facing northeast, December 16, 2009.

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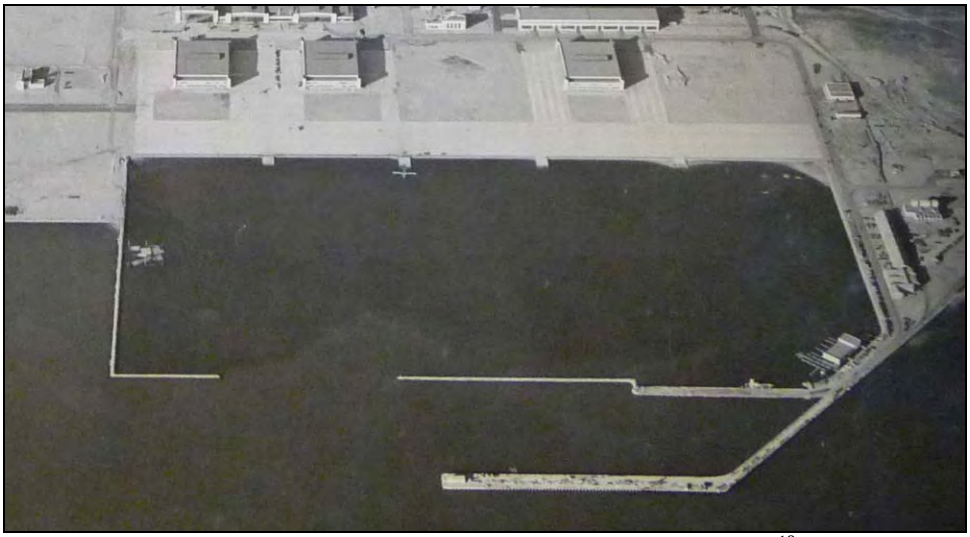
Page 18 **of** 20 ***Resource Name or #** (Assigned by recorder) Seaplane Lagoon
***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

Photograph 16: Fishing Pier at eastern edge of Seaplane Lagoon, camera facing northwest, June 9, 2010.



Photograph 17: Seaplane Lagoon, November 12, 1941.[18]

[18] US Navy, Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum, NBVC, Port Hueneme

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Photograph 18: Seaplane Lagoon, 1945, camera facing northwest. Dock 3 is in the foreground.[19]

Photograph 19: Seaplane Lagoon, ca. 1993.[20]

[19] US Navy, Photograph dated November 13, 1945, California-Alameda- pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[20] US Navy, Oblique Aerial circa 1993, California-Alameda- pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.

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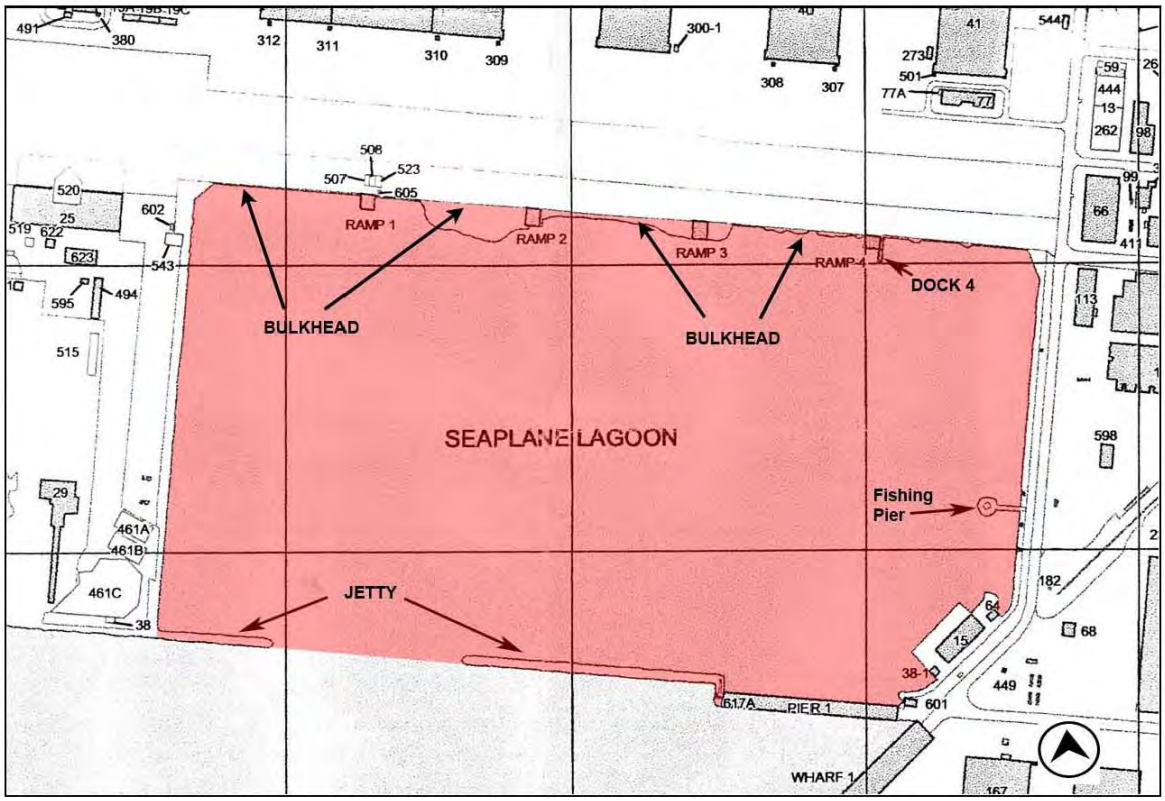
***Recorded by:** C. Brookshear, C. Miller, C. McMorris ***Date:** October 1,13; December 16, 2009 ☒ **Continuation** ☐ **Update**

Sketch Map:



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PRIMARY RECORD

Primary # P-01-011234
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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 14 ***Resource Name or #:** Sewage Pump and Lift Stations

P1. Other Identifier: Buildings 86, 287, 449, 468, 469, 492, 493, 501, 562, 592, 596

***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** ; **¼ of ¼ 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 Alameda

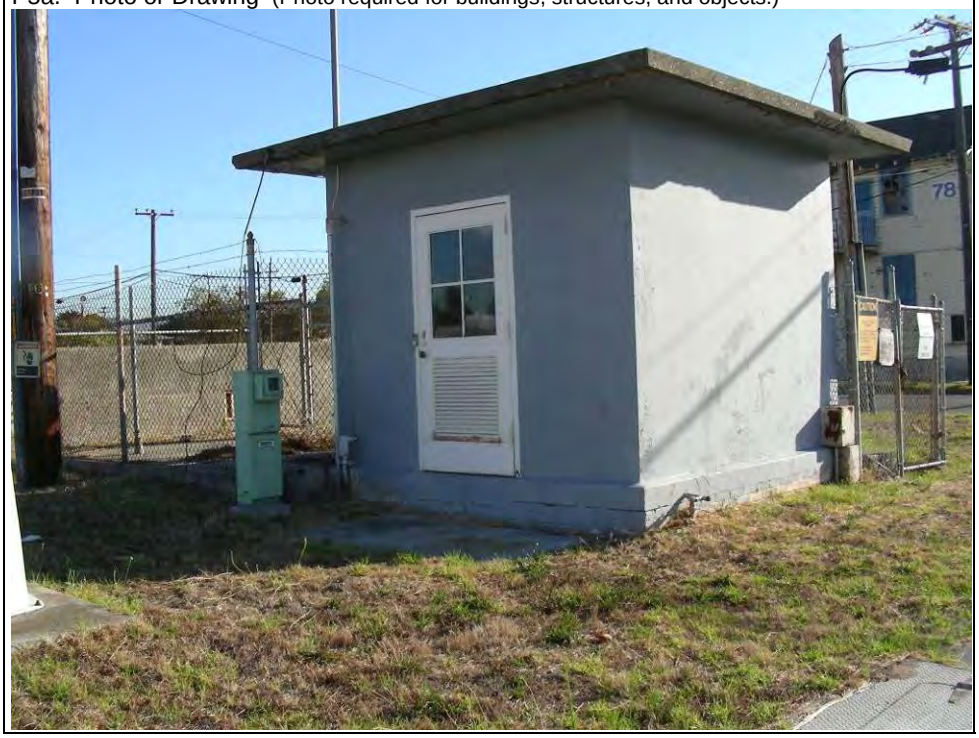
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form addresses 11 buildings and structures. Buildings 86, 287, 449, 468, 469, 492, 493, 562, and 592 are sewage pumping stations, Building 501 is an A/C Sanitary Facility, and Building 596 is a Sewage Lift Station. Buildings 469 and 501 are located within the NAS Alameda Historic District, but are non-contributing elements. All pumping stations except Building 592 have a small rectangular metal box marked as 'PUMP STATION # _ POWER" (**Photograph 13**). The boxes sit on low concrete platforms that are typically slightly larger than the box but can at times cover a larger area (**Photographs 2** and **3**). In some cases, related equipment is located in proximity to these buildings (**Photograph 2**). (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 86, camera facing northeast, October 7, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1942-1976, US Navy Bldg. Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9-12/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 14 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

B1. Historic Name: Sewage Pump and Lift Stations
B2. Common Name: Sewage Pump and Lift Stations
B3. Original Use: Sewage Pump and Lift Stations B4. Present Use: Sewage Pump and Lift Stations
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Building 86 built in 1942; Building 287 built in 1945; Building 449 built in 1954; Buildings 468, 469, 492 built in 1962; Building 493 and 501 built in 1964; Building 592, built in 1975; Building 596, built in 1976.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 86, 287, 449, 468, 469, 492, 493, 501, 562, 592 and 596 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet.

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting ***Date:** September/October 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

Many of the pump stations are surrounded by concrete bollards (**Photographs 2, 3** and **10**). Building 562 is composed of two separate component buildings with low pitched gable roofs covered with gravel located on the west side of Main Gate to NAS Alameda (**Building 4**). The rectangular plan building on the west has a two level roof on the south end. Three single and one double metal personnel door are centrally located on the west wall with two full-length metal louvered vents and a recessed entrance on the south end (**Photograph 5**). Exterior piping and three security lights are visible on the west side. The square plan east building has large roof vents on the southwest and northeast corners and with metal railings (**Photograph 6**). The south side has a metal and glass personnel door. An exterior pump is located on the west side with a safety shower and crane.

Building 592 has a raised metal panel with different size metal boxes and switches mounted on its west side with conduit running from the panel into the ground below. On the south side of the panel there is a line which attaches the panel to a separate metal cabinet mounted midway on a metal pole (**Photograph 14**).

Building 469, the lift station, is built underground and has cast iron covers (**Photographs 8** and **9**). Building 493 is a series of five metal curved pipes and electrical equipment (**Photograph 11**). Building 501, a small concrete shed, is located at the southwest corner of Hangar 41 (**Photograph 12**).

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. This group of sewage facilities did not have a direct or important role in NAS Alameda's operations, nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]
The sewage facilities grouped together in this form represent a period of time on NAS Alameda from 1942 through 1976 and reflect the demand of adding infrastructure to support a growing naval base. Although constructed over a

[1] 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), 8-1.

thirty year span, these pumping stations and lifts were built with a similar design. They appear to retain their original footprint and do not exhibit significant exterior modifications.

Evaluation

Buildings 86, 287, 449, 468, 469, 492, 493, 501, 562, 592 and 596 were built during World War II and Cold War operations on NAS Alameda, as a part of the infrastructure serving the station during the war and the subsequent Cold War era. In the larger context of the naval operations in California and nationwide during this period, the Infrastructure function of these structures did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Infrastructure, such as the sewage pumping stations, is needed to support modern urban activities, and its ubiquitous nature renders it secondary in the context of station operations. The building is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations during World War II or within the larger historical context of development of the San Francisco Bay Area in general. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while the Buildings 468, 469, 492, 493, 501, 592 and 596 served a necessary function on NAS Alameda during the Cold War era, their construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 287, camera facing south, October 8, 2009.

Photograph 3: Building 449, camera facing southeast, October 13, 2009.

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Page 6 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 562, camera facing north, September 25, 2009.

Photograph 5: Western component of Building 562, camera facing north, September 25, 2009.

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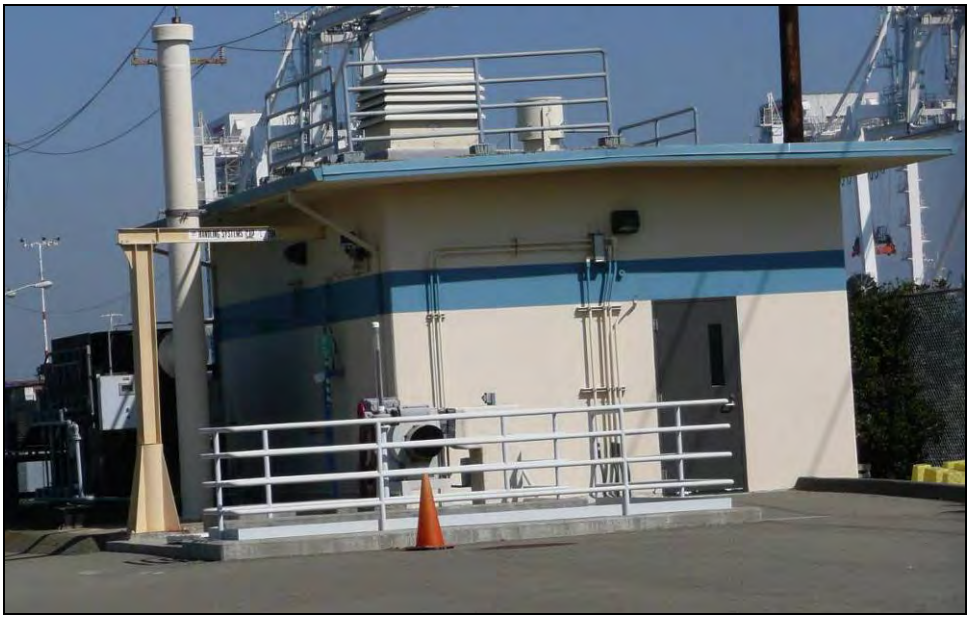
***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**



Photograph 6: Eastern component of Building 562, camera facing north, September 25, 2009.

Photograph 7: Building 468, facing east, October 13, 2009.

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Page 8 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**

Photograph 8: Building 469 section 1, facing north, October 7, 2009.

Photograph 9: Building 469 section 2 northwest of section 1, facing north, October 7, 2009.

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***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**

Photograph 10: Building 492, camera facing northwest, October 13, 2009.

Photograph 11: Building 493, camera facing east, November 12, 2009.

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Page 10 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**

Photograph 12: Building 501, camera facing northwest, December 16, 2009.

Photograph 13: Building 596, camera facing east, October 13, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

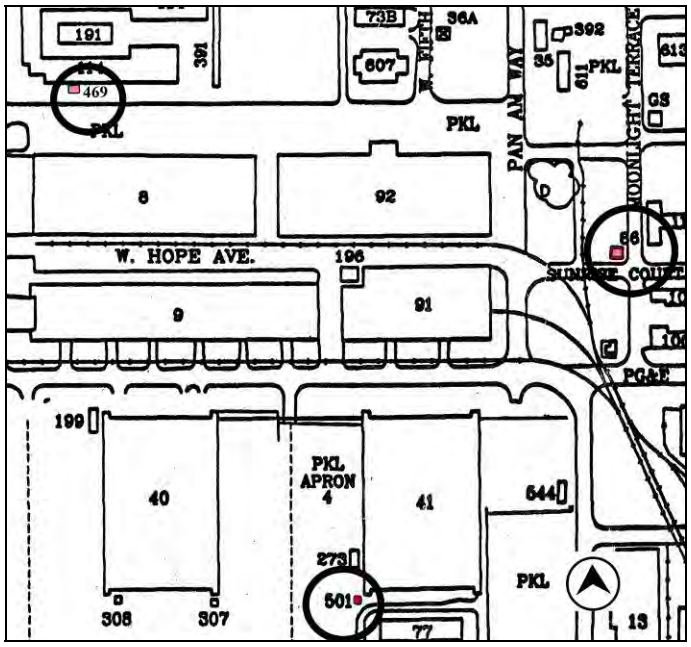
Primary # P-01-011234
HRI#
Trinomial

Page 11 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**

Photograph 14: Building 592, camera facing east, October 8, 2009.

Sketch Maps:

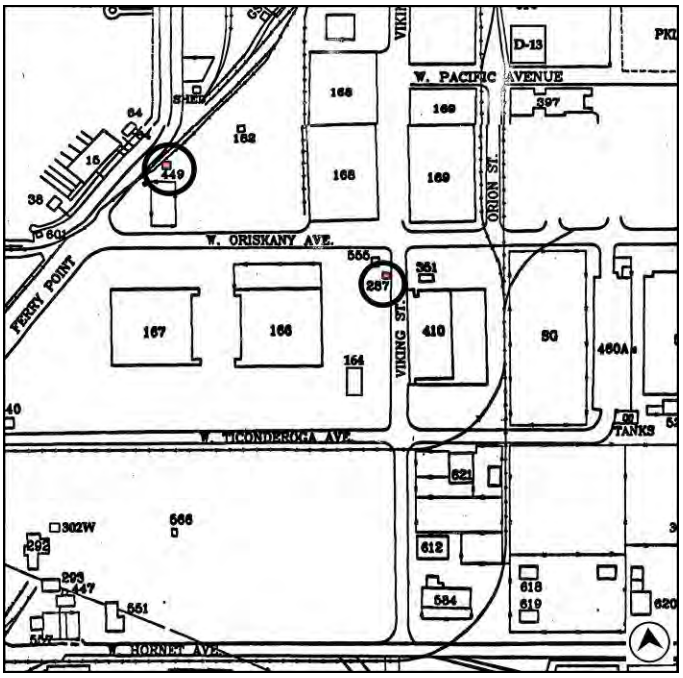


Buildings 86, 469 and 501

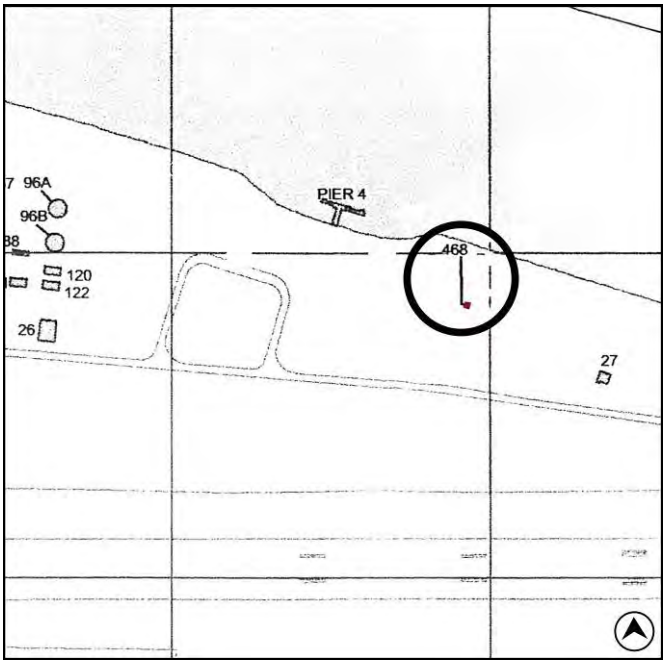
State of California — The Resources Agency **Primary #** P-01-011234
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 12 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**



Buildings 287 and 449



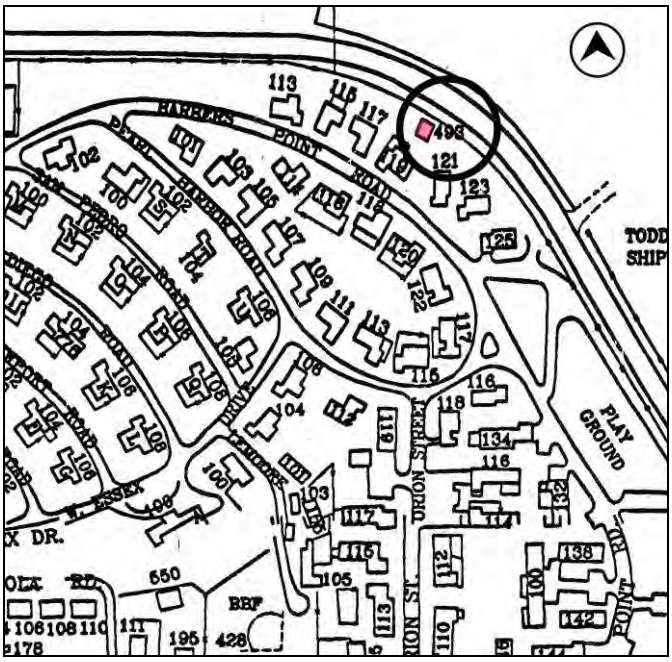
Building 468

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

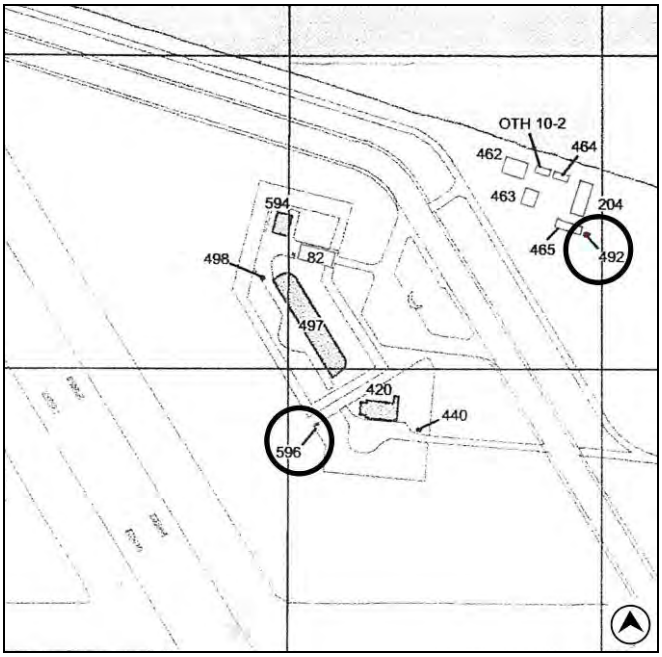
Primary # P-01-011234
HRI#
Trinomial

Page 13 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**



Building 493



Buildings 492 and 596

State of California — The Resources Agency
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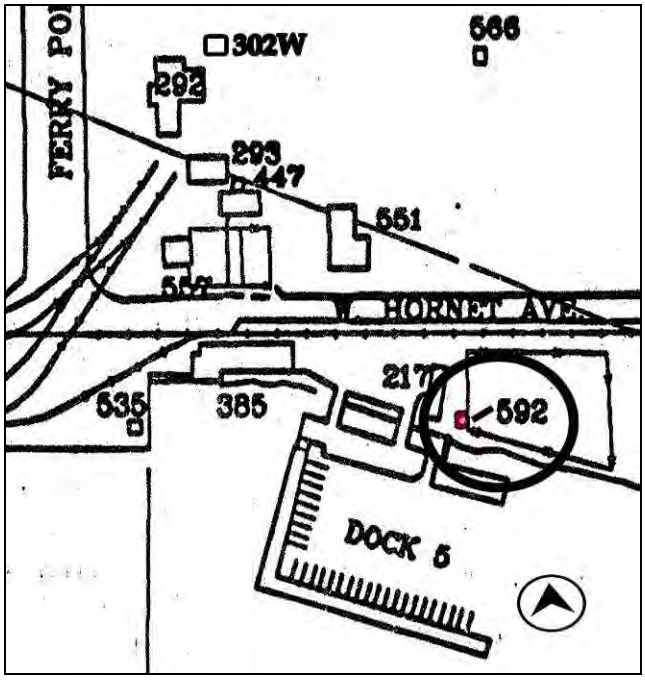
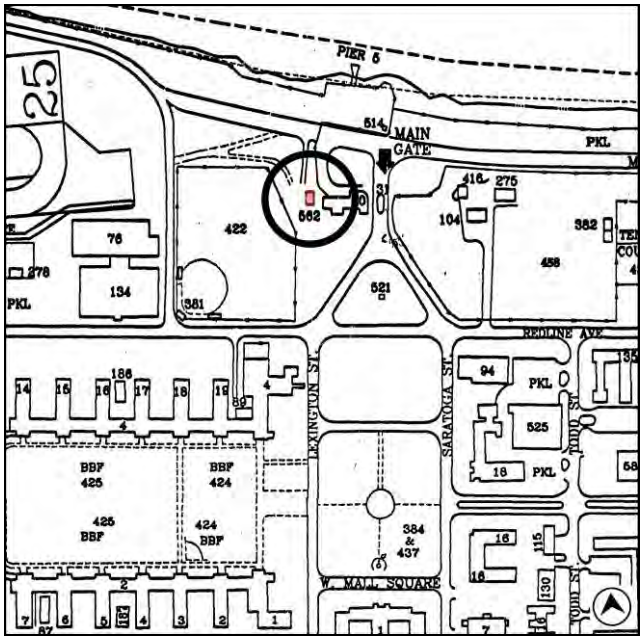
Page 14 **of** 14 ***Resource Name or #** (Assigned by recorder) Sewage Pump and Lift Stations

***Recorded by:** JRP Historical Consulting LLC **Date:** September-December 2009 ☒ **Continuation** ☐ **Update**



Building 592



Building 562

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011235
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Small Arms and Pyrotechnics Magazines

P1. Other Identifier: Building 26 & 52

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 26 and 52 are treated as a group on this form and have similar plans. Built on a concrete foundation, both buildings have a square plan and are both approximately 2,700 square feet with high protruding water table, are constructed of board formed concrete, and have side gabled roofs with a flat roof section on the north side **(Photograph 1)**. The flat roof section of the buildings has a cantilevered concrete canopy over the delivery dock with cast stairs to the east and west. A centered pair of double metal doors with strap hinges are flanked by a pair of windows with metal shutters and strap hinges; these windows have been filled on Building 26. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 52 in foreground and 26 in background, camera facing southeast, October 13, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/13/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Small Arms and Pyrotechnics Magazines

B1. Historic Name: Small Arms and Pyrotechnics Magazine
B2. Common Name: Small Arms and Pyrotechnics Magazine
B3. Original Use: Small Arms and Pyrotechnics Storage B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

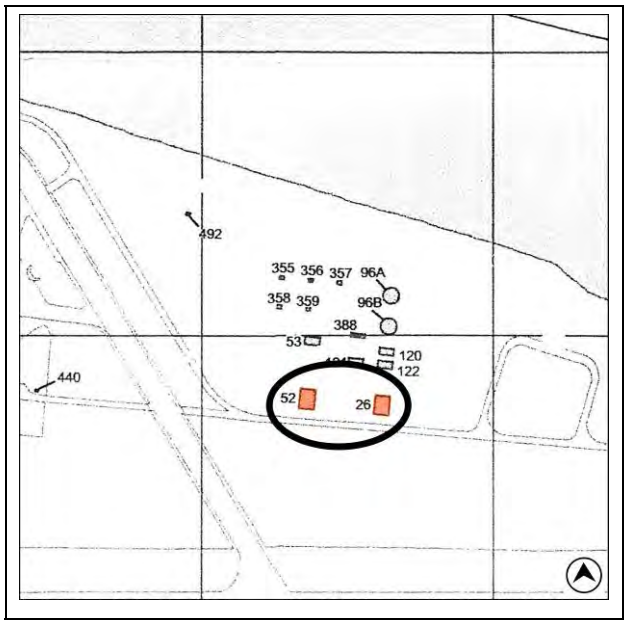
B9a. Architect: BuDocks b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 26 and 52 were constructed within the period of significance of the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992, however they are not within the district boundaries and were found as "non-contributing temporary or miscellaneous, nondescript structure," thus they were not evaluated as potential contributors. This form re-evaluates the eligibility of these buildings that are located outside the extant historic district boundary for World War II significance and for potential contribution to the NAS Alameda Historic District, provides additional information about the buildings, and to evaluate the building's significance under Cold War themes.

These small arms and pyrotechnics magazines (Buildings 26 and 52) are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. (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); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

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Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Small Arms and Pyrotechnics Magazines

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

P3a. Description (cont.):

The east side lack openings; Building 26 has exterior electrical equipment and Building 52 has a caged ladder **(Photographs 2, 3)**. The south side has overhanging eaves with metal knee braces that form a shelter over the loading dock with the same metal doors as the north sides. Building 52 retains the shuttered windows and Building 26 have been filled. Building 52 has "4Y2" painted on the south side.

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during World War II and used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during this period. These buildings are not eligible for listing in the NRHP or CRHR because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. Buildings 26 and 52 did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

There are fewer than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those at NAS North Island.

Building 26 and 52 were constructed in 1941 and served as storage facilities for small arms and pyrotechnics. Activities conducted within these buildings included cleaning small arms machinery and storing live ammunition and firearms. In 2001 classified material and live ammunition were still being stored in these buildings. [1]

[1] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 2: The Northwestern Ordnance Storage Zone, Alameda Point, Alameda, California," January 2001.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011235 HRI# Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Small Arms and Pyrotechnics Magazines

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

Evaluation

Because of the standardization and ubiquity of magazines on both Naval stations and stations of other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these resources. This program comment applies to ammunition storage facilities that are not a part of a historic district. Buildings 26 and 52 do not contribute to the historic district due to their location outside the boundaries. In addition to their identification as non-contributors to the historic district, the function of Buildings 26 and 52 for ammunition storage was not central to NAS Alameda World War II activities, and therefore not significant. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of aboveground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda are addressed by this Program Comment as none have been identified as a contributor to a historic district. Upon the completion of the thematic study by the Navy and selection of three representative installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

These resources were built during World War II operations on NAS Alameda, and were part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, the magazine and ordnance handling function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 26 and 52 were unremarkable in their use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general (NRHP Criterion A / CRHR Criterion 1). These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). These facilities do not have a direct or important association with a historically significant individual, nor are they likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Small Arms and Pyrotechnics Magazines

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 26, camera facing west, October 13, 2009.

Photograph 3: Building 52, camera facing west, October 13, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011236
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 12 ***Resource Name or #:** Special Weapons Magazine Area

P1. Other Identifier: Buildings 420, 440, 497, 498 and 594 ***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: Perimeter Circle 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 Alameda

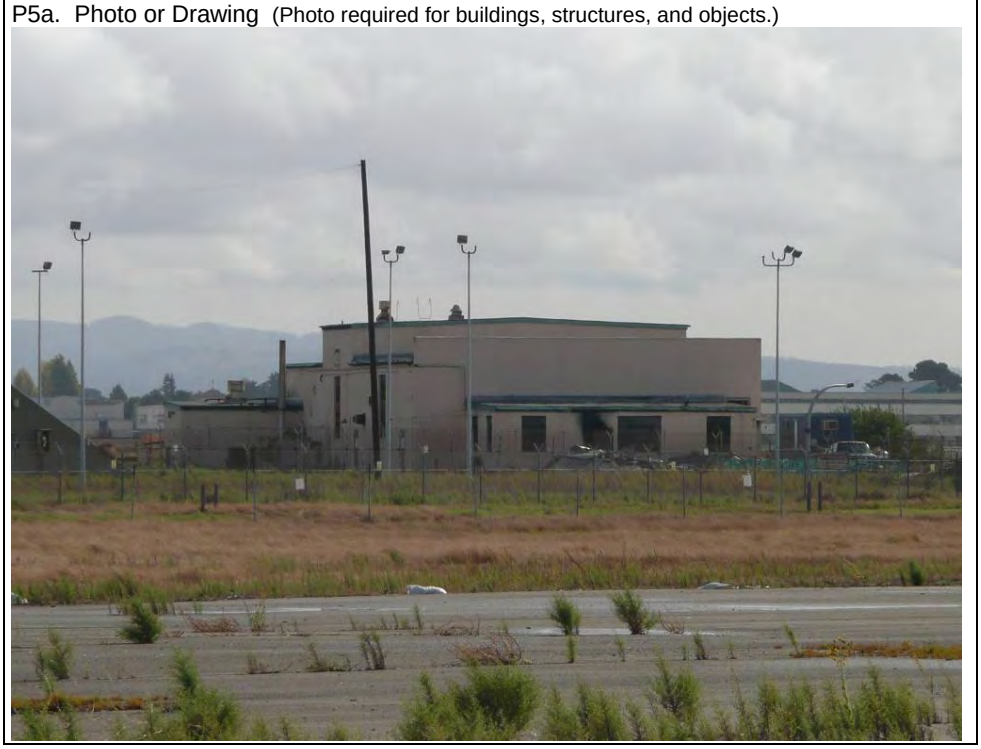
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 420, 440, 497, 498 and 594 are treated as a group on this form because they are all part of the special weapons magazine area, located at the northwest corner of the base. Building 420 has a rectangular building plan measuring 100 feet by 54 feet for a total of 6,920 square feet. The concrete block building is a series of four parts with three low gable roof levels with a copper flange. The west side has a poured concrete one-story addition with a flat roof **(Photograph 1)**. Fenestration includes two six-over-four windows with a center pivot and one twelve-over-four with center pivot window. A metal personnel door with window shows fire damage to the building. A personnel door with a concrete canopy and vent above is located on the south end of the west side **(Photograph 2)**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: Bldg. 420, camera facing east, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1958-1976, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

P10. Survey Type: (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 12 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Special Weapons Magazine Area

B1. Historic Name: Advanced Underseas Weapons Shop Area
B2. Common Name: Advanced Underseas Weapons Shop Area
B3. Original Use: Advanced Underseas Weapons Shop Area B4. Present Use: Explosives Ship-Tran. Dep.
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Bldg. 420: 1958; Bldg. 440: 1959; Bldg. 497: 1964; Bldg. 498: 1964; Bldg. 594: 1976.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

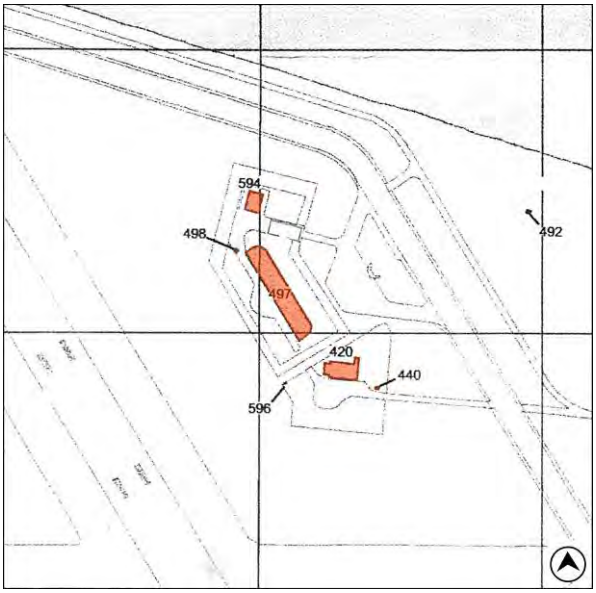
Buildings 420, 440, 497, 498 and 594, which constitute the special weapons magazine area, are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

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); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:

***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency	Primary # P-01-011236
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CONTINUATION SHEET	Trinomial

Page 3 **of** 12 ***Resource Name or #** (Assigned by recorder) Special Weapons Magazine Area

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

Fenestration on the north side includes two nine-over-nine windows, one in the two-and-one-half-story center section and the other in the west end, and two metal personnel doors. The one-story addition on the west end of the north side has two four-over-six fixed metal windows with center pivot. The corner where the one-story addition at the east end meets the main building on the north side is exterior equipment **(Photograph 3)**.

The east side has a low-pitch gable roof with two large roof vents, a solid metal personnel, and a pair of metal personnel doors with windows. The one-story, shed roof addition to the north has a tall, two-part sliding door and two roof vents **(Photograph 4)**. The west end of the south side as two nine-over-seven metal windows and a tall two-part metal sliding door. The two-and one-half story middle section of the south side has no openings and the east end of the south side has a tall, two-part metal sliding door.

Building 440 is a 112 square foot, two-story concrete security tower with a flat built up roof **(Photograph 6)**. The second story has boarded up corner windows on each side with a raised sill and rectangular openings below and to the inside of each window. A metal exterior staircase on the west side leads to a door at the northwest corner. The first floor has corner windows and a metal door on the southwest corner. Adjacent to the tower is a board formed flammable storage unit with a slab roof. A metal blast door is located on the north side and a small vent is located under the roofline on the south side.

Building 497 is a long rectangular 5,068 square foot magazine oriented from northwest to southeast measuring 202 feet long and 25 feet wide **(Photograph 7)**. Constructed of poured 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 **(Photograph 8)**. External equipment boxes and piping are located throughout the west side. The north and south ends are sloped as is the east side **(Photograph 9)**. The roof has seven vents. This building is similar to the Type II Standard Missile Magazine illustrated in the "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel housing (1946-1989 and Ammunition Storage Facilities (1939-1974)" prepared by the Navy in 2006.[1]

Building 498 is a 68 square foot, 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. A louvered vent is located on the lower south side. An external metal staircase from the west side leads to a metal personnel door on the east side **(Photograph 10)**.

Building 594 is a 3,136 square foot, one-story rectangular concrete building constructed of poured concrete with a grooved horizontal and vertical pattern. The upper roof parapet is made of concrete blocks with three rectangular cross openings along the roof on each side **(Photograph 11)**. The south and north sides have separate curved shield walls with baffles for entrances **(Photograph 12)**. The west and east sides lack openings.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, the station did not play an important direct role in advancement of military

[1]Department of the Navy, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)" Department of the Navy, October 2006, 37.

research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of naval missions and activities during that time.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. These buildings are not eligible for listing in the NRHP or CRHR because they do not individually, or as a group, possess historic significance under the NRHP or CRHR criteria. The buildings did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

There are less than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those on NAS North Island.

This weapons magazine area was originally developed and used by the Advanced Underseas Weapons (AUW) Shop, part of the Ordnance (later Weapons) Department. Building 420, constructed in 1958, constituted the first phase of the development of the area. The shop however was quickly turned over to the FASRON116 (Fleet Aircraft Service Squadron 116), an aircraft maintenance operation, in six months after construction of Building 420; however, it appears AUW retained control of the buildings by the 1960s. Along with Buildings 43 and 102, Building 420 was among the main locations for the Weapons Department on NAS Alameda. Their services were to support the fleet by supplying weapons to the carrier *Hornet* as well as the P3A aircraft. Building 440 was constructed in 1959 as a watch tower covering a total of 112 square feet. This watch tower served as a control center for this development. Later tenants of Building 420 included the Central Torpedo Supply. Primarily this building was used for the storage and repair of torpedoes and ammunition.[2]

By the 1960s, the Navy began expanding this weapons area to meet a growing demand. Building 497, constructed in 1964, signaled a second phase of the development. This building is similar to the Type II Standard Missile Magazine illustrated in the "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel housing (1946-1989 and Ammunition Storage Facilities (1939-1974)" prepared by the Navy in 2006. Throughout this period the Navy used standardized plans for the construction of ammunition storage facilities.[3] The Cold War focus on technology resulted in the Ordnance Department handling an increased amount of live explosives that were transported through the Naval QuickTrans program. Underseas weapons were one type of material handled by the department in their remote northwestern location beyond the intersection of runways 13-31 and 7-25. The Advanced

[2] US Navy, *History of US Naval Air Station, Alameda, 1 November 1940 to 31 December 1958*, folder Command History 6 of 25, 25 July 1959, Box 1 of 2, 5757-1b, Naval Air Station Command Histories 27 Volumes 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *1967 Command History*, folder Command History 9 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command Histories 27 Volumes 1940-1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *Aviation Historical Summary(OPNAV Form 5750-2), 1 October 1965 – 31 March 1966*, Command History 8 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command History, 27 Volumes 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling Zone 2: The Northwestern Ordnance Storage Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001.

[3] Department of the Navy, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)" Department of the Navy, October 2006, 37.

Underseas Weapons Division was relocated to Moffet Field between 1965 and 1966, during which time Building 497 remained within the Weapons Division and was included in the department's restructuring. Building 498 was likely constructed as part of that expansion to supply the fleet of carriers and aircraft. [4]

Building 594, constructed in 1976, was the last addition to this weapons area, providing physical security. It has most recently been used for office and living space. While the base was in operation, the area was fenced off and included signs stating "Warning: Restricted Area-Use of Deadly Force Authorized." The building appears to be of a defensive design with the lack of openings, thick wall construction, and defensive openings along the roof line. An almost identical building constructed was constructed n NAS North Island in San Diego County, California that functioned as a Marine Ground Station.[5]

For the most part, the buildings have not undergone significant changes. In 1993, the roof on Building 420 was replaced. A year later building was scheduled for demolition, which has yet to be accomplished. No other structural changes appear to have been made to the building; however, there is fire damage along the west side of Building 420.[6] Likewise, Building 440 has undergone only minor changes, including boarding up the windows. Buildings 497, 498 and 594 are also largely unchanged from original construction.

Evaluation

Building 497 is a weapons magazine covered by program comment. The program comment is based upon building use code and covers storage for all types of ordnance. Because of the standardization and ubiquity of magazines on both Naval stations and other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these resources. This program comment applies to ammunition storage facilities that are not a part of a historic district. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of aboveground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda are addressed by this Program Comment as none have been identified as a contributor to a historic district. Upon the completion of the thematic study by the Navy and selection of three representative

[4] US Navy, A*viation Historical Summary (OpNav Form 5750-2), 1 October 1960 to 30 September 1961,* Command History 7 of 25, Box 1 of 2 5757-1b, Naval Air Station Command History 27 Volumes, 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, A*viation Historical Summary (OPNav form 5750-2) 1 April 1962 – 30 September 1962*, Command History 7 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command Histories, 27 Volumes 1940 to 1992, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); US Navy, *1967 Command History*, folder Command History 9 of 25, Box 1 of 2, 5757-1b, Naval Air Station Command Histories 27 Volumes 1940-1992, Record Group 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

[5] JRP Historical Consulting Services, *Inventory and Evaluation for National Register of Historic Places Eligibility for Cold War-Era Buildings and Structures at Naval Air Station (NAS) North Island, San Diego County, California,* May 2000, Appendix B: DPR 523 Forms, Special Weapons Magazines, 4, 5.

[6] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling Zone 2: The Northwestern Ordnance Storage Zone, Alameda Point, Alameda, California. Contract No. N62474-93-D-2151. Delivery Order No. 0034." Submitted to Southwest Division Naval Facilities Engineering Command, January 2001; US Navy, *1993 Command History*, 5757-1b, Box 2 of 2 Naval Air Station Command History, RG 181, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco).

installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

Buildings 420, 440, 497, 498 and 594 were built during the Cold War era operations on NAS Alameda, and are part of the broader fleet support functions of the station during this period and do not constitute a district. In the context of the Cold War-era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. Based on un-classified information available, 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 naval operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and Navy facilities around the nation.[7] In the larger context of the naval operations in California and nationwide during this period, the ordnance function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These resources were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). Furthermore, while Buildings 497, 498 and 594 served a necessary function on NAS Alameda during the Cold War era, their construction and use was not of exceptional importance as required for buildings less than 50 years old under NRHP Criterion Consideration G (and similar CRHR special consideration).

[7] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency **Primary #** P-01-011236
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 7 **of** 12 ***Resource Name or #** (Assigned by recorder) Special Weapons Magazine Area
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 420, camera facing northeast, October 14, 2009.

Photograph 3: Building 420 north side, camera facing southeast, October 14, 2009.

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CONTINUATION SHEET **Trinomial**

Page 8 **of** 12 ***Resource Name or #** (Assigned by recorder) Special Weapons Magazine Area
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 420 East side, camera facing west, October 14, 2009.

Photograph 5: Building 420 South side, camera facing west, October 14, 2009.

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CONTINUATION SHEET **Trinomial**

Page 9 **of** 12 ***Resource Name or #** (Assigned by recorder) Special Weapons Magazine Area
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Photograph 6: Building 440, camera facing west, October 14, 2009.

Photograph 7: Building 497, camera facing northeast, October 14, 2009.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Page 10 **of** 12 ***Resource Name or #** (Assigned by recorder) Special Weapons Magazine Area
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Photograph 8: Building 497, camera facing northeast, October 14, 2009.

Photograph 9: Building 497, camera facing northwest, October 14, 2009.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Page 11 **of** 12 ***Resource Name or #** (Assigned by recorder) Special Weapons Magazine Area
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Photograph 10: Building 498, camera facing west, October 14, 2009.

Photograph 11: Building 594, camera facing northeast, October 14, 2009.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Page 12 **of** 12 ***Resource Name or #** (Assigned by recorder) Special Weapons Magazine Area
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Photograph 12: East and north sides, camera facing southwest, October 14, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011237
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Storehouses

P1. Other Identifier: Building 168, 170 and 169

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: 1651 Viking St. (Building 168); 1680 Viking St. (Building 169); 1770 Viking St. (Building 170)

d. 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 168, 169, and 170 treated as a group on this form because of their similar construction methods, use, and age. These buildings are located east of the Seaplane Lagoon and have a north-south orientation. They are all tall, single story, rectangular warehouse buildings with metal side gable roofs. The corrugated metal buildings rest upon board-formed concrete foundations. Concrete composes the first five feet of the building above which is corrugated metal siding. Building 168 is shown in **Photograph 1**. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 168, camera facing northwest, showing east side, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1946 (Buildings 168, 169); 1957 (Building 170); US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

P10. Survey Type: (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011237
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Storehouses

B1. Historic Name: Storehouse (Building 168, 170) and Aviation Warehouse (Building 169)
B2. Common Name: Storehouse (Building 168, 170) and Aviation Warehouse (Building 169)
B3. Original Use: Storehouse (Building 168, 170) and Aviation Warehouse (Building 169)
B4. Present Use: General Purpose Warehouse (Buildings 168, 169) and Material & Equipment Storage (Building 170)
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1946 (Buildings 168, 169); 1957, modified 1985 (Building 170)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: James I. Barnes Construction Co. San Francisco
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The storehouses (Buildings 168, 169, and 170) are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

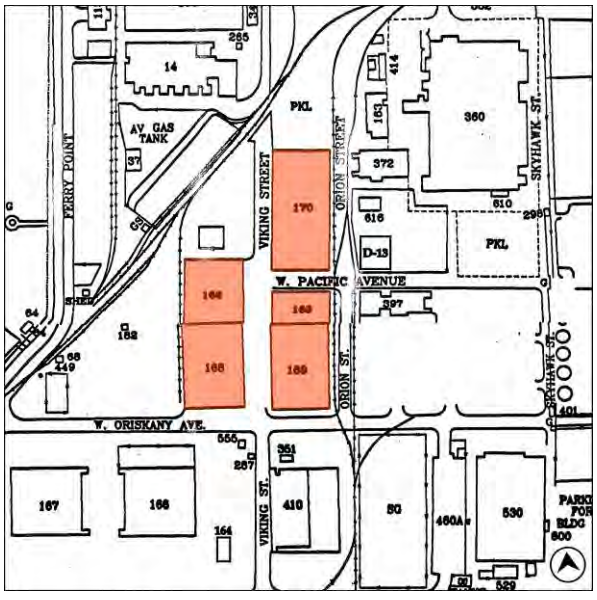
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Miller and C. Brookshear

***Date of Evaluation:** January 2010



(This space reserved for official comments.)

***P3a. Description (cont.):**

Building 168: This building is the westernmost building of the three and covers the largest area measuring 117,419 square feet. The north and south sides have centralized overhead roll-up doors which replaced the original sliding doors; the sliding door frames are still in place. The west side includes five roll-up doors set within the original sliding door frames. A single metal personnel door is located south of the southernmost roll-up door. The second roll-up door from the north end of the west side has an inset personnel door. The east side of the building shows the three distinct sections of the building with the exterior visibility of concrete firewalls. The north section has a ribbon of one-over-one windows above the concrete base and a centrally located replacement roll-up door. There is a pair of mental equipment doors with vents and a single personnel door. The middle section has a ribbon of one-over-one windows below the roof and another ribbon above the concrete base on the northern half. A metal shed roof tops the wooden sheltered entrance to this section of the building. Within the shelter is a pair of personnel doors with vertical windows. This section also has a single roll-up door with an adjacent metal personnel door. The southern section of the building has two overhead roll-up doors and a solid metal personnel door.

Building 169: This is a two-part, 86,710 square feet building. Similar to Building 168, the north and south sides have centrally located replacement roll-up metal doors within the original sliding door framework. The east side includes four sliding doors and a metal personnel door near each end. The west side includes three wood sliding doors with metal frames; the one on the northern end has an adjacent metal personnel door (**Photograph 2**). Located centrally below the roof line are 15 one-over-one awning windows.

Building 170: This is a two-part building covering 91,790 square feet. The south end has the original sliding wood door fixed open to show the modern roll-up metal door (**Photograph 3**). Above the door is a modern three-part sliding window under the gable and slightly off center. The north side includes a sliding door. The southern part of the west side includes two roll-up doors with the original wood sliding doors fixed open (**Photograph 4**). There is a metal personnel door south of the southernmost freight door. The north end of the west side has a row of one-over-one wood awning windows below the roof line. A single personnel door is set within the row of windows and an exterior metal staircase provides access to it. The north end has a working wood sliding door.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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. Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period.

Many buildings and structures on NAS Alameda fall within the "storage" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include large wood or metal frame warehouse type structures. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction

methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Buildings 168, 169 and 170 were constructed by James I. Barnes Construction Co. of San Francisco in response to the rising need of managing supplies for the Navy on a more complex and demanding level. Building 168 was used for warehouse operations and was divided between the Fuel Supply Branch, Serv Mart, Public Works Commission (PWC), and Ships Storage areas. The center third of the building housed the Fuel Supply Branch shop, which operated and stored fuel transfer and loading equipment. Building 169 provided general warehouse space. Some of the activities in this building were material and ordnance storage, forklift maintenance and administrative functions. By 1968 this building was known as the Aviation Warehouse. The initial portion of Building 170 was built in 1946. The Navy constructed additions to the building until 1957. The Navy made additional modifications to the building 1985; however, Navy records are not specific about what the later alterations were. [2]

Evaluation

Buildings 168, 169, and 170 were constructed as storehouses during Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] The storage function of these building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Although they retain a measure of integrity from when they were constructed, they were unremarkable in their use in routine fleet support, and were not historically important within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. These NAS Alameda buildings are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). These buildings are typical of Cold War era storage facilities located on military bases. These buildings do not have a direct or important association with a historically significant individual, and are not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

[1] 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), 8-1.
[2] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 22: The Southeastern Refinery and Heavy Industrial Zone; Alameda Point, Alameda, California," January 2001; Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities, Real Property Data, NAVFAC P-164*, Volume 5, Districts 12, 13, and 14, 30 June 1968 and *Real Property Data, NAVDOCKS P-164, Volume IV, Districts 12 through 14, 1963*, Box 38, P-Books, Record Group 8, CEC/Seabee Museum, NBVC, Port Hueneme; Building 168-170, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme; IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 19: The Dock Support Services Zone; Alameda Point, Alameda, California," January 2001.
[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011237
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) Storehouses
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 169, west side, camera facing southeast, October 14, 2009.

Photograph 3: Building 170, south side, camera facing northeast, October 14, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011237
HRI#
Trinomial

Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Storehouses
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 170, west side, camera facing northeast, October 14, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011238
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 ***Resource Name or #:** Storm Sewer System

P1. Other Identifier: Building 200727

***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** ; **¼ of ¼ of Sec** ; M.D.**B.M.**

c. Address: City: Alameda Zip: 94501

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

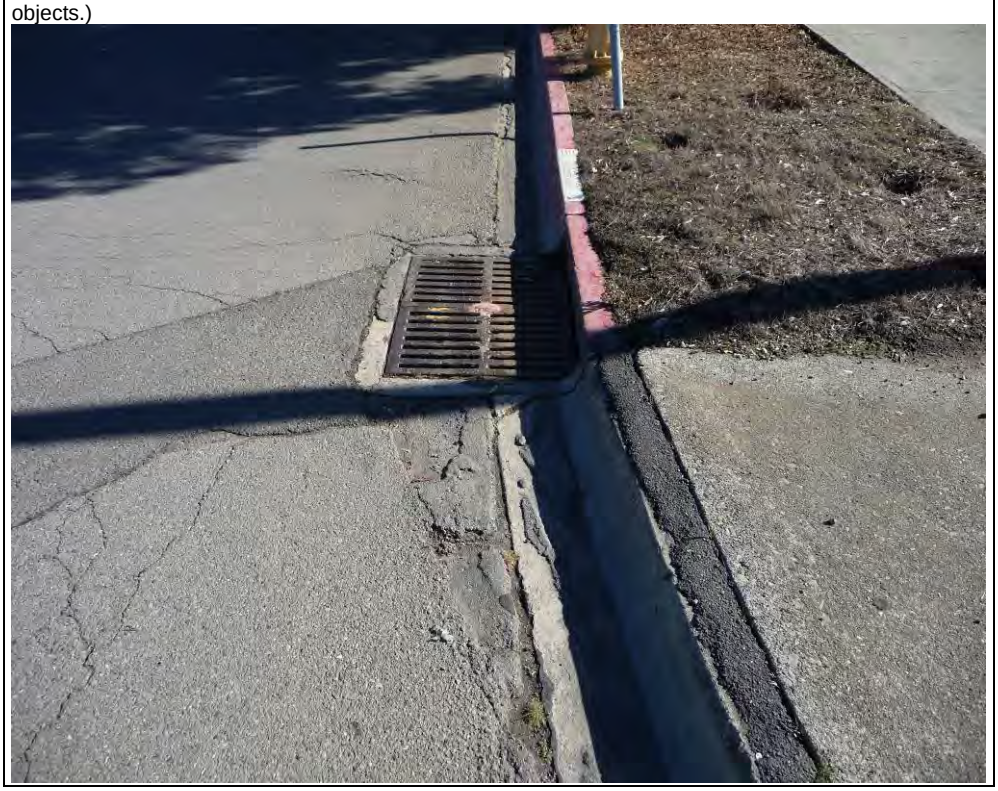
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate):
On former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 200727 is the storm sewer system. The visible structures of the storm sewer system are metal grates covering catch basins. The remainder of the system runs beneath the roadways of the station. Photograph 1 is a representative example of the portion of the storm sewer visible from the street, located at the intersection of West Red Line and Monarch Avenues (**Photograph 1** and see Sketch Map for location).

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: storm sewer at the intersection of West Red Line and Monarch Avenues, camera facing east, December 22, 2009

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941-1955, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
Jarma Jones and Karen Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 12/22/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011238
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Storm Sewer System

B1. Historic Name: Storm Sewer System
B2. Common Name: Storm Sewer System
B3. Original Use: Storm Sewers B4. Present Use: Storm Sewers
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941-1955; altered 1982

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Bureau of Yards and Docks b. Builder: Eaton Smith
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 200727 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and S. Melvin

***Date of Evaluation:** January 2010

(Sketch Map with north arrow required.)

See Continuation Sheet

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011238
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CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Storm Sewer System
***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Building 200727 is not eligible for listing in the NRHP or CRHR because it does not possess historic significance under the NRHP or CRHR criteria. The structure does not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did it make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Contractor Eaton Smith of San Francisco constructed the storm sewer system on NAS Alameda between 1941 and 1955. By 1957 there were 85,417 linear feet of storm sewers constructed at a cost of $387,425.13. The catch basin installed at the intersection of W. Red Line and Monarch Avenues was an addition made by L&M for $821.13. The storm sewer system was updated in 1985 and the last inventory of the system, conducted in 2008, accounted for 5,044 linear feet of adequate sewer lines and 168,725 linear feet of substandard storm sewer lines.[2]

Evaluation

The Storm Sewer System (Building 200727) was built during World War II and Cold War era operations on NAS Alameda, as a part of the infrastructure serving the station during the war and the subsequent Cold War era. In the larger context of the naval operations in California and nationwide during this period, the Infrastructure function of the storm sewers (Building 200727) did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Infrastructure such as Building 200727 is needed to support modern urban activities, and its ubiquitous nature renders it secondary in the context of station operations. The building is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations during World War II or within the larger historical context of development of the San Francisco Bay Area in general. In the context of the Cold War era, which focused on weapons research and development, weapons and

[1] 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), 8-1.
[2] Structure Card No.2-00727, Box 60, Naval Districts, 11th and 12th Naval District, RG#11.2.3, NAVFAC Historian's Office, Navy General Reference File, NAVFAC Archive, CEC / Seabee Museum, NBVC, Port Hueneme; United States Navy, Internet Naval Facilities Assets Data Store (iNFADS), 2008.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Storm Sewer System
***Recorded by:** J. Jones and K. Clementi ***Date:** December 22, 2009 ☒ **Continuation** ☐ **Update**

aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites, nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). In addition to lacking historical significance, updates made to the storm sewers in 1985 diminished the integrity of the system to the time of construction.

Sketch Map:

(Roads indicated on this map are called out for location reference purposes only.)

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011239
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** Tennis and Squash Courts

P1. Other Identifier: Buildings 382 and 423

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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)
Redline Avenue on former Naval Air Station Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The tennis courts (Building 423) and squash courts (Building 382) are combined on this form because of their similar construction period, location, and use. There are six adjoined tennis courts surrounded by a chainlink fence with an access gate on the south side. The courts are in two adjacent rows of three, facing north to south in a rectangular footprint. The courts have a painted hardcourt concrete surface. There is a row of four high intensity lights on both the east and west sides **(Photograph 1** and **Photograph 2).** (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #)
Photograph 1: Tennis courts, camera facing northwest, September 29, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941 (Bldg 423); 1945 (Bldg 382), US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/29/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 6 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Tennis and Squash Courts

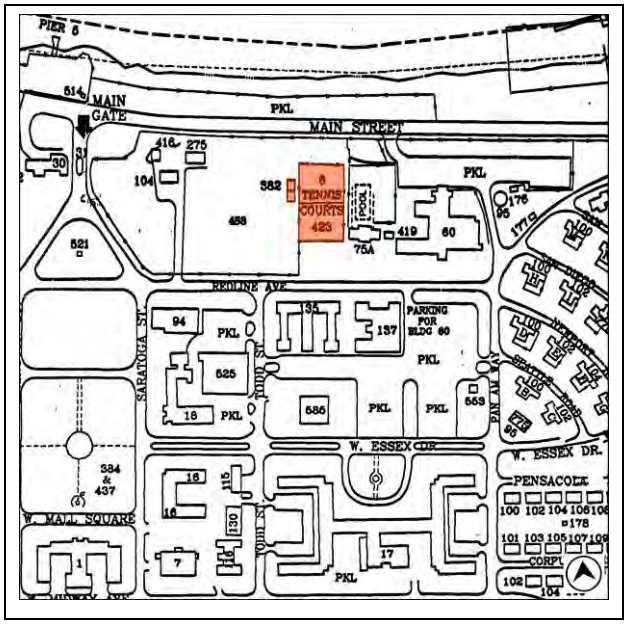
B1. Historic Name: Tennis Courts and Squash Courts
B2. Common Name: Tennis Courts and Squash Courts
B3. Original Use: Tennis Courts and Squash Courts B4. Present Use: Not in use
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941(Building 423); 1945 (Building 382)
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 382 and 423 are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

Buildings 382 and 423 were not evaluated by Sally B. Woodbridge in 1992 as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda." Woodbridge concluded that they were among nondescript temporary or miscellaneous buildings and structures that did not contribute to the historic district. This form was prepared to: 1) re-evaluate the eligibility of these buildings within the World War II-era historic context for the station, assessing whether the buildings are historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes. (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 Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010 / June 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011239
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 6 ***Resource Name or** # (Assigned by recorder) Tennis and Squash Courts

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The squash court has a rectangular plan and is composed of two sections. The south side is a three-sided poured concrete court with six-sided east and west walls. The north section of the building is inset between the east and west sides. The building has a flat roof with a circular vent and clad in horizontal wood siding. An opening on the north side is boarded up and an exterior ladder is at the northeast corner. On the west side the flat roof of the building extends to the concrete wall and creates a covered area. (**Photograph 3** and **Photograph 4**)

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R). The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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 tennis courts were built as part of the initial construction of NAS Alameda in 1941. These courts were the site of on-base tournaments beginning in the 1940s. In the 1970s, they were refurbished as part of a larger effort to revitalize outdoor recreation sites. In 1973, as part of NAS Alameda's "Self Help" program, the lighting of the courts was improved. Four years later, new windscreens were installed. The squash court was constructed in 1945 for a total cost of $2,600. This addition was part of the early expansion of the north base recreation facilities in the vicinity of the Officer's Club. No apparent changes have been made to the structure aside from a boarded section on the north side.[1]

NAS Alameda is typical of military bases because it was designed to include buildings and structures dedicated to morale, welfare, and recreational (MWR) uses. The purpose of these facilities is to provide personnel with social activities and constructive diversions during their off-duty time. Most of this category consists of recreational facilities like playing fields and courts, bowling alley, and theater, and it also includes the chapel, post office, and exchange, most of which were constructed as part of the original station and were in service by the end of World War

[1] Structure Card 2-00698, Box 60, Naval Districts 11th & 12th Naval District, RG #11.2.3, NAVFAC Historian's Office, Naval General Reference File, NAVFAC Archive; US Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1942," RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California; *The Carrier*, 8 September 1944 and *The Carrier*, 20 October 1944; United State Navy, *Naval Air Station, Alameda Command History, 1972*, 5757-1b, Box 2 of 2, NAS Command History, 1968-1997, RG 181, NARA (San Francisco), 19; United States Navy, *Naval Air Station Alameda 1977 Command History*, 5757-1b, Box 2 of 2, NAS Command History, 1968-1997, RG 181, NARA (San Francisco), 56; Department of the Navy, Bureau of Yards and Docks, "Detailed Inventory of Naval Shore Facilities Real Property Data, NAVDOCKS P-164, Volume 12, Districts 12 through 14," Box 38, Record Group 8 P-Books, CEC/Seabee Museum, Port Hueneme; "Map of U.S. Naval Air Station Alameda, California Showing Conditions on June 30, 1949," Record Group 12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California.

II. The Navy's growing reliance upon the evolution of high technology during the Cold War required highly trained support staff and retention of such personnel required upgrading MWR amenities. Construction and improvements to MWR facilities grew on the station to meet the demands of its growing military and civilian population during the Vietnam conflict. As such, NAS Alameda MWR underwent many improvements in the late 1960s and throughout the 1970s to serve personnel and their dependents and included establishment of a station-based unit to assist in regular maintenance and new construction of such facilities. The Navy continued to improve and rehabilitate station MWR facilities through self help programs that remodeled base buildings, improved space functionality and reconfigured spaces for new uses.

Evaluation

These resources, Buildings 382 and 423, were built during World War II operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. Individual buildings or structures constructed during the World War II-era and used during the Cold War are not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. These structures are not eligible for listing in the NRHP or CRHR because they do not individually, nor together, possess historic significance under the NRHP or CRHR criteria. The structures do not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era. In the larger context of the naval operations in California and nationwide during this period, the MWR function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These were unremarkable in their use in routine fleet support for recreational purposes, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. Courts like these are typical of military installations. These NAS Alameda resources are largely utilitarian in design, materials, and construction methodology and are relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). As facilities used widely by a large number of people, the structures do not have a direct or important association with a historically significant individual, and are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[2] Buildings 382 and 423, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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), nor an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2), nor do they exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3). These playing fields are not likely to reveal important historical information (NRHP Criterion D / CRHR Criterion 4).

[2] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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DEPARTMENT OF PARKS AND RECREATION
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Primary # P-01-011239
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or** # (Assigned by recorder) Tennis and Squash Courts

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 423, Tennis Courts, facing northwest, September 29, 2009.

Photograph 3: Building 382, Squash Courts, facing southeast, September 29, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011239
HRI#
Trinomial

Page 6 **of** 6 ***Resource Name or** # (Assigned by recorder) Tennis and Squash Courts

***Recorded by:** C. Brookshear and K. Clementi ***Date:** October 6, 2009 ☒ **Continuation** ☐ **Update**

Photograph 4: Building 382, Squash Courts, facing northeast, September 29, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011240
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Torpedo Storehouses

P1. Other Identifier: Building 120, 121 & 122

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 120, 121, and 122 are treated as a group on this form and are in an L-shaped formation at the northwest corner of the base **(Photograph 1)**. The 1,280 square foot ARMCO huts are built on a concrete foundation and are 50 feet long by 25 feet wide. The structure is clad with corrugated iron and the west and east ends have flat metal panels with bolted seams. The west end has reinforced I-beams mounted vertically and tall vents through the roof **(Photograph 2)**. Tall double metal doors with strap hinges are located on the east ends.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Buildings 120 and 122 in foreground with 121 in background, camera facing west, October 14, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1944, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and C. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/14/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011240
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Torpedo Storehouses

B1. Historic Name: Torpedo Storehouse
B2. Common Name: Torpedo Storehouse
B3. Original Use: Torpedo Storehouse B4. Present Use: Not in use
***B5. Architectural Style:** Armco Hut
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1944

***B7. Moved?** ☐No ☒Yes ☐Unknown **Date:** 1968 **Original Location:** Directly south of Building 118
***B8. Related Features:**

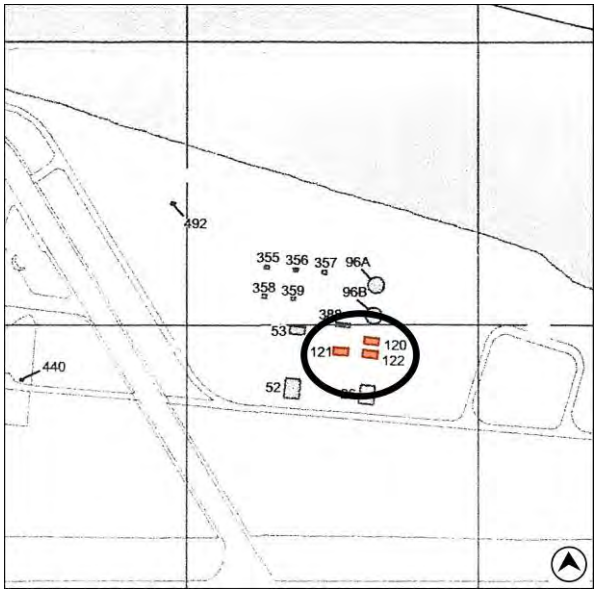
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These torpedo storehouses, Buildings 120, 121, and 122, are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. (See Continuation Sheet.)

Buildings 120, 121, and 122 were constructed within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992; however, they are not within the district boundaries and were not evaluated as potential contributors. This form was prepared to: 1) re-evaluate the eligibility of these buildings within the World War II-era historic context for the station, assessing whether the buildings are historically significant and should be included in the NAS Alameda Historic District; and 2) to evaluate the building's significance under Cold War themes. (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, CRHR Criterion); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011240 HRI# Trinomial

 ***Resource Name or #** (Assigned by recorder) Torpedo Storehouses

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

Historic Context

Building 120, 121, and 122 were built in 1944 as earthen covered torpedo storehouses directly south of Building 118 (**Photograph 3**).[1] In 1968 the buildings were relocated to the northwestern corner of the base behind Buildings 26 and 52 to make room for the expansion of the Navy Exchange parking lot.[2] That year Building 120 changed its use to flammable storage and Building 122 was used for Navy Exchange storage. In 1972 Building 121 was used for ammunition storage and in 1974 was used as an inert storehouse, as was Building 120.

Evaluation

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era, or World War II era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This group of buildings is not eligible for listing in the NRHP or CRHR because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. The group did not have a direct or important role in NAS Alameda's operations, or A&R activities, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

There are fewer than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those on NAS North Island.

Because of the standardization and ubiquity of magazines on both Naval stations and stations of other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these

[1] United States Navy "Map of NAS Alameda, Calif. Showing conditions on June 30, 1944," RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California.

[2] Naval Facilities Engineering Command Southwest, Aerial Photograph, "1968 aerial 7ARD09031_069."

resources. This program comment applies to ammunition storage facilities that are not a part of a historic district. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of aboveground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda are addressed by this Program Comment as none have been identified as a contributor to a historic district. Buildings 120-122 do not contribute to the historic district due to their location outside the boundaries. In addition to their identification as non-contributors to the historic district, the function of these buildings for ammunition storage was not central to NAS Alameda World War II activities, and therefore not significant. Building 120-122 have also lost integrity due to its relocation during the expansion of the Navy Exchange on NAS Alameda in 1968. Upon the completion of the thematic study by the Navy and selection of three representative installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

These resources were built during World War II operations on NAS Alameda, and were part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, the magazine and ordnance handling function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

In the context of the Cold War era, which focused on 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, or man in space sites, nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 120-122, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C; CRHR Criterion 3), nor are likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4). Furthermore, the buildings were relocated in 1968, affecting its integrity of location and setting under NRHP Criterion Consideration B (and similar CRHR special consideration).

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011240
HRI#
Trinomial

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Torpedo Storehouses

***Recorded by:** C. Brookshear and C. Miller ***Date:** October 14, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 121 in foreground, camera facing north, October 14, 2009.

Photograph 3: Circa 1953 photo of Buildings 120-122 from left to right south of Building 118.[4]

[4] US Navy, US Naval Air Station's Photograph Album, Alameda, California, c. 1953, Oakland History Room, Oakland Public Library, Oakland, California.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011241
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** Transformer Stations

P1. Other Identifier: Building 411 & 412

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 411 and 412 are inventoried as a group on this form because they are both function as transformer stations. Building 411 is a fenced transformer substation located between Buildings 66 and 398 on the 400 block of Atlantic Avenue (**Photograph 1**). Building 412 is located at the northeast corner of Building 67. Both stations include electrical equipment in metal lockers within a fenced area. Building 412 also includes a one story flat roofed concrete building adjoining the fenced area and Building 67. This concrete building bears a sign incorrectly identifying it as Building 411.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 411, camera facing northeast, October 15, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
Bldg. 41: 1956; Bldg. 412: 1943, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear, H. Miller,
M. Bunse, R. Flores
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011241
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Transformer Stations

B1. Historic Name: Transformer Station No. 4 and No. 2
B2. Common Name: Transformer Station No. 4 and No. 2
B3. Original Use: Electrical B4. Present Use: Transformer Station
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Building 411: 1956; Building 412: 1943

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date: Original Location:**
***B8. Related Features:** Buildings 10, 67, 398, 399.

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

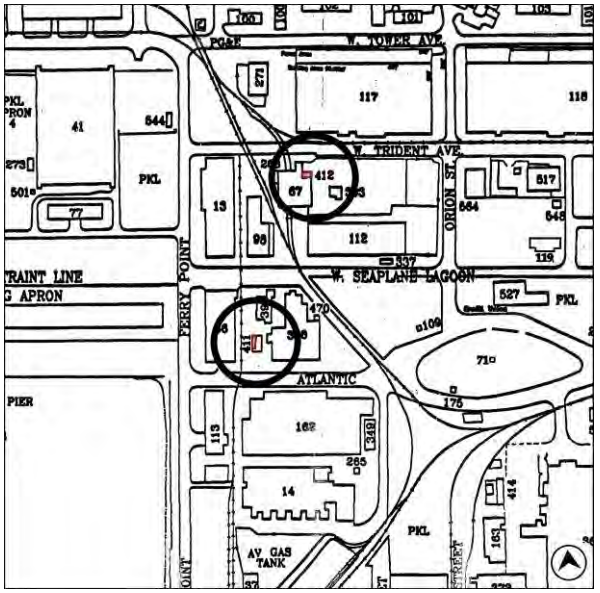
Buildings 411 and 412 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.



B13. Remarks:
***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #** P-01-011241
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder) Transformer Stations

***Recorded by:** C. Brookshear, H. Miller, M. Bunse, R. Flores ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during these periods. These transformer stations did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 411 was constructed in 1956 in an area that already had an engine test shop (Building 66). A new Air Turbine and Overhaul (Building 398) and Compression Building (Building 399) were under construction. The transformer station was added to serve these new buildings. Building 412 housed a standby generator for Building 67 when it served as a locomotive shed. The standby generator was previously located in the Power House (Building 10) and was moved when the steam output system was expanded in the Power House.[2]

Evaluation

Buildings 411 and 412 were built during Cold War era operations on NAS Alameda, as a part of the infrastructure serving the station during the war Cold War era. In the larger context of the naval operations in California and nationwide during this period, the Infrastructure function of this building did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Infrastructure such as Buildings 411 and 412 is needed to support modern urban activities, and its ubiquitous nature renders it secondary in the context of station operations. The building is unremarkable in its use in routine fleet support, and was not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. In the context of the Cold War era, which focused on weapons research and

[1] 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), 8-1.
[2] United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Earnest J. Kump Co., "Technical Report and Project History Contract NOy 4165, Alameda Naval Air Station," c. 1945, Folder 4 of 23, Box 25, NOy Contracts, RG 12, Bureau of Yards and Docks, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme, California, 152.

State of California — The Resources Agency **Primary #** P-01-011241
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) Transformer Stations

***Recorded by:** C. Brookshear, H. Miller, M. Bunse, R. Flores ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites, nor did NAS Alameda serve a historically significant role in Naval 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.[3] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. This NAS Alameda resource is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). This facility has no direct or important association with a historically significant individual, and is not likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Building 412, camera facing southwest, October 15, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-011242
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 8 ***Resource Name or #:** Warhead and High Explosives Magazines

P1. Other Identifier: Buildings 50, 51, 56, 57, and 58

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Buildings 50, 51, 56, 57 and 58 are treated as a group on this form. The buildings are earthen mound magazines with a cut one-third of the way on the north side with plywood panel formed concrete walls, Buildings 50 and 51 have two metal I-beam braces across the top. Buildings 50 and 51, both measuring 1,602 square feet, have a gabled concrete support wall on one side which is higher than the concrete square wall on the opposite side. The south walls of Buildings 50 and 51 have a pair of narrow metal doors with tie-back hinges; the north wall is plain and angled approximately 110 degrees **(Photographs 1 through 3)**. Buildings 56, 57 and 58, which measure 1,415 square feet, have a similar wall plan but the concrete support walls appear to be closer in height, there are no I-beam braces and the metal doors have louvered vents **(Photograph 4 through 6)**. All of the buildings have metal vents which are located on top at the far end of the magazine.

***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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 51 in foreground, 50 background, camera facing southwest, December 16, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1941, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear, C. Miller, K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/13/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

State of California — The Resources Agency **Primary #** P-01-011242
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 8 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Warhead and High Explosives Magazines

B1. Historic Name: Warhead and High Explosives Magazines
B2. Common Name: Warhead and High Explosives Magazines
B3. Original Use: Storage of explosives B4. Present Use: Not in use
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1941

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 50, 51, 56, 57, and 58 were constructed within the period of significance of the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992, however they are not within the district boundaries and were found to be "non-contributing temporary or miscellaneous, nondescript structure," thus they were not evaluated as potential contributors. This form re-evaluates the eligibility of these buildings that are located outside the extant historic district boundary for World War II significance and for potential contribution to the NAS Alameda Historic District, provide additional information about the buildings, and to evaluate the buildings significance under Cold War themes.

These magazines (Buildings 50, 51, 56, 57, and 58) do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear and J. Freeman

***Date of Evaluation:** January 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet

***B10. Significance (cont.):**

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R).

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This group of buildings is not eligible for listing in the NRHP or CRHR because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria. The group did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War era.

There are fewer than 30 buildings or structures on NAS Alameda that were designed and built as magazines or ordnance handling facilities. This property type was a necessary component of the operations and fleet support functions for NAS Alameda, as it was for any active naval station. Magazines and ordnance handling buildings were generally built according to standardized plans and designed for safe storage, durability, and efficient access. Relative to other Naval construction, magazines and ordnance handling buildings and structures are the most standardized property type. Similar magazines to those on NAS Alameda can be found across the country, and in California, such as those on NAS North Island.

Buildings 50, 51, 56, 57 and 58 were built in 1941 by Johnson, Drake and Piper and vary in size from 1,400 to 1,600 square feet. Buildings 50 and 51 were constructed as warhead magazines that appear to have been built using the "Standard Warhead Magazine (Y&D drawing #193545)" plans, but lack the four sets of interior racks that held 76 warheads each **(Photograph 3)**. Buildings 59, 57, and 58 were constructed as High Explosive Arch-Type Magazines using one of two versions of the "Standard Magazine: High Explosive Arch Type" and modified under the same contract as Buildings 50 and 51.[1] Both versions of the plan consisted of a single arch, earth-covered magazine with reinforced-concrete construction and a single steel door opening into the magazine **(Photograph 6)**.[2] The activities conducted within these buildings were limited to high explosives, such as aircraft bombs and mine storage.[3]

[1] Earnest J. Kump Co., "Technical Report and Project History Contract NOy 4165, Alameda Naval Air Station," c. 1945, Folder 4 of 23, Box 25, NOy Contracts, RG 12, Bureau of Yards and Docks, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme, California, 6, 7, 10.

[2] US Navy, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," October 2006, 27.

[3] 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), 325.

Munitions have been stored in Buildings 50, 51, 56, 57 and 58 from 1941 to at least 2001.[4] Buildings 56, 57 and 58 were three of five magazines originally built along the western end of the airfield in 1941. When Runway 13-31 was constructed in 1952, two of the northernmost magazines were removed to make room for the new runway.[5]

Evaluation

Because of the standardization and ubiquity of magazines on both Naval stations and stations of other branches of the military, most examples of these property types are not eligible for listing in the NRHP or CRHR. The Advisory Council on Historic Preservation has provided a "Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities" to provide alternate Section 106 compliance methodologies for these resources. This program comment applies to ammunition storage facilities that are not a part of a historic district. The Program Comment required the Navy to develop a supplemental context to be attached as an appendix to the Army's existing context study, "Army Ammunition and Explosives Storage in the United States, 1775-1945." In addition the Navy was required to document a representative sample of the basic types of aboveground and underground ammunition storage facilities. The preliminary study, "Summary Report of Archival Research Department of the Navy Unaccompanied Personnel Housing (1946-1989) and Ammunition Storage Facilities (1939-1974)," indicates that the best representative samples are located at the Naval Surface Warfare Centers in Crane, Indiana; Dahlgren, Virginia, and Indian Head, Maryland. The buildings and structures of this type on NAS Alameda are addressed by this Program Comment as none have been identified as a contributor to a historic district. Buildings 51, 52, 56, 57, and 58 do not contribute to the historic district due to their location outside the boundaries. In addition to its identification as a non-contributor to the historic district, the function of these buildings for ammunition storage was not central to NAS Alameda World War II activities, and therefore not significant. Upon the completion of the thematic study by the Navy and selection of three representative installations the Navy's responsibility for these property types under Section 106 of the NHPA, including those on NAS Alameda, will be met.

These resources were built during World War II operations on NAS Alameda, and were part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, the magazine and ordnance handling function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). These were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

In the context of the Cold War era, which focused on 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, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[6] NAS Alameda did not play a significant role in the themes of the

[4] IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 4: The Runway Zone, Alameda Point, Alameda, California," January 2001.

[5] US Navy, "Map of NAS Alameda, Calif. Showing conditions on June 30, 1949," RG12, BuDocks Naval Shore Activities-12th Naval District, 1942-54- Architectural Drawings, Maps, Box 1, CEC/Seabee Museum, NBVC, Port Hueneme, California; US Navy, "US Naval Air Station Master Shore Development Plan, Part III Section 2, General Development Plan Index of Structures, Conditions as of 30 June 1954," Yard and Docks #582640, 30 June 1954, RG12, BuDocks Naval Shore Activities – 12th Naval District, 1942-54 – Architectural Drawings, Maps, Box 1.

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CONTINUATION SHEET	Trinomial

Page 5 **of** 8 ***Resource Name or #** (Assigned by recorder) Warhead and High Explosives Magazines
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 51, 52, 56, 57 and 58 were unremarkable in their use in routine fleet support, and not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general (NRHP Criterion A / CRHR Criterion 1). This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). These facilities do not have a direct or important association with a historically significant individual, nor are they likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Detail of Building 51 with Building 50 in background, camera facing west, December 16, 2009.

[6] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Interior of Building 51, camera facing east, December 16, 2009.

Photograph 4: Building 56, 57, 58 camera facing south, December 16, 2009.

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CONTINUATION SHEET **Trinomial**

Page 7 **of** 8 ***Resource Name or #** (Assigned by recorder) Warhead and High Explosives Magazines
***Recorded by:** C. Brookshear and C. Miller ***Date:** October 13, 2009 ☒ **Continuation** ☐ **Update**

Photograph 5: View through Building 58, camera facing east, October 13, 2009.

Photograph 6: Interior of Building 56, camera facing north, December 16, 2009.

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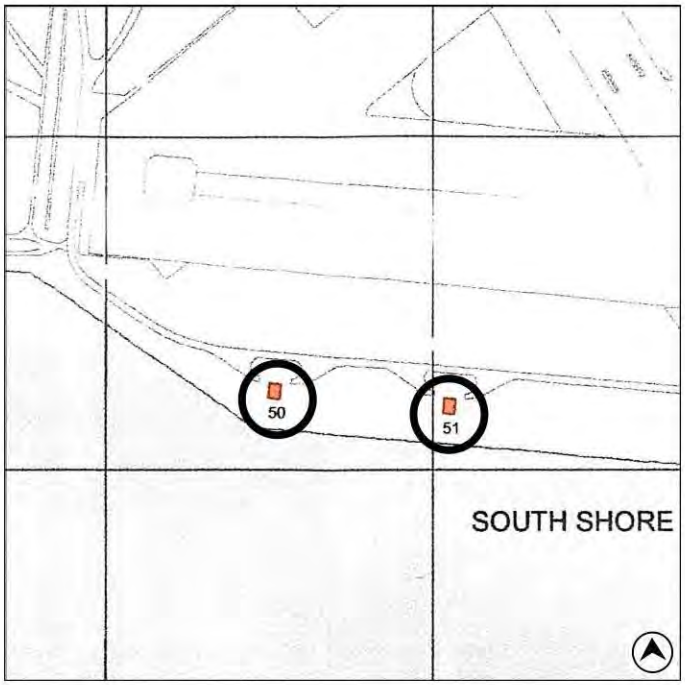
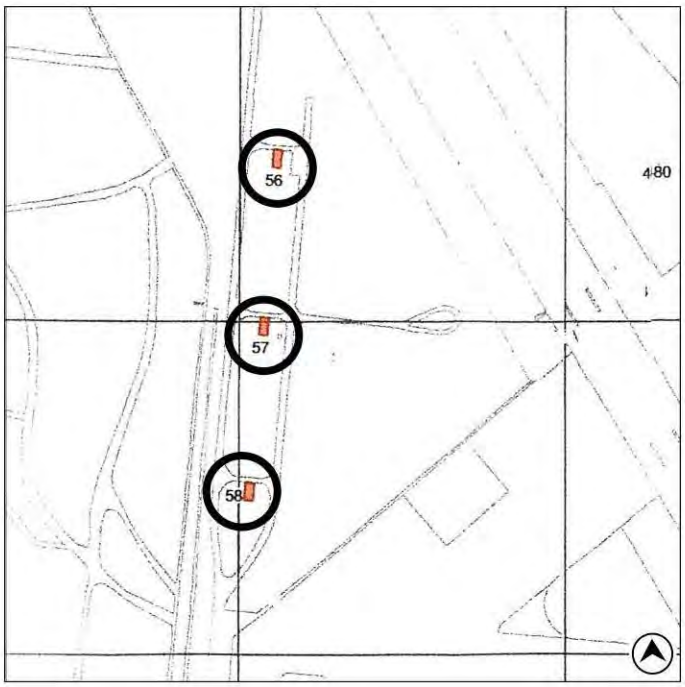
Sketch Maps:



Buildings 50 and 51



Buildings 56, 57, and 58

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PRIMARY RECORD

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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 ***Resource Name or #:** Water Distribution Tanks-East

P1. Other Identifier: Buildings 173, 174A and 174B

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** Alameda

***b. USGS 7.5' Quad:** Oakland West **Date:** 1993 **T** ; **R** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 173, 174A and 174B are treated as a group on this form because they function as a unit. Building 173 is a 47 foot by 27 foot concrete building clad in stucco with a water table and flat roof covering 1,314 square feet. The north and south sides have a metal personnel door and louvered vent above the foundation line. The east side has a concrete trough along the southeast side of the building (**Photograph 1**). Fenestration includes four evenly spaced 72-glass block windows. The west side has four window bays; the second bay from the south is four bricks high instead of six and below is a one-story corrugated metal overhead door (**Photograph 2**). (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 174A in foreground, 173 and 174B in background, camera facing northwest, October 15, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1946, US Navy Bldg Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and H. Miller
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 10/15/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 5 ***NRHP Status Code** 6Z ***Resource Name or #** (Assigned by recorder) Water Distribution Tanks-East

B1. Historic Name: Water Pumping Station and Distribution Tanks
B2. Common Name: Water Pumping Station and Distribution Tanks
B3. Original Use: Building 173 Water Pumping Station; Buildings 174 A & B Water Storage Tanks B4. Present Use: Building 173 Water Pumping Station; Buildings 174 A & B Water Storage Tanks
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1946

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 173, 174A and 174B are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. (See Continuation Sheet.)

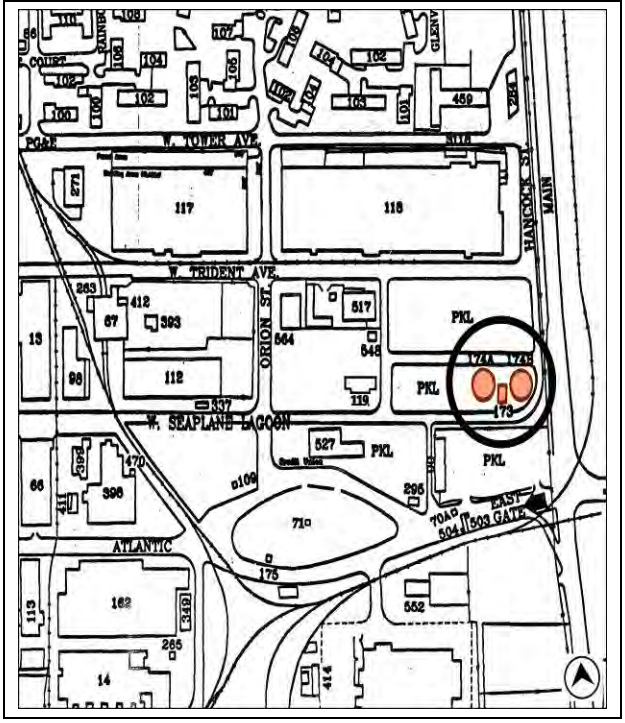
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** US Navy building records, plans, and photographs (CEC/Seabee Museum, NBVC, Port Hueneme; Plans Room, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:

***B14. Evaluator:** C. Brookshear and H. Norby
***Date of Evaluation:** January 2010

(This space reserved for official comments.)



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Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder) Water Distribution Tanks-East
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

The north end of the west side of Building 173 has fenced in external piping and equipment.

Buildings 174A and 174B are circular concrete water tanks measuring 28 feet tall with water tables and doomed roofs capped by concrete cupolas with vents (**Photograph 3**). Access ladders are located on the east side of Building 174A and the west side of Building 174B (**Photograph 4**). The top of the water tank wall have metal banding.

B10. Significance (cont.):

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as a projection of military force in overseas conflicts 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.

Individual buildings constructed during the Cold War era are therefore not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. This group of resources did not have a direct or important role in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles during the Cold War era.

Many buildings and structures on NAS Alameda fall within the "Public Works / Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[1]

Building 173 was constructed and has served as a water pumping station since it was built; Buildings 174A and 174B were constructed 1946 as well and are used to store potable water. Building 173 has three water pumps which have a pumping capacity of 7,700 gallons per minute. There does not appear to be any exterior modifications. The building and tanks retain their original location and shape.[2]

Evaluation

Buildings 173, 174A and 174B were built during the early years of Cold War operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the context of the Cold War era, which focused on weapons research and development, weapons and aircraft testing and evaluation, early warning systems

[1] 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), 8-1.
[2] United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; IT Corporation, "Zone Evaluation Data Summary Phase 2A Sampling; Zone 21: The Naval Exchange Commercial Zone; Alameda Point, Alameda, California," January 2001.

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CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Water Distribution Tanks-East
***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites, NAS Alameda did not play a significant role in the themes of the Cold War. 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 Naval 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.[3] In the larger context of the naval operations in California and nationwide during this period, the Public Works function of these buildings did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Thus, while they retain some integrity to when they were constructed, these resources were unremarkable in their use in routine fleet support, and were not historically important, within the context of station operations or within the larger historical context of development of the San Francisco Bay Area in general. This group of NAS Alameda resources is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations (NRHP Criterion C / CRHR Criterion 3). None of these facilities has a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4).

P5a. Photographs (cont.):

Photograph 2: Building 173, camera facing northeast, October 15, 2009.

[3] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

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***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Building 174A in foreground, October 15, 2009.

Photograph 4: Tank ladder details, camera facing southwest, October 15, 2009.

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PRIMARY RECORD

Primary # P-01-011244
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Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 8 ***Resource Name or #:** Water Distribution Tanks - North

P1. Other Identifier: Buildings 95, 96A, 96B and 176

***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** ; **¼ of ¼ 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 Alameda

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Buildings 95, 96A, 96B and 176 are treated as a group on this form because of their collective function. Building 95 and 176 are located within the extended boundaries of the NAS Alameda Historic as presented in the report cited in P11; however, both are non-contributing elements of the district. Building 95 is a circular water tank clad in stucco with a domed roof top with six cast concrete side supports with raised edges. On the southeast side are a water level gauge and an intake/output pipe from the side into the ground **(Photograph 2)**. At the northeast edge of the building is a metal tank on concrete supports **(Photograph 3)**. Buildings 96 A and B are of the same design as Building 95 but with a flat roof **(Photograph 4)**. The south façade on Building 96 A has broken concrete with exposed rebar. Vegetation is growing on both roofs. (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.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph 1: Building 95, camera facing northwest, September 29, 2009.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1943, US Navy Building Records

***P7. Owner and Address:**
Navy BRAC PMO
1455 Frazee Road, Suite 900
San Diego, CA 92108

***P8. Recorded by:** (Name, affiliation, and address)
C. Brookshear and K. Clementi
JRP Historical Consulting LLC
2850 Spafford Street
Davis, CA 95618

***P9. Date Recorded:** 9/29/2009

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JJRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," 2011.

***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):

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 8 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Water Distribution Tanks - North

B1. Historic Name: Water Storage Tanks
B2. Common Name: Water Storage Tanks
B3. Original Use: Water Storage Tanks B4. Present Use: Water Storage Tanks; Not in use
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alterations, and date of alterations) 1943

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Johnson, Drake and Piper
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Buildings 95, 96A, 96B and 176 are not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they do not individually, nor as a group, possess historic significance under the NRHP or CRHR criteria.

Buildings 95, 96A, 96B and 176 were constructed within the period of significance of the NAS Alameda Historic District (1938-1945) identified by Sally B. Woodbridge in 1992; however, they were not within the district boundaries and not evaluated as potential contributors. This form was prepared to: 1) evaluate the eligibility of Buildings 95, 96A, 96B and 176 within the World War II-era historic context for the station, assessing whether the buildings are historically significant and should be included in the NAS Alameda Historic District; 2) to provide additional information about Buildings 95, 96A, 96B and 176 to assess if they retain integrity; and 3) to evaluate the building's significance under Cold War themes. (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, Building 1 on former NAS Alameda); NAS Alameda Command Histories, 1940-1992, and Base Directories (US Naval Shore Establishments, RG 181, NARA Pacific Region); Webster, "Historical and Architectural Overview of Military Aircraft Hangars" (1999, rev 2001); Allbrandt, "History of the Naval Air Station … Alameda, California," AMDO Association (1996); US Navy, *Building the Navy's Bases in World War II* (1947); JRP Historical Consulting, *California Historic Military Buildings and Structures Inventory* (2000); see also footnotes, B10.

B13. Remarks:
***B14. Evaluator:** C. Brookshear, M. Bunse
***Date of Evaluation:** January 2010 / June 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Continuation Sheet.

***Required information**

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CONTINUATION SHEET **Trinomial**

Page 3 **of** 8 ***Resource Name or #** (Assigned by recorder) Water Distribution Tanks - North

***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

***P3a. Description (cont.):**

Building 176 has a rectangular plan and is partially below grade. Constructed of plywood formed concrete, the flat roof building has a set of metal utility doors on the south side with a concrete ramp, metal railings, and concrete sides leading to the doors partially below grade. An exterior water pipe leads into the ground and into the south side of the building. The east and west sides are plain. It is associated with Building 95 as a water pumping station **(Photograph 5)**.

B10. Significance (cont.):

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. The new facility was built in part on a former US Army base and airport where Pan American Airline clippers operated in the 1930s. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons.

The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, 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.

Water tanks 95, 96A and 96B were constructed in 1943 by Johnson, Drake and Piper. Building 95 is located at the northwest corner of the residential area and is a 125,000 gallon non-potable water tank with a booster pump connected to former Army well mains. Buildings 96 A and B are located at the northwest corner of the base north of the air field. They are 125,000 gallon ground level potable water tanks connected to former Pan American well mains.[1]

Building176 was also constructed by contractors Johnson Drake and Piper in 1943. It served as a potable water pump house and enclosed a well dug in 1931 by the Army. The pump house had a capacity of pumping 200 gallons per minute. There have been no additions to the building.[2]

Individual buildings constructed during the Cold War era, or World War II-era buildings used during the Cold War, are not imbued with significance simply because they were part of NAS Alameda operations and functions during the period. Buildings 95, 96A, 96B and 176 are not eligible for listing in the NRHP or CRHR because they do not possess historic significance under the NRHP or CRHR criteria. The structures did not have a direct or important role

[1] NOy 4165 folder 5 of 23, Box 26 NOy Contracts, RG 12, Bureau of Yards and Docks, NAVFAC Archive, CEC/ Seabee Museum, NBVC Port Hueneme; US Navy, *P-164,* 1974 edition, Box 67, RG 8, CEC/ Seabee Museum, NBVC Port Hueneme, 1755.

[2] Building 176, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, *P-164*, 1963 edition, Archives Box 38, CEC/ Seabee Museum, NBVC Port Hueneme; IT Corporation, "Parcel Evaluation Data Summary Phase 2A Sampling Zone 8: The North Central Recreation Zone, Parcel 97, Building 176, Alameda Point, Alameda California," January 2001.

in NAS Alameda's operations, nor did they make a significant contribution to the understanding of these roles either during World War II or the Cold War eras.

Many buildings and structures on NAS Alameda fall within the "Infrastructure" property type. These properties were not directly related to the primary mission of the station, but were constructed as necessary elements of a functioning naval facility. Typical buildings and structures within this category include shops, loading docks, guard towers, and paved areas, as well as utilities such as tanks, pipelines, pump houses, electrical substations, and waste treatment facilities. The ordinary functions of this property type are not unique and do not have important associations with any historically significant themes of development on NAS Alameda, as required for NRHP or CRHR eligibility. The buildings are utilitarian and many are prefabricated construction. As such, they do not embody outstanding examples of a type or style of architecture, nor do they represent particular advances in technology or construction methods. Although broadly related to the support and operations context of the station, the buildings and structures do not individually, nor as a group, have a direct or important association with a historically significant event or theme within that context.[3]

Evaluation

Buildings 95, 96A, 96B and 176 were built during World War II operations on NAS Alameda, and are part of the broader fleet support functions of the station during that time. In the larger context of the naval operations in California and nationwide during this period, Buildings 95, 96A, 96B and 176 did not play a direct or important role in significant historic events or trends (NRHP Criterion A / CRHR Criterion 1). Infrastructure such as Buildings 95, 96A, 96B and 176 is needed to support modern urban activities, and its ubiquitous nature renders it secondary in the context of station operations. The buildings are unremarkable in their use in routine station support, and were not historically important, within the context of station operations or within the larger historical of development of the San Francisco Bay Area in general. Buildings 95, 96A, 96B and 176 is largely utilitarian in design, materials, and construction methodology and is relatively common for naval stations or aircraft handling facilities (NRHP Criterion C / CRHR Criterion 3). Buildings 95, 96A, 96B and 176 do not have a direct or important association with a historically significant individual, and none are likely to reveal important historical information (NRHP Criteria B and D / CRHR Criteria 2 and 4). While Building 95 and Building 176 are within the boundaries of the NAS Alameda Historic District, these buildings are non-contributing elements.

In the context of the Cold War era, which focused on 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, or man in space sites, nor did NAS Alameda serve a historically significant role in Naval 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.[4] NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Buildings 95, 96A, 96B and 176, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War 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). The buildings do not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

[3] 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), 8-1.
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory, prepared for USACE (2000).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011244
HRI#
Trinomial

Page 5 **of** 8 ***Resource Name or #** (Assigned by recorder) Water Distribution Tanks - North
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

P5a. Photographs (cont.):

Photograph 2: Building 95, detail of gauge, camera facing west, September 29, 2009.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011244
HRI#
Trinomial

Page 6 **of** 8 ***Resource Name or #** (Assigned by recorder) Water Distribution Tanks - North
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

Photograph 3: Metal tank on northeast side of Building 95, camera facing northwest, September 29, 2009.

Photograph 4: Building 96A in background and 96B in foreground, camera facing north, October 14, 2009.

State of California — The Resources Agency **Primary #** P-01-011244
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

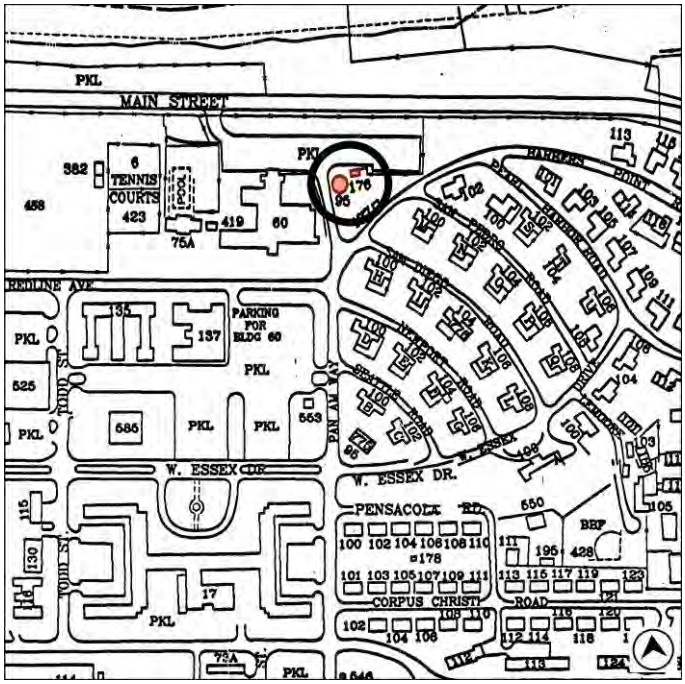
Page 7 **of** 8 ***Resource Name or #** (Assigned by recorder) Water Distribution Tanks - North
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

Photograph 5: Building 176, camera facing north, September 29, 2009.

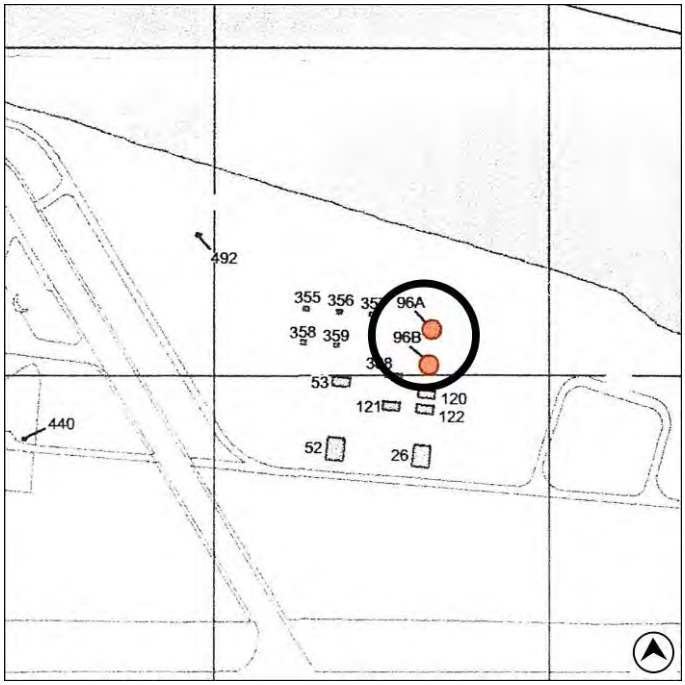
State of California — The Resources Agency **Primary #** P-01-011244
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 8 **of** 8 ***Resource Name or #** (Assigned by recorder) Water Distribution Tanks - North
***Recorded by:** C. Brookshear and K. Clementi ***Date:** September 29, 2009 ☒ **Continuation** ☐ **Update**

Sketch Maps:



Buildings 95 and 176



Buildings 96A and 96B

APPENDIX D:

PREPARERS' QUALIFICATIONS

JRP partners Christopher McMorris, Meta Bunse, and Rand Herbert were the principal investigators and fieldwork supervisors for the NAS Alameda Combined Specific Buildings Evaluation Report / Cold War Era Historic Resources Evaluation Report. They conducted fieldwork and research, provided project direction and oversight for the preparation of the report, and edited the report and DPR 523 forms. Based on their level of education and experience, Mr. McMorris, Ms. Bunse, and Mr. Herbert 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 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.

Multiple JRP staff architectural historians and historians performed research and fieldwork, as well as prepared components of the report, including the contextual statement, DPR 523 forms, and evaluations, for the NAS Alameda Combined Specific Buildings Evaluation Report / Cold War Era Historic Resources Evaluation Report. They included Cheryl Brookshear (MS Historic Preservation, University of Pennsylvania, 2000), Steven J. Melvin (MA Public History, California State University, Sacramento, 2007), Joseph Freeman (MA History, University of California, Riverside, 2007), Heather Norby (MA History, University of California, Berkeley, 2002), and Scott Miltenberger (PhD History, University of California, Davis). Based on their experience and qualifications, the JRP staff architectural historians and historians each qualify as a historian and/or an architectural historian 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, in progress) performed research, fieldwork, prepared portions of the DPR 523 forms, and

evaluations for the report. Research Assistant Karen Clementi (MA Public History, Sacramento State University, in progress) assisted with fieldwork, research, prepared graphics, and prepared portions of the DPR 523 forms. Research Assistant Jarma Jones (MA History, New Mexico State University, 2007) assisted with fieldwork, edited the report, and prepared portions of the DPR 523 forms. Production Technician Rebecca Flores assisted with graphics production and fieldwork. Ms. Flores also assisted with GIS layer data.

APPENDIX E:

INFORMATION REGARDING GIS DATA LAYERS

Information Regarding GIS Data layers

For the NAS Alameda Combined Specific Buildings Evaluation Report / Cold War Era Historic Resources Evaluation Report

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The GIS data layers provided with the Combined Specific Buildings Evaluation Report / Cold War Era Historic Resources Evaluation Report depict buildings, structures, and objects that were inventoried and evaluated on NAS Alameda. The layers identify the NAS Alameda Historic District and its contributing buildings and structures. The NAS Alameda Historic District is eligible for listing in the National Register of Historic Places the single historic property on the facility. The layers include revised boundaries for the historic district and illustrate both contributing and non-contributing resources within the historic district. The layers also illustrate the NRHP status of resources outside the boundaries of the historic district and show that no buildings, structures, or objects are NRHP-eligible outside the revised historic district boundaries.

The GIS data layers have been 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 is providing file (map) "NAS Alameda GIS Map," along with six GIS data layers. They include both interpretive layers illustrating results of the report and additional base maps not provided with the original GIS data layers. The layers are 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 boundary lines that resulted from this study, 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 is 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 F:

PROGRAM COMMENTS

PMOA World War II Temporary Military Buildings

Program Comment for World War II and Cold War Era (1938-1974) Ammunition Storage Facilities

Program Comment for Wherry and Capehart Era Family Housing at Air Force and Navy Bases

PROGRAMMATIC MEMORANDUM OF AGREEMENT

AMONG

THE UNITED STATES DEPARTMENT OF DEFENSE

THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

AND THE

NATIONAL CONFERENCE OF STATE HISTORIC PRESERVATION OFFICERS

WHEREAS, the Department of Defense (DoD) has been directed by United States Senate Armed Services Committee Report 97-440 to the Military Construction Authorization Bill for 1983 to demolish World War II (1939-1946) temporary buildings (buildings); and

WHEREAS, these buildings were not constructed to be permanent facilities and were intended to be demolished; and

WHEREAS, DoD has determined that these buildings may meet the criteria of the National Register of Historic Places; and

WHEREAS, DoD has determined that its program of demolition of these buildings (program) may have an effect on their qualities of significance and has requested the comments of the Advisory Council on Historic Preservation (Council) pursuant to Section 106 of the National Historic Preservation Act, as amended, (16 U.S.C. 470f) and its implementing regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800).

NOW, THEREFORE, DoD, the National Conference of State Historic Preservation Officers (NCSHPO), and the Council agree that the Program will be carried out in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

I. DoD will ensure that the following actions are carried out:

A. In consultation with the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) (National Park Service, Washington, DC), DoD will develop documentation that includes:

1. A narrative overview of WW II military construction establishing the overall historical context and construction characteristics of each major type of building and including:

a. Explanation of the origins and derivations of the construction techniques and designs.

c/16/86

b. Chronology that summarizes the political and military decisions that affected scheduling, locations, quantity, design, and construction techniques. Photocopies shall be made of all military manuals used to guide significant aspects of design or construction.

c. Summary statements of major installations' WW II development including site plans, lists of buildings, photocopies of appropriate photographs, and evaluations of the significance of the various building types and groups.

2. Documentation of one example of all major building types that includes: drawings (title sheet, floor plans, sections, elevations, and isometrics of framing systems and other pertinent construction details), photographs (perspective corrected, large format negative and contact print), and appropriate explanatory data. All documentation shall meet HABS/HAER Standards for format and archival stability.

3. Submission of the above documentation to HABS/HAER, for deposit in the Library of Congress, not later than three years from the date of this agreement.

4. Development of the above documentation will be undertaken with periodic reviews by HABS/HAER to ensure that completed documentation will meet HABS/HAER Standards.

B. In consultation with the Council and the NCSHPO, DoD will select some examples of building types or groups to treat in accordance with historic preservation plans (HPP), until such time as demolished or removed from DoD control. The HPPs will be submitted to the Council and the NCSHPO within three years from the date of this agreement. Work done in accordance with the HPPs will require no further review by a SHPO or the Council.

C. All buildings that are identified within sixty days of the Federal Register publication of this Agreement by organizations and individuals will be considered by DoD in its selection of examples to be documented and/or treated in accordance with Stipulations A and B above.

D. Until the documentation program is completed and HPPs have been developed for the representative sample of building types and groups, DoD will continue its current program of building demolition with caution, avoiding disposal of obviously unique and well-preserved, original buildings that are not documented.

II. NCSHPO agrees to:

A. Assist the appropriate SHPO in informing DoD within sixty days of the Federal Register publication of this agreement of buildings that they wish to have considered in the selection of examples to be documented and/or treated in accordance with Stipulations I.A and I.B.

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B. Represent all SHPOs in the consultation on a selection of examples of buildings to be treated in accordance with Stipulation I.B.

III. If any of the signatories to this Agreement determines that the terms of the Agreement cannot be met or believes that a change is necessary, the signatory will immediately request an amendment or addendum to the Agreement. Such an amendment or addendum will be executed in the same manner as the original Agreement.

EXECUTION of this Agreement evidences that DoD has afforded the Council a reasonable opportunity to comment on its program of disposal of temporary WW II buildings and that DoD has taken into account the effects of this program on historic resources.

7/2/86
Executive Director, Advisory Council on Historic Preservation

7/7/86
Chairman
Advisory Council on Historic Preservation

6/6/86
President CHARLES E. LEE
National Conference of State Historic Preservation Officers

5.13.86
Historic American Buildings Survey/
Historic American Engineering Record

Department of Defense

Department of Army

Department of Navy

U. S. Marine Corps

Department of Air Force

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

AMENDMENT to the
PROGRAMMATIC MEMORANDUM OF AGREEMENT
among
THE UNITED STATES DEPARTMENT OF DEFENSE,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
NATIONAL CONFERENCE OF STATE HISTORIC PRESERVATION OFFICERS, and the
HISTORIC AMERICAN BUILDINGS SURVEY/ HISTORIC AMERICAN ENGINEERING RECORD, regarding
DEMOLITION OF WORLD WAR II TEMPORARY BUILDINGS

WHEREAS, the Department of Defense (DOD), the Advisory Council on Historic Preservation (Council) and the National Conference of State Historic Preservation (NCSHPO), and the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) entered into a Programmatic Memorandum of Agreement (PMOA) under Section 106 of the National Historic Preservation Act, which became effective on June 7, 1986, regarding the demolition of World War II temporary (buildings);

WHEREAS, DOD has determined that some stipulations of the PMOA cannot be met and require modification;

WHEREAS, the parties to the PMOA have consulted regarding such modifications;

NOW, THEREFORE, it is mutually agreed that the PMOA is amended as follows:

A new stipulation I.A 1.d is added, to read as follows:

d. Identification of topics for further research, and plans for the conduct of such research.

Stipulation I.A.3 is amended to read as follows:

3. Submission of the above documentation to the HABS/HAER Regional Coordinators, not later than December 31, 1992.

Stipulation I.B. is amended by changing its second sentence to read as follows:

The HPPs will be submitted to the Council and the NCSHPO no later than December 31, 1992.

A new stipulation IV is added, to read as follows:

A. The signatories to this Agreement will undertake to ensure that relevant research activities carried out under Memoranda of Agreement, Programmatic Agreements, and other instruments executed pursuant to 36 CFR Part 800 are coordinated with implementation of this Agreement, in order to allow their results to be integrated with the development of documentation under stipulation I.

B. The signatories to this Agreement will cooperate with the National Building Museum in its development, if feasible, of a major exhibition concerning architecture and engineering in World War II, and will make information produced by research activities pursuant to this and other Agreements available to the National Building Museum for use in preparing such an exhibition. DOD will provide materials from this study to the National Building Museum for development of the exhibit.

Advisory Council on Historic Preservation

Robert W. Bush 4/27/90
Executive Director Date

National Conference of State Historic Preservation Officers

[signature] 7/14/90
President Date

Historic American Buildings Survey/
Historic American Engineering Record

[signature] 1.08.91
Chief HABS/HAER Date

Department of Defense

[signature] 5/1/91
Deputy Assistant Secretary of Defense Date
(Environment)

Department of Army

Department of Navy

F. S. STERNS
Deputy, Office of the Assistant
Secretary of the Navy (I&E)

U.S. Marine Corps

F. S. STERNS
Deputy, Office of the Assistant
Secretary of the Navy (I&E)

Department of Air Force

Preserving America's Heritage

PROGRAM COMMENT FOR
WORLD WAR II AND COLD WAR ERA (1939 – 1974)
AMMUNITION STORAGE FACILITIES

I. Introduction

This Program Comment provides the Department of Defense (DoD) and its Military Departments with an alternative way to comply with their responsibilities under Section 106 of the National Historic Preservation Act with regard to the effect of the following management actions on World War II and Cold War Era ammunition storage facilities that may be eligible for listing on the National Register of Historic Places: ongoing operations, maintenance and repair, rehabilitation, renovation, mothballing, cessation of maintenance, new construction, demolition, deconstruction and salvage, remediation activities, and transfer, sale, lease, and closure of such facilities.

The term Ammunition Storage Facilities means all buildings and structures, listed in or eligible for listing in the National Register of Historic Places, that were designed and built as ammunition storage facilities within the years 1939-1974, regardless of current use, and that are identified by a DoD Category Group (2 digit) code of 42, Ammunition Storage (category code 42XXXX), in the Military Service's Real Property Inventory currently or at the time of construction. Table 1 (attached) provides all such buildings and structures associated with ammunition storage, by Military Department, that are applicable to this program comment.

In order to take into account the effects on Ammunition Storage Facilities, DoD and its Military Departments will conduct documentation in accordance with The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. As each Military Department will be responsible for conducting its own mitigation actions, the following required documentation is structured by Military Department, followed by DoD-wide requirements.

II. Treatment of Properties

A. Army Mitigation

1. The Army shall expand and revise its existing context study, Army Ammunition and Explosives Storage in the United States, 1775-1945 to include the Cold War Era. This document provides background information and criteria for evaluating the historic significance of such buildings. The updated context study will:

identify the changes in ammunition storage during the Cold War;

focus on the changes required for ammunition storage due to technological advancement in weaponry;

consider the importance of major builders, architects or engineers that may have been associated with design and construction of Ammunition Storage Facilities throughout the Army or at specific Army installations; and

describe the inventory of Ammunition Storage Facilities in detail, providing information on the various types of buildings and architectural styles and the quantity of each.

2. The Army shall undertake in-depth documentation on Ammunition Storage Facilities at nine installations. The existing context study concluded that the Army possessed "only a few basic types and an abundance of examples" of Ammunition Storage Facilities, due to the standardization of ammunition storage facilities beginning in the 1920s. The context study suggests that six geographically dispersed installations contain an array of primary examples of both aboveground and underground magazines with a high degree of integrity:

Hawthorne Army Depot, Nevada – early igloos;

McAlester Army Ammunition Plant, Oklahoma – Corbetta Beehive;

Pine Bluff Arsenal, Arkansas – biological and chemical igloos;

Ravenna Army Ammunition Plant, Ohio – standard World War II and aboveground magazines;

Blue Grass Army Ammunition Plant, Kentucky – standard World War II igloos and aboveground magazines; and

Louisiana Army Ammunition Plant, Louisiana – Stradley special weapons.

The Army shall document these six as well as three additional installations that possess Cold War Era Ammunition Storage Facilities. Documentation at the three additional installations will be determined after completion of the expanded context study described in section II.A.1., above. This study will include a brief history of the installation and the surrounding community, if appropriate, and a detailed history of the storage facilities and documentation of the buildings. The documentation will primarily consist of historic photographs and existing plans. Documentation will be tailored to address the different natures of aboveground and underground storage.

B. Navy Mitigation

1. The Navy will develop a supplemental context study that will be attached as an appendix to the Army's existing context study, Army Ammunition and Explosives Storage in the United States, 1775-1945. The final product will be a separately bound volume of additional information and photographs and tabular appendices that, when presented with the Army's and Air Force's context studies, provide a clear picture of the Department of Defense's Ammunition Storage facilities. This context study appendix will:

cover both World War II and the Cold War Era, from 1939-1974;

explore the changes in ammunition storage resulting from World War II;

examine the changes required for ammunition storage due to technological advancement in weaponry during the Cold War;

consider the importance of major builders, architects or engineers that may have been associated with design and construction of Ammunition Storage Facilities; and

describe the inventory of Ammunition Storage Facilities in detail, providing information on the various types of buildings and architectural styles and the quantity of each.

2. The Navy shall document a representative sample of the basic types of both aboveground and underground ammunition storage facilities. The Navy will choose three geographically dispersed installations with the greatest number and variety of such resources. The Marines will choose one such installation. The sample chosen shall be the best representative examples of the range of Ammunition Storage types constructed during World War II and the Cold War era. This documentation will include collecting existing plans and drawings, writing a historic description in narrative or outline format, and compiling existing historic photographs of the structures. Documentation will be tailored to address the different natures of aboveground and underground storage.

C. Air Force Mitigation

1. The Air Force will develop a supplemental context study that will be attached as an appendix to the Army's existing context study, Army Ammunition and Explosives Storage in the United States, 1775-1945. The final product will be a separately bound volume of additional information and photographs and tabular appendices that, when presented with the Army's and Navy's context studies, provide a clear picture of the Department of Defense's Ammunition Storage facilities. This context study appendix will:

cover the Cold War Era, from 1946-1974;

explore the changes in ammunition storage resulting from the Cold War;

examine the changes required for ammunition storage due to technological advancement in weaponry during the Cold War;

consider the importance of major builders, architects or engineers that may have been associated with design and construction of Ammunition Storage Facilities; and

describe the inventory of Ammunition Storage Facilities in detail, providing information on the various types of buildings and architectural styles and the quantity of each.

2. The Air Force shall document a representative sample of the basic types of both aboveground and underground ammunition storage facilities. The Air Force will choose three geographically dispersed installations with the greatest number and variety of such resources. The sample chosen shall be the best representative examples of the range of Ammunition Storage types constructed during the Cold War era. This documentation would include collecting existing plans and drawings, writing a historic description in narrative or outline format, and compiling existing historic photographs of the structures. Documentation will be tailored to address the different natures of aboveground and underground storage.

3. The Air Force will not be required to consider its World War II Era facilities in these mitigation actions. The Air Force was established in September 1947 and therefore was not associated with structures constructed during this era. Rather the Air Force has inherited its current inventory of 263 World War II Era Ammunition Storage facilities from former Army installations. Given the substantial

mitigation actions that will be undertaken by the Army to document its facilities, further documentation for the small number of similar facilities located at Air Force installations provides no additional historic value. While no documentation will be done on World War II facilities under the Air Force's control, all of the 263 facilities in its inventory are covered under this Program Comment.

D. DoD-Wide Mitigation

1. Copies of the documentation described above will be made available electronically, to the extent possible under security concerns, and hard copies will be placed in a permanent repository, such as the Center for Military History.

2. In addition, as a result of on-going consultations, each Military Department will provide a list of properties covered by the Program Comment, by State, to State Historic Preservation Officers, Tribal Historic Preservation Officers, and other interested parties, as appropriate. Each Military Department will be responsible for determining how to convey its information.

3. All Military Departments will encourage adaptive reuse of the properties as well as the use of historic tax credits by private developers under lease arrangements. Military Departments will also incorporate adaptive reuse and preservation principles into master planning documents and activities.

The above actions satisfy DoD's requirement to take into account the effects of the following management actions on World War II and Cold War Era ammunition storage facilities that may be eligible for listing on the National Register of Historic Places: ongoing operations, maintenance and repair, rehabilitation, renovation, mothballing, cessation of maintenance, new construction, demolition, deconstruction and salvage, remediation activities, and transfer, sale, lease, and closure of such facilities.

III. Applicability

A. 1. This Program Comment applies solely to Ammunition Storage Facilities as defined in Section I, above. The Program Comment does not apply to the following properties that are listed, or eligible for listing, on the National Register of Historic Places: (1) archeological properties, (2) properties of traditional religious and cultural significance to federally recognized Indian tribes or Native Hawaiian organizations, and/or (3) ammunition storage facilities in listed or eligible National Register of Historic Places districts where the ammunition storage facility is a contributing element of the district and the proposed undertaking has the potential to adversely affect such historic district. This third exclusion does not apply to historic districts that are made up solely of ammunition storage facility properties. In those cases the Program Comment would be applicable to such districts.

Since the proposed mitigation for the Ammunition Storage facilities documents site plans, building designs, and the spatial arrangement of ammunition storage facilities, along with the events and actions that lead to the development of standardized ammunition storage facilities in DoD, the important aspects of ammunition storage, whether single buildings or districts made up entirely of ammunition storage, will be addressed regardless of the type of undertaking that may affect this particular property type. The one currently known ammunition storage district, at Hawthorne Army Ammunition Plant, has been identified for further study, as outlined in Section II(A)(2) above.

2. An installation with an existing Section 106 agreement document in place that addresses ammunition storage facilities can choose to:

(i) continue to follow the stipulations in the existing agreement document for the remaining period of the agreement; or

(ii) seek to amend the existing agreement document to incorporate, in whole or in part, the terms of this Program Comment; or

(iii) terminate the existing agreement document, and re-initiate consultation informed by this Program Comment if necessary.

3. All future Section 106 agreement documents developed by the Military Departments related to the undertakings and properties addressed in this Program Comment shall include appropriate provisions detailing whether and how the terms of this Program Comment apply to such undertakings.

IV. Completion Schedule

On or before 60 days following issuance of the Program Comment, DoD, its Military Department and ACHP will establish a schedule for completion of the treatments outlined above.

V. Effect of the Program Comment

By following this Program Comment, DoD and its Military Departments meet their responsibilities for compliance under Section 106 regarding the effect of the following management actions on World War II and Cold War Era ammunition storage facilities that may be eligible for listing on the National Register of Historic Places: ongoing operations, maintenance and repair, rehabilitation, renovation, mothballing, cessation of maintenance, new construction, demolition, deconstruction and salvage, remediation activities, and transfer, sale, lease, and closure of such facilities. Accordingly, DoD installations are no longer required to follow the case-by-case Section 106 review process for such effects. As each of the Military Departments is required under this Program Comment to document their own facilities, failure of any one Military Department to comply with the terms of the Program Comment will not adversely affect the other Departments' abilities to continue managing their properties under the Program Comment.

This Program Comment will remain in effect until such time as the Office of the Secretary of Defense determines that such comments are no longer needed and notifies ACHP in writing, or ACHP withdraws the comments in accordance with 36 CFR § 800.14(e)(6). Following such withdrawal, DoD and its Military Departments would be required to comply with the requirements of 36 CFR §§ 800.3 through 800.7 regarding the effects under this Program Comments' scope.

DoD, its Military Departments and ACHP will review the implementation of the Program Comment seven years after its issuance and determine whether to take action to terminate the Program Comment as detailed in the preceding paragraph.

John L. Nau, III
Chairman

August 18, 2006
Date

Attachment: Table

TABLE 1 - RPCS Hierarchy for Category Group 42

CG & Title	BC	BC Title	FAC	UM	FAC Title	MilDep	CAT CODE	UM AREA	UM OTH	UM ALT	CATCODE LONG NAME
- 42 - Ammunition Storage											
	421	Depot and Arsenal Ammunition Storage									
			4211	SF	Ammunition Storage, Depot and Arsenal						
						Army	42104	SF			EXPLOSIVE TRANSFER BUILDING, DEPOT LEVEL
						Army	42107	SF			STRADLEY, NONATOMIC BLAST RESISTANT, DEPOT LEVEL
						Army	42110	SF			FUSE AND DETONATOR MAGAZINE, DEPOT LEVEL
						Army	42120	SF			HIGH EXPLOSIVE MAGAZINE, DEPOT LEVEL
						Army	42150	SF			SMOKELESS POWDER MAGAZINE, DEPOT LEVEL
						Army	42160	SF			SPECIAL WEAPONS MAGAZINE, DEPOT LEVEL
						Army	42170	SF			GUIDED MISSILE MAGAZINE, DEPOT LEVEL
						Army	42180	SF			IGLOO STORAGE, DEPOT LEVEL
						Army	42181	SF			AMMUNITION STOREHOUSE, DEPOT LEVEL
						Army	42182	SF			SMALL ARMS AMMUNITION MAGAZINE, DEPOT LEVEL
						Army	42183	SF			GENERAL PURPOSE MAGAZINE, DEPOT LEVEL
						Army	42184	SF			AMMUNITION HUT, DEPOT LEVEL
						Army	42186	SF			AMMUNITION STORAGE STRUCTURE, DEPOT LEVEL
						Army	42288	SF			AMMO STORAGE OTHER THAN DEPOT OR UNIT
						Navy	42112	SF		CF	FUSE&DETONATOR MAGAZINE
						Navy	42122	SF		CF	HIGH-EXPLOSIVE MAGAZINE
						Navy	42132	SF		CF	INERT STOREHOUSE
						Navy	42142	SF		CF	SMOKEDRUM STOREHOUSE
						Navy	42148	SF		CF	SMALL-ARMS PYROTECHNIC MAGAZINE
						Navy	42152	SF		CF	SMOKELESS-POWDER-PROJECTILE MAGAZINE
						Navy	42162	SF		CF	SPECIAL-WEAPONS MAGAZINE
						Navy	42172	SF		CF	MISSILE MAGAZINE

		4212	SF	Intercontinental Ballistic Missile Storage Facility				
					Navy	42182	SF	SUBMARINE LAUNCHED BALLISTIC MISSILE STORAGE FACILITY
422	Installation and Ready Issue Ammunition Storage							
		4221	SF	Ammunition Storage, Installation				
					Air Force	422253	SF	STORAGE, MULTI-CUBICLE MAGAZINE
					Air Force	422256	SF	STORAGE, ROCKET CHECKOUT AND ASSEMBLY
					Air Force	422257	SF	STORAGE SEGREGATED MAGAZINE
					Air Force	422258	SF	STORAGE MAGAZINE ABOVE GROUND TYPE A, B, &C
					Air Force	422259	SF	MISSILE STORAGE FACILITY
					Air Force	422264	SF	EA STORAGE IGLOO
					Air Force	422271	SF	STORAGE, MODULE BARRICADED
					Air Force	422273	SF	STORAGE IGLOO STEEL ARCH UNDERPASS
					Army	42210	SF	FUSE AND DETONATOR MAGAZINE, INSTALLATION
					Army	42215	SF	HIGH EXPLOSIVE MAGAZINE, INSTALLATION
					Army	42225	SF	SMOKEDRUM STOREHOUSE, INSTALLATION
					Army	42230	SF	SMALL ARMS AMMUNITION AND PYROTECHNICS MAGAZINE, INSTALI
					Army	42231	SF	AMMUNITION STOREHOUSE, INSTALLATION
					Army	42235	SF	READY MAGAZINE, INSTALLATION
					Army	42240	SF	FIXED AMMUNITION MAGAZINE, INSTALLATION
					Army	42250	SF	SPECIAL WEAPONS MAGAZINE, INSTALLATION
					Army	42260	SF	GUIDED MISSILE MAGAZINE, INSTALLATION
					Army	42280	SF	IGLOO STORAGE, INSTALLATION
					Army	42281	SF	AMMUNITION HUT, INSTALLATION
					Army	42283	SF	GENERAL PURPOSE MAGAZINE, INSTALLATION
					Army	42285	SF	UNIT SMALL ARMS AMMUNITION STORAGE, INSTALLATION
					Army	42286	SF	AMMUNITION STORAGE STRUCTURE, INSTALLATION

				Navy	42135	SF	CF READY MAGAZINE
423	Liquid Propellant Ammunition Storage						
		4231	GA	Liquid Propellant Storage, Ammunition Related			
				Air Force	423111	GA	LIQUID PROPELLANT AMMO STORAGE
				Army	42310	SF GA	LIQUID PROPELLANT STORAGE, AMMUNITION, BUILDING
				Army	42311	GA	LIQUID PROPELLANT STORAGE, AMMUNITION, FACILITY
				Army	42312	SF GA	LIQUID PROPELLANT STORAGE, AMMUNITION, STRUCTURI
				Navy	42310	GA	LIQUID-PROPELLANT STORAGE
424	Weapon-Related Battery Storage						
		4241	SF	Battery Storage, Weapon Related			
				Army	42410	SF	BATTERY COLD STORAGE BUILDING
				Navy	42410	SF SH	WEAPON-RELATED BATTERY STORAGE
425	Open Ammunition Storage						
		4251	SY	Open Ammunition Storage			
				Army	42510	SY	AMMUNITION STORAGE PAD
				Navy	42510	SY	OPEN-AMMUNITION-STORAGE PAD
				Navy	42520	SY	CONTAINER-HOLDING YARD -EMPTY
				Navy	42530	SY	BARRICADED MODULE (OPEN)

Preserving America's Heritage

November 18, 2004

Mr. Donald R. Schregardus
Deputy Assistant Secretary (Environment)
Department of the Navy
1000 Navy Pentagon
Washington, DC 20350-1000

Dear Mr. Schregardus:

We are pleased to inform you that the Council members approved the *Program Comment for Wherry and Capehart Era Family Housing at Air Force and Navy Bases* (attached). In accordance with the Council's regulations at 36 CFR § 800.14(e)(5)(i), you may now take into account our comments for carrying out all Navy undertakings within this category.

If you decide to adopt our comments for this category of undertakings in lieu of conducting individual reviews under §§ 800.4 through 800.6, you must publish a notice of the Council's comments in the *Federal Register* and the steps you will take to ensure that effects to historic properties are taken into account.

If the Navy fails to carry out its undertakings for this category consistent with the Program Comment, the Council may withdraw the comment. If this were to occur, the Navy would be required to comply with §§ 800.3 through 800.6. The Navy may also decide that it no longer wants to comply with the Program Comment, in which case it must comply with §§ 800.3 through 800.6.

We appreciate the level of commitment and dedication of your staff in working with the Council on this issue, and we look forward to continuing to assist the Navy in managing its significant inventory of historic properties.

Sincerely,

John M. Fowler
Executive Director

enclosure

ADVISORY COUNCIL ON HISTORIC PRESERVATION

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Preserving America's Heritage

Program Comment

for

Wherry and Capehart Era Family Housing At Air Force and Navy Bases

I. Introduction

This Program Comment, adopted pursuant to 36 CFR § 800.14(e), demonstrates Department of the Air Force (Air Force) and Department of the Navy (Navy) compliance with their responsibilities under Section 106 of the National Historic Preservation Act with regard to the following actions in the management of the Wherry and Capehart Era family housing: maintenance, repair, layaway, mothballing, privatization and transfer out of federal agency ownership, substantial alteration through renovation, demolition, and demolition and replacement of Wherry and Capehart Era housing, associated structures and landscape features that may be eligible for listing on the National Register of Historic Places.

II. Treatment of Wherry and Capehart Properties

A. Eligibility

The Department of the Army (Army) conducted a historic context of its Wherry and Capehart properties and documented these in a report entitled *For Want of a Home: A Historic Context for Wherry and Capehart Military Family Housing.* On May 22, 2001, the Army sponsored a

symposium on Wherry and Capehart era housing management as it related to historic preservation. The symposium was attended by preservation experts, including the National Trust for Historic Preservation (Trust), the National Conference of State Historic Preservation Officers (NCSHPO), the Advisory Council on Historic Preservation (ACHP), and nationally recognized experts in the field of historic preservation from academia and industry. Symposium participants recommended a programmatic approach to complying with Section 106, and these approaches were part of the Army's Program Comment which was approved by the ACHP in 2002 (67 FR 39332; June 7, 2002).

The Air Force and the Navy have gathered data on their inventory of Wherry and Capehart properties which will be appended to the Army's context study, as outlined below, to provide a comprehensive understanding of the Department of Defense (DoD) inventory for this property type. As with the Army, the Air Force and the Navy consider their inventory of Wherry and Capehart properties, including any associated structures and landscape features, to be eligible for the National Register of Historic Places for the purposes of Section 106 compliance.

B. Treatment

The Air Force and the Navy have requested a Program Comment as a service-wide Section 106 compliance action related to management of Wherry and Capehart Era housing, associated structures and landscape features. This programmatic approach will facilitate management actions for maintenance, repair, layaway, mothballing, privatization and transfer out of Federal agency ownership, substantial alteration through renovation, demolition, and demolition and replacement of Wherry and Capehart Era housing, associated structures and landscape features. Such actions present a potential for adverse effects to historic properties.

Based on the Program Comment previously approved for the Army for this property type, and following meetings with the ACHP, the Trust and NCSHPO, the Air Force and the Navy agree to the following six-step approach to the treatment of its Wherry and Capehart properties:

(i) The Air Force and the Navy will:

> (a) revise the Army's historic context, *The Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949–1962): A Historic Context,* to include information pertinent to Air Force and Navy bases where this information differs from that provided in the Army's context study, including information on Navy and Air Force Capehart and Wherry Era Housing architects, sponsors and bidders, & projects. The expanded context study will provide a more complete picture of Wherry and Capehart Era family housing across DoD, and
>
> (b) upon completion of the revised context study, the Air Force and the Navy will use it and any resulting oral histories recorded in accordance with section II(B)(vi), below, to prepare a report suitable for release to the general public. The report to the public will extract that information which may be deemed sensitive or inappropriate for release to the public; the resulting context study will be placed on a publicly accessible web site and

copies of the report will be provided to all the SHPOs, NCSHPO, the Trust and the ACHP.

(ii) The Navy and Air Force will review the results of the expanded and revised context study and determine whether any of those properties identified under Section II(B)(i)(a) are of particular importance. The Navy and Air Force will notify the Council of the results of this review, and the Council will forward the results to the NCSHPO, and the Trust.

(iii) The Air Force and Navy will use, or modify for their own use, the Army's design guidelines: *Neighborhood Design Guidelines for Army Wherry and Capehart Housing.* Modified design guidelines will be provided to ACHP for review. Copies of the Air Force and Navy guidelines will be provided to the NCSHPO, the Trust and the ACHP. These Neighborhood Design Guidelines will be distributed by Headquarters, Air Force and Navy to those offices that manage and maintain this housing type and they will be encouraged to consider the design guidelines in planning actions that affect their Wherry and Capehart Era housing, associated structures and landscape features.

(iv) For Wherry and Capehart properties that have been determined to be of particular importance, as defined in the revised context study, the Air Force and the Navy will:

(a) consider the need to conduct additional historical documentation, and

(b) within funding and mission constraints, consider the preservation of these properties through continued use as military housing.

(v) The Air Force and the Navy will advise developers involved in housing privatization initiatives that Wherry and Capehart properties may be eligible for historic preservation tax credits.

(vi) The Air Force and the Navy will attempt to locate and conduct oral interviews with military families who lived in Wherry and Capehart housing (which may include Army families), and other people who were involved with design and construction of Capehart and Wherry Era housing. Prior to conducting any interviews, the Air Force and the Navy will seek advice from appropriate government offices such as the Library of Congress' *Veterans History Project* and the military service historical centers to develop a set of appropriate interview questions and proper formats in which interviews would be recorded. Upon completion of the oral histories, the Air Force and the Navy will provide a copy of all written and recorded documentation to the Library of Congress.

III. Applicability

This Program Comment does not apply to the following properties that are listed, or eligible for listing, on the National Register of Historic Places:

(i) archeological sites,

(ii) properties of traditional religious and cultural significance to federally recognized Indian tribes or Native Hawaiian organizations, or

(iii) historic properties other than Air Force and Navy Wherry and Capehart Era housing, associated structures and landscape features.

V. Schedule for Completion:

(i). Within 12 months from Council approval of the Program Comment, the Air Force and Navy shall complete:

(a). the expanded and revised context study for Capehart and Wherry Era housing as described in Section II(B)(i)(a), above;

(b). review of the context study for properties of particular importance as described in II(B)(ii), above; and

(c). adoption of the design guidelines as described in Section II(B)(iii), above.

(ii) Within 24 months from Council approval of the Program Comment, the Navy and Air Force shall complete:

(a). its consideration of properties of particular importance as described in Section II(B)(iv), above;

(b). completion of the oral history segment of the mitigation, as described in Section II(B)(vi), above, and

(c). completion of the context study suitable for release to the general public, as described in Section II(B)(i)(b), above.

IV. Effect of Program Comment

The ACHP believes that this six-step approach will ensure that the Air Force and the Navy take into account the effects of management of their Wherry and Capehart era housing. By following this comment and outlined six-step approach, the Air Force and the Navy will have met their responsibilities for compliance under Section 106 regarding management of their Wherry and Capehart era housing. Accordingly, Air Force and Navy bases will not have to follow the case-by-case Section 106 review process for each individual management action.

The Air Force and the Navy may carry out management actions prior to the completion of all of the six treatment steps outlined above, so long as such management actions do not preclude the eventual successful completion of those six steps.

This Program Comment will remain in effect until such time as the Air Force or the Navy determines that such comments are no longer needed and notifies ACHP, in writing, or the ACHP determines that the consideration of Wherry and Capehart properties is not being carried out in a manner consistent with this Program Comment. The ACHP may withdraw this Program Comment in accordance with 36 CFR §800.14(e)(6). Following such withdrawal, the Air Force and the Navy would comply with the requirements of 36 CFR §§ 800.3 through 800.7 for each individual management action.

The ACHP Membership approved this Program Comment on November 18, 2004.

John L. Nau, III
Chairman

November 18, 2004
Date

APPENDIX G:

NAVY CORRESPONDENCE

Navy Responses to Public Comments

Navy Correspondence with SHPO

Navy Responses to Comments
on
"Combined Specific Buildings Survey and Evaluation Report /
Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda"
(dated August 2010)

Comment #	PAGE REFERENCE: Section/ DPR 523 Resource Name Page/ Line	Comment	Comment By	Navy Response
1.	App. C Control Tower 1085-1095	The DPR on this building doesn't adequately assess the significance and integrity of Building 19 as a contributor to the district. The Tower is a symbol of NAS and the one building that is key to understanding the function of a Naval Air Station. The NAS could not have existed without the Tower. We think the Control Tower retains adequate integrity to convey its significance. The DPR states that the Tower contained three functions, of which only one is still represented (page 1091). This is not accurate. The Tower's primary function was flight control (this included operations and weather): about 70% of the building was used for these functions. Crash and rescue function represented a smaller proportion. Flight control was the primary importance of the building, and that is represented by the building that remains. The primary elevation of this building is the west side; this is the side pilots viewed as they flew in to NAS. This elevation has changed very little since the period of significance. The discussion of the integrity of the Tower seems to use a different standard, when compared with how integrity is considered with	AAPS	The Navy considered this comment, and other comments and photographs concerning Building 19, and has revised the report and site forms to record and analyze Buildings 19, 19-1, and 491 on separate DPR 523 site forms in Appendix C. The Navy has additionally revised the DPR 523 site form for Building 19. After additional research and analysis of the Building 19's construction progression, the Navy concurs that Building 19 retains sufficient integrity of location, design, setting, materials, workmanship, feeling and association to contribute to the NAS Alameda Historic District and convey its

		other district contributors. Loss of building wings. Building wings no longer extant included the rescue/crash garage on the far northwest end and the wooden wing on the northeast elevation. The northeast wing was on the rear elevation; removal of an element on a rear elevation is not as great a loss to the building's integrity as something on the primary elevation. For comparison, there are other district contributors which have lost large building elements from major elevations, such as the Cleaning Room from the south elevation of Building 5, yet this building is now considered a district contributor (refer to App. C, Diagram on page 166 and Photo 18 on page 169). Addition of building wing. The yellow wing to the southeast was added ca. 1990 (the DPR does not provide a date); the addition is on a secondary elevation, not the primary elevation. The addition of a small wing is similar to the addition of sunporches to the Big Whites, which also occurred after the Period of Significance (refer to App. C, p. 1195); the sunporches were judged not to detract from the integrity of the Big Whites. The DPR form is a little unclear about whether Buildings 19-1 and 491 are additions to the historic building (page 1093); they are in fact freestanding and do not present a loss of integrity to the Tower. The discussion of the integrity of the Tower also seems to use an inconsistent standard of integrity when compared with the evaluation of the Air Terminal (Building 77) (App. C, pages 530-533). The Radio/Radar Building (77) was remodeled in 1960 to become an Air Terminal; a completely new 3rd story in different materials was added after the Period of Significance. However, this potential loss of integrity is not considered important because the style of the addition is consistent with the Moderne style of the Air Terminal. We suggest that the addition to the Tower of the yellow wing on the southeast is a similar case: it also is a minimalist, boxy form with a similar surface appearance and square, metal frame windows that suggest the historic windows of the Tower.		period of significance from 1938-1945. On this basis, the Navy has revised its finding to conclude that Building 19 meets the criteria for listing on the National Register as a contributing element to the NAS Alameda Historic District. The Navy has additionally revised the boundaries of the NAS Alameda Historic District to include Building 19 as a contributing element.

		A complete evaluation of the essential physical features of a flight control tower would include: a tall tower for viewing aircraft and runways at a distance; a glazed control room at top; control room equipment; offices containing the weather, flight information and other subsidiary functions; location or siting of the tower at the intersection of runways and the seaplane lagoon and at an outer edge of the station facing the Bay. In Alameda's case, the building also contained a crash/rescue garage. Of these features, only two are not extant: the crash/rescue garage and the equipment. The property retains most of the physical features essential to convey its significance. We would like to note that, in comparison with the evaluation of the Tower, the evaluation of the Radio Transmitter building (Building 35) (App. C, page 382) mentions that the removal of a rooftop antenna is not a serious loss to the building's integrity, although this would have been an essential physical feature for a Radio Transmitter Building. In addition, presumably the radio equipment that Building 35 once contained is also no longer extant, although this is not considered a significant loss of integrity. Following National Register guidance in Bulletin 15, a review of the seven aspects of integrity (location, design, setting, materials, workmanship, feeling, association) under both criteria A (events) and C (design/architecture) shows that Design and Materials have been partially altered and the remaining aspects have high integrity. The National Register doesn't require that all aspects of integrity be intact. Finally, as Bulletin 15 of the National Register guidance states, a basic test of integrity for properties eligible under criterion A (historic events) of the National Register is whether a person from the Period of Significance would recognize the building. There is no question that this building would still be recognizable to a person of the period. Submitted by Elizabeth Krase Greene on behalf of AAPS, 11/14/2010.		

2.	Appendix C Aircraft Maintenance Shops 11 & 12 13 Paragraph 4; Line 9	"The entire facades of Buildings 11 and 12 were removed as a part of construction leaving only three original walls for each of these buildings." The entire facades of buildings 11 & 12 were not removed. More than 3 of the original exterior walls remain. Half of the 4th façade remains.	Author: Dennis M Owens Chair Alameda HAB and supported by Judith Lynch (HAB Board Member	The Navy has considered the 6 comments and associated photographs provided by the HAB concerning the Aircraft Maintenance Shops (Buildings 11, 12, and 400). The Navy has revised the DPR 523 site form to clarify that the original hangar doors of Buildings 11 and 12 are partially visible in the southern half of Building 400 (known as 400A). The Navy made additional edits to the site form to clarify the impacts to the historic integrity of Buildings 11 and 12 that occurred by Building 400's construction, making note of the existing interdependence of these three components of the extant facility, and the integrity of the Building 11/12/400 complex as it relates to the period of significance (1938-1945). Although the Navy agrees that portions of the original hangar doors remain, the Navy does not find that this remaining historic fabric is sufficient to conclude that the former two seaplane hangars (Buildings 11 and 12) retain sufficient integrity for listing in the National Register of Historic Places. Despite the Navy's naming conventions for its facilities, Buildings 11, 12, and 400 now comprise a single complex because the Building 400 component adjoins fully with

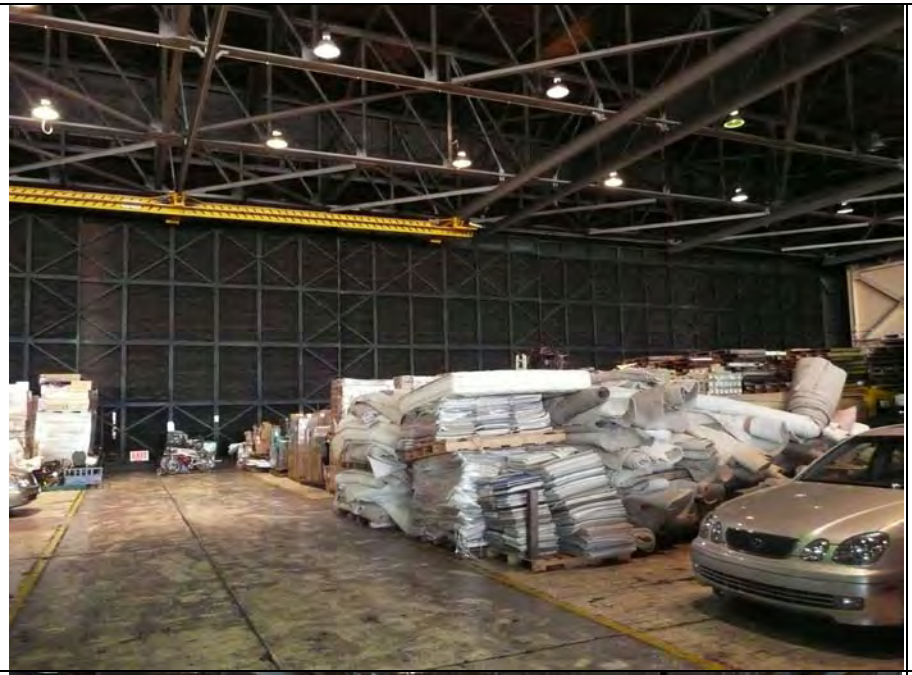
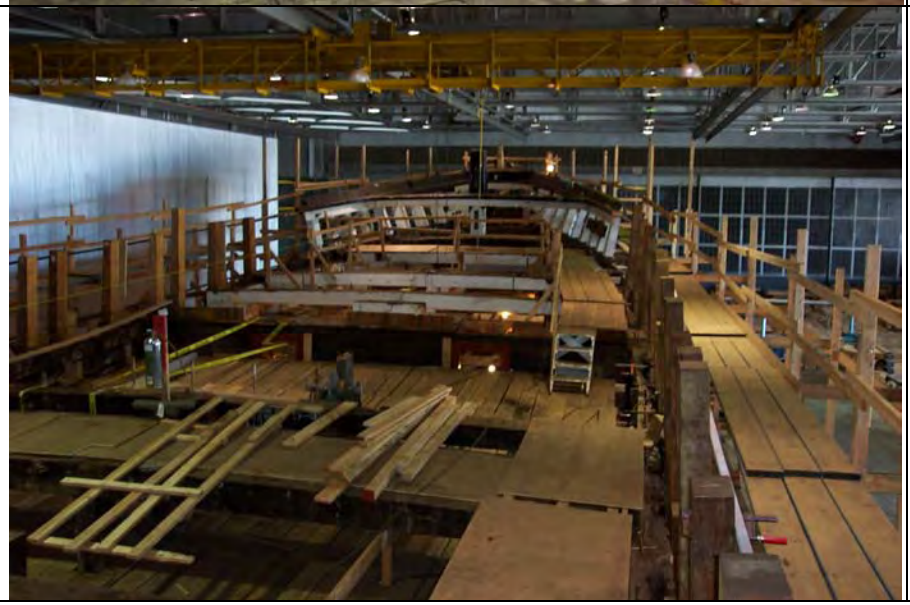
				the sides of the original Buildings 11 and 12. National Register guidance indicates that buildings and structures are to be evaluated as a whole and this is appropriate for inventory and evaluation of the Building 11/12/400 complex. "Parts of buildings, such as interiors, facades, or wings, are not eligible independent of the rest of the existing building."[1] Construction of Building 400/400A resulted in a new building complex composed of three components, and these components are thus no longer independent for the purposes of evaluation. Additionally, evaluation must also be based upon the current conditions, not the potential for restoration.[2] As documented in the revised DPR 523 form, the construction of Building 400/400A (1955-1957) between Buildings 11 and 12 affected the massing, spatial relationship, and proportions of the former seaplane hangars. Alterations made to the original Buildings 11 and 12, which resulted in the Aircraft

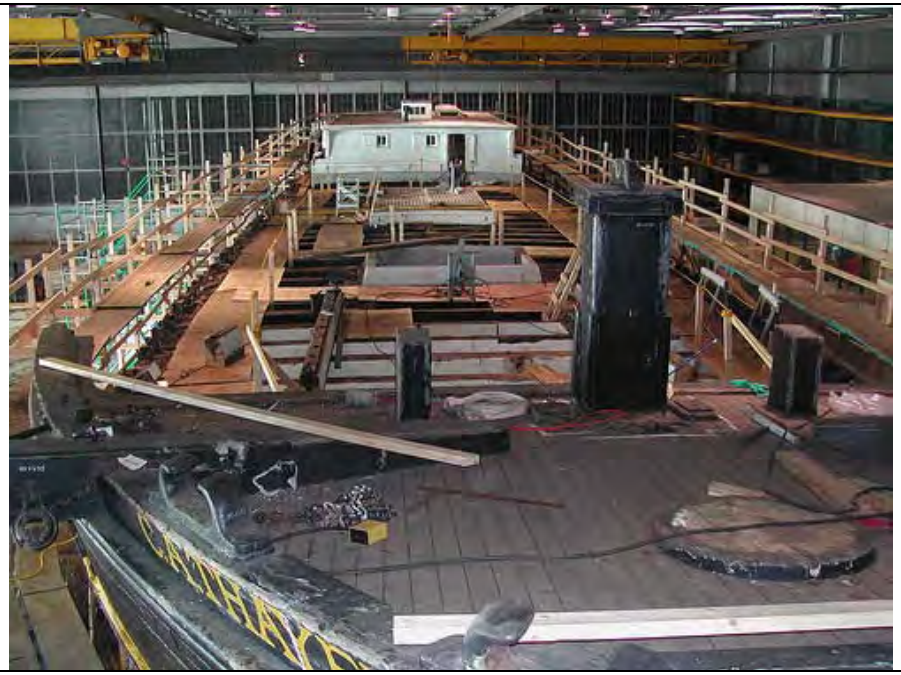
[1] US Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington DC: National Park Service, 1995) 4.

[2] US Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington DC: National Park Service, 1995) 47. Regarding buildings covered by non-historic materials, for example, the bulletin states, "If a property's exterior is covered…the property will not qualify under Criteria A, B, or C, because it does not retain the visual quality necessary to convey historic or architectural significance. Such a property also cannot be considered a contributing element in a historic district, because it does not add to the district's sense of time and place. If the false front, curtain wall, or non-historic siding is removed and the original building materials are intact, then the property's integrity can be re-evaluated."

				Maintenance Shop (Building 11/12/400 complex), prevent the former hangars from conveying the significance of the NAS Alameda Historic District in the 1938-1945 period. Therefore, the Navy finds that the Building 11/12/400 complex (and by extension, each of its components) is a non-contributing element of the NAS Alameda Historic District.
3.	Appendix C Aircraft Maintenance Shops 11 & 12 16 Paragraph 4; Line 6	"…all traces of hanger doors have been removed and replaced with solid interior walls." At least half of the South facing hanger doors in buildings 11 and 12 remain. See photos in comment spaces 4, 5 & 6. The Southern pylons remain.	Author: Dennis M Owens Chair Alameda HAB and supported by Judith Lynch (HAB Board Member	Please see above response regarding the Aircraft Maintenance Shops (Buildings 11, 12, and 400).
4.	Appendix C Aircraft Maintenance Shops 11 & 12 16 Paragraph 4; Line 8	"…the buildings do not retain integrity of design, materials, materials, workmanship or feeling and are not contributors to the NAS Alameda Historic District." Given that building 11 & 12 have three remaining facades intact, the interior exposed structure intact and half of their fourth façade intact (now interior walls facing building 400) **both building 11 and building 12 retain the integrity necessary to be Contributors to the district.** In evaluating the criteria of integrity for a Contributor to a historic district (not an individual listing) it is intuitive and essential to ask "Would the historic district loose part if its integrity if these buildings were absent?" It is the integrity of the district that must be used as the measure to determine the value of its Contributors. It is clear that the district would loose a part of its integrity if these two buildings were absent. The sub-district relating to seaplane activity would loose a very large part of its integrity if these two buildings anchoring the Western portion and forming 40% of the total were not considered as contributing. The district and its Contributors are National Register eligible under both criteria A (historic Association) and criteria C (moderne/industrial style military master planning).	Author: Dennis M Owens Chair Alameda HAB and supported by Judith Lynch (HAB Board Member	Please see above response regarding the Aircraft Maintenance Shops (Buildings 11, 12, and 400).

		Under criteria A "A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s)." Buildings 11 & 12 continue to clearly represent Seaplane hangers. Their essential characteristics, most of their hanger doors facing paved taxiways are the physical features which continue to present the historic function that these building served during the WW2 era. Buildings 11 and 12 are essential in completing an unbroken row of seaplane hangers facing the Seaplane Lagoon and its taxiways. Under criteria C : A property that has lost some historic materials or details can be eligible *if* it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation." Each of these buildings contains at least 75% of their historic features, three out of four exterior facades facing open space. This is a majority. Also one half of the fourth façade which currently faces the interior of building 400 remains. Additionally the large span interior space necessary for their original function, maintaining large seagoing aircraft, is also substantially intact.		

5.	Appendix C Interior of building 11 facing East Showing remaining hanger door adjoining building 400 16 Paragraph 4; Line 6		DMO Oct 6, 2010 Author: Dennis M Owens Chair Alameda HAB and supported by Judith Lynch (HAB Board Member	Please see above response regarding the Aircraft Maintenance Shops (Buildings 11, 12, and 400).
6.	Appendix C Interior of building 400 facing East showing remaining hanger door of Building 12. 16 Paragraph 4; Line 6		Bill Elliot Aug. 7, 2004 [Sent as a part of Alameda HAB Comments]	Please see above response regarding the Aircraft Maintenance Shops (Buildings 11, 12, and 400).

7.	Appendix C Interior of building 400 facing West showing remaining hanger door of Building 11. 16 Paragraph 4; Line 6		Bill Elliot Aug. 7, 2004 [Sent as a part of Alameda HAB Comments]	Please see above response regarding the Aircraft Maintenance Shops (Buildings 11, 12, and 400).
8.	Appendix C Control Tower Element of Building 19 1085 Heading Paragraph line3 and P3a. Paragraph 4	**"The re-evaluation contained herein concludes that Building 19 is not eligible for listing in the NRHP individually, nor is it a contributing element of the NAS Alameda Historic District."** **The Control Tower Element of building 19 is a contributing element of NAS Alameda Historic District.** Paragraph 4 provides an excellent description of the Control Tower Element, which is a portion of building 19. The Control Tower Element is the Keystone element of the NAS Alameda Historic District. Its location connects the seaplane lagoon with the land airstrip and oversees both the seaplane and land based airplane hangers. Although modifications have been made to other portions of building 19 the Control Tower Element retains the necessary features of integrity under both criteria A and criteria C. In evaluating the criteria of integrity for a Contributor to a historic district (not an individual listing) it is intuitive and essential to ask "Would the historic district loose part if its integrity if this element was absent." It is the integrity of the district that must be used as the measure to determine the value of its Contributors. The district would loose a part of its integrity if the Control Tower Element were absent. The land and air operations, essential to the NAS Alameda Historic District relied on this key element and are only truly tied together by its presence. Under criteria A "A property that is significant for its historic	Dennis M Owens Chair Alameda HAB	Please see above response re: Building 19.

		association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s)." The Control Tower Element continues to dominate the lagoon and airfield and its intended functions are still visually observable and understood by even a casual observer. Under criteria C : A property that has lost some historic materials or details can be eligible *if* it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation." By reviewing the Control Tower Element as a distinct property the majority of historic features that illustrate its style and function clearly remain. See Photo in number 8. As the Control Tower is contiguous to the current historic district boundaries, the boundaries should be adjusted to reflect its inclusion.		
9.	Flight Control Tower Element		Elizabeth Krase Green 2005 [Sent as a part of Alameda HAB Comments]	Please see above response re: Building 19.
10.		[The California Office of Historic Preservation (SHPO) provided two concurrence letters, dated 1/7/11 and 5/31/11. Please see the record of Navy-SHPO consultation attached to this Navy Response to Comments.]	CASHPO	Concurrence with report findings noted.

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE WEST
1455 FRAZEE RD, SUITE 900
SAN DIEGO, CA 92108-4310

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SEP 2 4 2010

Mr. Mark Beason
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. Beason and Ms. Brodnitz:

The Navy is continuing consultation with your offices in accordance with the National Historic Preservation Act's implementing regulations for a Programmatic Agreement (PA) (36 C.F.R. § 800.14(b)) regarding the interim management, property transfer, and reuse of the former Naval Air Station (NAS) Alameda, California. To support development of this PA, the Navy has prepared the enclosed "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda" (Combined Evaluation Report, hereafter) (enclosure (1)). This letter transmits the Navy's combined evaluation report, summarizes the Navy's findings regarding the identification of historic properties, and formally seeks SHPO and ACHP concurrence on the findings. We request your concurrence on our report's findings by **November 15, 2010**. 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).

Identification of Historic Properties

The purpose of the enclosed Combined Evaluation Report is to finalize the Navy's evaluation of buildings and structures at the former NAS Alameda. This single report combines two analyses: 1.) the survey and evaluation of specific pre-1945 buildings as requested by consulting parties and/or as determined necessary by the Navy, and 2.) the basewide Cold War-era Survey and Evaluation of all buildings and structures built or reused during the Cold War period (1946-1989).

The Navy is also preparing a Cultural Landscape Report (CLR) to identify the potential for National Register-eligible cultural landscape(s) at the former base. The Navy intends to consult with the SHPO, ACHP, and the consulting parties when this report is complete. Taken together, the Combined Evaluation Report and the CLR will finalize the Navy's identification of historic properties effort at the former NAS Alameda and will provide the basis for the Navy's future National Register Nomination of the NAS Alameda Historic District.

Findings of the Combined Evaluation Report

Based upon the research and analysis included in the enclosed Combined Evaluation Report, the Navy finds the following:

1. No buildings or structures at NAS Alameda appear to be eligible for listing in the National Register of Historic Places (NRHP) for Cold War-era significance. No buildings or structures appear individually eligible for associations with the Cold War-era and no historic district based upon Cold War-era use has been identified.
2. No buildings or structures at the former NAS Alameda appear to be individually-eligible for listing in the NRHP for their WWII-era significance.
3. All previous contributing elements of the NAS Alameda Historic District (as identified in the original 1992 evaluation (Woodbridge) and in the 1999 Section 106 Memorandum of Agreement (MOA)) retain integrity and thus remain contributing elements of the historic district.
4. The NAS Alameda Historic District is eligible for the National Register under Criteria A and C with a period of significance from 1938-1945. The Navy has identified twelve (12) additional contributing elements to this historic district.

More specifically, the Navy finds that the following 12 buildings and structures are contributing elements to the NAS Alameda Historic District. Seven of these contributing elements are the Seaplane Lagoon, and six of the Lagoon's constituent elements (four Seaplane Ramps, Bulkhead, and Jetty).

Newly-Identified Contributing Elements to the NAS Alameda Historic District

Building Number	Historic Function	Year Built
5	Overhaul and Repair Shops	1940
10	Power Plant Building	1940
15	Boathouse	1940
35	Radio Transmitter Building	1940
64	Boiler / SIMA Diving Locker	1941
No Number	Seaplane Lagoon	1940
Ramp 1	Seaplane Ramp #1	1940
Ramp 2	Seaplane Ramp #2	1940
Ramp 3	Seaplane Ramp #3	1941
200648	Bulkhead	1938
200650	Jetty	1939
200687	Seaplane Ramp #4	1940

The addition of these new contributing elements also expands the NAS Alameda Historic District boundary. The new boundary for the Historic District is depicted in Enclosure (3).

Consultation Meeting Regarding the Combined Evaluation Report

As you know, the Navy is proposing a Section 106 consultation meeting on September 28, 2010 to distribute the Combined Evaluation Report and to provide a summary of the findings for all consulting parties. Although SHPO and ACHP representatives will be participating in this meeting, please let us know if you would like additional briefings or discussions of the document.

We intend for the September 28, 2010 consultation meeting to "kick-off" a 45–day consulting party review and comment period on the Combined Evaluation Report. The Navy intends to host an additional consultation meeting toward the end of October, 2010 to respond to questions and comments from the consulting parties before their written comments are due. The deadline for submittal of consulting party comments will then be November 15, 2010. We also respectfully request SHPO and ACHP concurrence on the findings of the enclosed Combined Evaluation Report by November 15, 2010. Please send your comments/concurrence to Ms. Erica Spinelli at the address above.

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If 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,

Alan K. Lee

ALAN K. LEE
Base Closure Manager
By direction of the Director

Enclosures: (1) "Combined Specific Buildings Survey and Evaluation Report /Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda" (Prepared by JRP Historical Consulting LLC, August 2010); 2 volumes (and 2 CDs for ACHP)

(2) Consulting Party Distribution List

(3) Map of the NAS Alameda Historic District as identified in the Combined Evaluation Report

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

Consulting Party Distribution List

The Navy will distribute the "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda" to the following Consulting Parties at the September 28, 2010 Section 106 consultation meeting.

Mr. Andrew Thomas Alameda Reuse and Redevelopment Authority (ARRA)	Mr. Mark Chandler Commissioner County of Alameda, Veterans Affairs Commission
Mr. Larry Janes Department of Veterans Affairs VA Sierra Pacific Network Capital Asset Managers Office	Ms. Marilyn York Director of Operations Alameda Naval Air Museum
Mr. Bruce Cook SunCal Companies	Mr. Aidan Barry Individual
Mr. Doug Biggs Alameda Point Collaborative	Mr. Peter Sutherland Chief of Operations USS Hornet Museum
Ms. Rosemary Cambra, Chairwoman Muwekma Ohlone Tribe of the San Francisco Bay Area	Mrs. Jean Sweeney Individual
Alameda Architectural Preservation Society (AAPS) c/o Elizabeth Krase Greene	American Legion Post 647 c/o Mr. James Sweeney

Enclosure (2)

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

January 07, 2011

Reply in Reference To: USN090603A

Alan Lee
Base Closure Manager, NAS Alameda
1455 Frazee Road, Suite 900
San Diego, CA 92108

RE: Former Naval Air Station Alameda Cold War Update, Naval Air Station Alameda, CA

Dear Mr. Lee:

Thank you for consulting with me on the above-referenced undertaking. Pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA), the United States Navy (Navy) is seeking my concurrence with a number of Determinations of Eligibility for the above-referenced undertaking.

The Navy proposes to update the Air Station Alameda Historic District, an assemblage of buildings and structures associated with World War II. Eighty-five properties were determined eligible for listing on the National Register of Historic Places (NRHP) as an historic district in 1992. In 1997, the Navy, through further consultation with the State Historic Preservation Officer, corrected the number of contributing buildings, revising the number upwards from 85 to 87. Since this time, the Navy has updated the survey to consider the base's importance within the context of the Cold War (1946-1989). Several World War II-era properties were also re-evaluated. The results of these identification efforts are collected in the following document:

- *Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda* (JRP Historical Consulting LLC: August 2010)

This report addresses 442 buildings, structures, and objects. All of the 442 properties were evaluated for potential significance within the context of the Cold War. A subset of 105 buildings and structures built prior to 1946 received further evaluation with regard to their significance within the context of World War II and potential to the NAS Alameda Historic District. This study indentifies twelve new contributors to the district, and recommends expanding the historic district boundaries to encompass these resources. The following twelve buildings have been added to the district:

- Seaplane Lagoon
- Seaplane Lagoon Ramp 1
- Seaplane Lagoon Ramp 2
- Seaplane Lagoon Ramp 3
- Seaplane Lagoon Ramp 4
- Bulkhead (Building 200648)
- Jetty (Building 200650)
- Building 5
- Building 10

- Building 15
- Building 35
- Building 64

The report also concludes that none of the 442 buildings and structures evaluated for significance within the Cold War context meets the criteria for listing in the NRHP or the California Register of Historic Resources, either individually or as a grouping.

Having reviewed your submittal, I concur that the above-listed properties are eligible for listing on the NRHP as contributors to the Air Station Alameda Historic District. I also agree that none of the 442 properties has a historically significant association with the Cold War and are ineligible for listing on the NRHP within this context. Please be reminded that in the event of a change in project description or inadvertent discovery, you may have additional responsibilities under 36 CFR Part 800.

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,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
001	ADMINISTRATION BUILDING	1940
002	ENLISTED MENS BARRACKS	1940
003	MESS HALL-GALLEY	1940
004	E M BARRACKS	1940
005	OVERHAUL-REPAIR SHOPS	1940
006	PW TRANS SHOP GARAGE	1940
007	MATERIAL ENGINEERING LAB	1985
008	GENERAL STOREHOUSE	1940
009	AIRCRAFT STOREHOUSE	1940
010	POWER PLANT BUILDING	1940
011	AIRCRAFT MAINT SHOP	1941
012	AIRCRAFT MAINT SHOP	1941
013	PAINT-OIL STORAGE	1942
014	ENGINE TEST CELLS	1940
015	BOATHOUSE	1940
016	DISPENSARY	1942
017	BACHELORS OFFICERS QUARTERS	1941
018	RECREATION BLDG-P O	1941
019	OPERATIONS BLDG-CONTRL TOWER	1941
020	LANDPLANE HANGAR	1941
021	LANDPLANE HANGAR	1941
022	LANDPLANE HANGAR	1941
023	LAND PLANE HANGAR	1941
024A	IND WST TREATMENT FAC	1977
025	CORROSION CONTROL FACILITY	1987
026	SMALL ARMS MAGAZINE	1941
027	PW MAINT SHOP/COMPRESSOR	1940
029	GUN TEST FACILITY	1987
030	GATE HOUSE /MAIN GATE/	1941
031	SENTRY HOUSE/MAIN GATE/	1941
034	TRANS PAD BEHIND 10	1941
035	RADIO TRANSMITTER BLDG.	1940
036A	RADIO TOWERS	1940
039	MAINT HANGAR	1944
040	MAINT HANGAR	1941
041	AIRCRAFT INTER MAINT SHOP	1945
042	ATS ENGINEERING FACILITY	1941
043	WEAPONS SHOP	1941
044	ENGINEERING OFFICE FACILITY	1941

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
050	WARHEAD MAGAZINE	1941
051	WARHEAD MAGAZINE	1941
052	PYROTECHNICS MAGAZINE	1941
053	SMOKE DRUM STOREHOUSE	1941
056	HIGH EXPLOSIVES MAGAZINE	1941
057	HIGH EXPLOSIVES MAGAZINE	1941
058	HIGH EXPLOSIVES MAGAZINE	1941
060	OFFICERS RECREATION BUILDING	1941
062	ADMINISTRATIVE OFFICE FAC	1942
063	GALLEY	1942
064	SIMA DIVING LOCKER	1941
066	ENGINE ACCESS. TEST SHOP	1942
067	AUTOMOTIVE REPAIR SHOP	1942
068	WATERFRONT MAINT SHOP	1988
071	MOUNTED A-7 AIRCRAFT	1987
075	OFFICERS BATH HOUSE	1942
076	E.M. SWIMMING POOL	1942
077	AIR TERMINAL BUILDING	1942
078	WAVES BARRACKS/TRAINING	1942
086	SEWAGE PUMPING STATION	1942
089	GARAGE /MARINE BARRACKS/	1938
090	EMPLOYMENT OFFICE	1938
091	PACKING - SHIPPING STORHOUSE	1942
092	PACKING-SHIPPING DEPT.	1942
094	CHAPEL	1943
095	WATER STORAGE TANK/NON-POT	1943
096A	WATER STORAGE TANK	1943
096B	WATER STORAGE TANK	1943
098	BARREL SHED	1942
100	TRANSFORMER VAULT	1942
102	ORDNANCE OFFICE BLDG	1943
112	PRESERVATION-PACKAGING	1944
113	A/C PT SHPG CONT OVHL BLDG	1943
114	PW OFFICE-MAINTENANCE SHOP	1944
115	AMBULANCE GARAGE	1943
116	REHAB CTR	1943
117	STOREHOUSE	1943
118	STOREHOUSE	1944
119	MCDONALDS	1985

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
120	FLAMMABLE STORAGE	1944
121	TORPEDO STOREHOUSE	1944
122	NAVY EXCHANGE STOR.	1944
130	LOW PRESSURE CHAMBER	1944
133	RADIO RECEIVER BUILDING	1945
134	GYMNASIUM	1945
135	COMMUNITY FACILITIES BLDG	1944
137	RECREATION STORAGE	1945
152	COMMISSARY-GEN WHSE R/I	1945
162	ENG ACCESSORY OVERHAUL SHOP	1945
163	EQUIPMENT-MAINT SHOP	1939
164	WATER TREATMENT FACILITY BLDG	1960
166	SHIPS INSTALL FACILITY	1946
167	PROPELLER SHOP-A/C PRESERV	1946
168	STOREHOUSE	1946
169	AVIATION WAREHOUSE	1946
170	STOREHOUSE	1957
173	WATER PUMPING STATION	1946
174A	WATER STORAGE TANK	1946
174B	WATER STORAGE TANK	1946
175	TRANSFORMER HOUSE	1943
176	WATER PUMPING STATION	1943
177	TRANSFORMER HOUSE	1941
178	TRANSFORMER HOUSE	1941
191	STORAGE RACKS	1944
193	COMMISSARY OFFICE	1944
194	600 STORAGE	1945
196	STORAGE /FLAMMABLE/	1943
251	FLEET RECREATION	1975
252	FLEET RECREATION	1975
253	FLEET RECREATION	1975
254	FLEET RECREATION	1975
258	CHILD CARE CENTER	1985
259	RINSE FACILITY	1983
263	AUTOMOTIVE WELDING SHOP	1946
265	FLAMMABLE STORES	1945
271	GAS CYLINDER STORAGE	1945
272	LOX FACILITY	1945
273	LOX FACILITY	1943

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
287	SEWAGE PUMPING PLANT	1945
292	PW RIGGERS	1945
302E	NAVIGATION RANGE LIGHT	1985
302W	NAVIGATION RANGE LIGHT	1985
307	AMMUNITION LOCKER	1942
308	AMMUNITION LOCKER	1942
313	AMMUNITION LOCKER	1942
314	AMMUNITION LOCKER	1942
315	AMMUNITION LOCKER	1942
316	AMMUNITION LOCKER	1942
319	AMMUNITION LOCKER	1942
321	AMMUNITION LOCKER	1942
322	AMMUNITION LOCKER	1942
337	STORAGE /ARMCO HUT/	1946
338A	AIRCRAFT CONTAINER	1948
338B	STORAGE CONTAINER	1948
338C	STORAGE CONTAINER	1948
338D	STORAGE CONTAINER	1948
338E	AIRCRAFT CONTAINER	1948
338F	STORAGE CONTAINER	1948
338G	STORAGE CONTAINER	1948
338H	STORAGE CONTAINER	1948
340	PUMP HOUSE/FIRE PROTECTION	1950
346	MAINT SHOP, DWF	1949
347	PAINT STORAGE - MIXING ROOM	1946
351	PAINT LOCKER /ARMCO HUT/	1949
353	STANDARD MAGAZINE	1952
354	SPECIAL MAGAZINE	1952
355	FUSE-DETONATOR MAGAZINE	1941
356	FUSE-DETONATOR MAGAZINE	1941
357	FUSE-DETONATOR MAGAZINE	1941
358	FUSE-DETONATOR MAGAZINE	1941
359	FUSE-DETONATOR MAGAZINE	1941
360	ENGINE OVERHAUL BLDG	1953
360A	ENGINE COMPONENT STORAGE	1985
360B	ENGINE COMPONENT STORAGE	1985
360C	ENGINE COMPONENT STORAGE	1985
360D	ENGINE COMPONENT STORAGE	1985
372	TURBO PROP TEST CELLS	1953

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
377	AVIATION FUEL READY ROOM	1954
380	SALUTING BATTERY	1954
381	BASEBALL BLEACHERS	1952
382	SQUASH COURT	1945
384	FLAGPOLE	1941
388	INERT STORAGE /ARMCO/	1950
391	GAP SITE STRG SHELTER	1950
392	EMERGENCY GENERATOR HOUSE	1956
393	REFUELER REPAIR SHELTER	1953
397	TURBO JET ENGINE TEST CELLS	1958
398	AIR TURBINE OVERHAUL	1957
399	COMPRESSOR BUILDING	1957
400	AVIONICS BUILDING	1957
405	A/C GSE REPAIR FACILITY	1957
407	LIQUID OXYGEN FACILITY	1957
410	CLEANING STRIPPING SHELTER	1958
411	TRANSFORMER STATION NO 4	1956
412	TRANSFORMER STATION NO 2	1943
414	CHEMICAL STORAGE	1957
419	OFFICERS CLUB BARBECUE	1956
420	AUW SHOP	1958
422	BASEBALL DIAMOND	1944
423	TENNIS COURTS	1941
424	SOFTBALL DIAMOND	1942
425	SOFTBALL DIAMOND	1942
428	SOFTBALL DIAMOND	1945
431	MOORING DOLPHIN/25 PILES	1951
434	MOORING DOLPHIN/25 PILES	1945
440	CONTROL CENTER	1959
441	SENTRY HOUSE	1959
442	CONTROL CENTER	1959
449	SEWAGE PUMPING STATION	1954
459	NAVY EXCHANGE SERVICE STATION	1962
468	SEWAGE PUMPING STATION	1962
469	SEWAGE PUMPING STATION	1962
470	AIR VACUUM PUMPING STATION	1961
480	TETRAHEDRON	1942
488	COMPASS ROSE	1944
489	COMPASS ROSE	1944

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
491	EMERGENCY GENERATOR BLDG	1961
492	SEWAGE PUMPING STATION	1962
493	SEWAGE PUMPING STATION	1964
494	MAINTENANCE BLD	1963
497	SPECIAL WEAPONS MAG	1964
498	SENTRY TOWER	1964
499	FIELD LIGHTING VAULT	1964
500	OYR RECEIVING SHELTER	1964
501	A/C SANITARY FACILITY	1964
512	DOLPHIN	1964
513	WHEELS UP LANDING AID-R/W 31	1964
514	WHEELS UP LANDING AID-R/W 25	1964
517	NAVY EXCHANGE BEVERAGE STORE	1968
521	MOUNTED A-4 AIRCRAFT	1968
525	BOWLING LANES	1970
527	CREDIT UNION	1970
529	SWTCHG/SUBSTA BLDG/SHLTR	1974
530	MISSILE REWORK BUILDING	1973
531	NAVY LODGE	1971
532	NAVY LODGE	1971
533	NAVY LODGE	1971
540	LINE SHACK	1975
542	FLEET RECREATION BUILDING	1975
544	LIQUID OXY NIT FAC NONIND	1974
546	BUS STATION	1974
550	160'S GRNDS EQUIP SHED	1974
552	ELECTRICAL SUBSTATION MAIN	1973
553	ELECTRICAL SUBSTATION #6	1973
554	ELECTRICAL SUBSTATION #7	1973
555	ELECTRICAL SUBSTATION #8	1973
558	ELECTRICAL SUBSTATION #14	1973
559	ELECTRICAL SUBSTATION #9	1973
562	SEWAGE IND WASTE PUMP STA	1975
564	CLASS VI PACKAGE STORE	1974
584	PIER UTILITY BOILER PLANT	1977
585	CPO MESS OPEN	1976
592	SEWAGE PUMP STATION	1975
594	PHYS SEC/REACTION FORCE FAC	1976
595	LOX EQUIPMENT SHELTER	1976

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
596	SEWAGE LIFT STATION	1976
600	CENTRAL COOLANT SUPPLY	1975
601	OIL/WATER SEPARATOR	1974
607	CRAFT HOBBY SHOP	1980
608	AUTO HOBBY SHOP	1979
608A-C	AUTO HOBBY SHOP	1979
610	HIGH SPEED GRIND SHELTER	1979
611	ELECTRONICS MAINT SHOP	1981
612	HOSE MAINTENANCE BLDG.	1980
613	FAMILY SERVICE CENTER	1983
614	HAZARDOUS MATERIAL STOREHSE	1982
615	HAZARDOUS MATERIAL STOREHSE	1982
616	HAZARDOUS MATERIAL STOREHSE	1982
618	800 STRG(PAINT/FLAMMABLE)(A)	1982
619	800 STRG(PAINT/FLAMMABLE)(B)	1982
620	INDUSTRIAL SHOP	1985
621	WATERFRONT OPS BLDG	1988
622	STEAM BOILER PLANT	1987
623	DIESEL FUEL TANK FARM	1987
200642	RUNWAYS	1952
200648	BULKHEAD	1939
200649	SEAWALL	1947
200650	JETTY	1939
200658	BREAKWATER	1947
200687	SEAPLANE RAMP 4	1940
200689	RUNWAY LIGHTING	1954
200727	STORM SEWER	1955
201061	TAXIWAYS	1952
201062	CRANE TRACKS	1944
201087	RUNWAY LIGHTING	1954
201153	RAILROADS	1940
201187	HISTORICAL RAILROAD MARKER	1952
201191	AIRCRAFT PARKING APRON	1945
201194	TAXIWAY LIGHTING	1954
201196	OBSTRUCTION LIGHTS	1946
201201	BEACON LIGHTS	1946
201210	RUNWAY	1952
201224	AIRCRAFT MAINTENANCE APRON	1941
201242	AIRCRAFT OPERATIONAL APRON	1959

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
201244	AIRCRAFT OPEN STORAGE	1941
201253	RUNWAY 13-31	1952
201254	RUNWAY 7-25/L-R/	1952
201256	TAXIWAYS	1952
201258	AIRCRAFT MAINTENANCE APRON	1941
201260	AIRCRAFT PARKING APRON	1945
201489	APPROACH LIGHTING	1964
201543	A/C ACCESS APRONS	1942
201544	A/C HOLDING APRON	1959
201545	A/C ARMING / DEARMING PAD	1941
201546	A/C BEACON	1942
201547	R/W DISTANCE MARKERS LIGHTED	1957
201549	R/W GUIDANCE LIGHTING SYSTEM	1965
201550	CENTER LINE R/W LGT	1965
201551	WHEELS UP-WAVE OFF LIGHTS	1965
201711	HELICOPTER PARKING PADS	1970
FH-0001	101 CORPUS CHRISTI RD	1941
FH-0002	103 CORPUS CHRISTI RD	1941
FH-0003	105 CORPUS CHRISTI RD	1941
FH-0004	107 CORPUS CHRISTI RD	1941
FH-0005	109 CORPUS CHRISTI RD	1941
FH-0006	111 CORPUS CHRISTI ROAD	1941
FH-0007	111 PENSACOLA ROAD	1941
FH-0008	110 PENSACOLA ROAD	1941
FH-0009	108 PENSACOLA ROAD	1941
FH-0010	106 PENSACOLA ROAD	1941
FH-0011	104 PENSACOLA ROAD	1941
FH-0012	102 PENSACOLA ROAD	1941
FH-0013	100 PENSACOLA ROAD	1941
FH-0014	106 CORPUS CHRISTI ROAD	1941
FH-0015	108 CORPUS CHRISTI ROAD	1942
FH-0016	110 CORPUS CHRISTI ROAD	1942
FH-0017	112 CORPUS CHRISTI ROAD	1942
FH-0018	114 CORPUS CHRISTI ROAD	1942
FH-0019	116 CORPUS CHRISTI ROAD	1942
FH-0020	118 CORPUS CHRISTI ROAD	1942
FH-0021	120 CORPUS CHRISTI ROAD	1942
FH-0022	122 CORPUS CHRISTI ROAD	1942
FH-0023	102 CORPUS CHRISTI ROAD	1942

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
FH-0024	104 CORPUS CHRISTI ROAD	1942
FH-0025	123 CORPUS CHRISTI ROAD	1942
FH-0026	121 CORPUS CHRISTI ROAD	1942
FH-0027	119 CORPUS CHRISTI ROAD	1942
FH-0028	117 CORPUS CHRISTI ROAD	1942
FH-0029	115 CORPUS CHRISTI ROAD	1942
FH-0030	113 CORPUS CHRISTI ROAD	1942
FH-0730	102 BARBERS POINT ROAD	1963
FH-0731	100 PEARL HARBOR ROAD	1963
FH-0732	101 PEARL HARBOR ROAD	1963
FH-0733	103 PEARL HARBOR ROAD	1963
FH-0734	105 PEARL HARBOR RD	1963
FH-0735	107 PEARL HARBOR RD	1963
FH-0736	106 ALAMEDA RD	1963
FH-0737	112 PEARL HARBOR RD	1963
FH-0738	119 NORFOLK RD	1963
FH-0739	117 NORFOLK RD	1963
FH-0740	115 NORFOLK RD	1963
FH-0741	113 NORFOLK ROAD	1963
FH-0742	125 CORPUS CHRISTI RD	1963
FH-0743	113 BARBERS POINT RD	1964
FH-0744	114 BARBERS POINT RD	1964
FH-0745	115 BARBERS POINT RD	1964
FH-0746	116 BARBERS POINT RD	1964
FH-0747	117 BARBERS POINT RD	1964
FH-0748	118 BARBERS POINT RD	1964
FH-0749	109 PEARL HARBOR RD	1964
FH-0750	111 PEARL HARBOR RD	1964
FH-0751	113 PEARL HARBOR RD	1964
FH-0752	104 ALAMEDA RD	1964
FH-0754	148 BARBERS POINT RD	1964
FH-0755	146 BARBERS POINT RD	1964
FH-0756	149 BARBERS POINT RD	1964
FH-0757	147 BARBERS POINT RD	1964
FH-0758	144 BARBERS POINT RD	1965
FH-0759	140 BARBERS POINT RD	1965
FH-0761	114 NORFOLK RD	1965
FH-0762	136 BARBERS POINT RD	1965
FH-0763	116 NORFOLK RD	1965

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
FH-0764	134 BARBERS POINT RD	1965
FH-0765	118 NORFOLK RD	1965
FH-0766	116 PEARL HARBOR RD	1965
FH-0767	115 PEARL HARBOR RD	1965
FH-0768	117 PEARL HARBOR RD	1965
FH-0769	122 BARBERS POINT RD	1965
FH-0770	120 BARBERS POINT RD	1965
FH-0771	119 BARBERS POINT RD	1965
FH-0772	121 BARBERS POINT RD	1965
FH-0773	123 BARBERS POINT RD	1965
FH-0774	125 BARBERS POINT RD	1965
FH-0775	95 ALAMEDA RD	1966
FH-0776	104 SAN DIEGO RD	1966
FH-0777	105 ALAMEDA RD	1966
FH-0778	100 LEMOORE RD	1966
FH-0779	101 LEMOORE RD	1966
FH-0780	103 LEMOORE RD	1966
FH-0781	105 LEMOORE RD	1966
FH-0782	138 BARBERS POINT RD	1966
FH-0783	142 BARBERS POINT RD	1966
FH-0784	145 BARBERS POINT RD	1966
FH-0800	112 PENSACOLA ROAD	1963
FH-0801	113 PENSACOLA RD	1963
FH-0802	124 CORPUS CHRISTI RD	1963
FH-0803	126 CORPUS CHRISTI RD	1963
FH-0804	128 CORPUS CHRISTI RD	1963
FH-0805	112 7TH AVENUE	1963
FH-0806	111 NORFOLK RD	1963
FH-0807	110 EL TORO RD	1963
FH-0808	101 MIRAMAR RD	1963
FH-0809	103 MIRAMAR RD	1963
FH-0810	105 MIRAMAR RD	1963
FH-0811	107 MIRAMAR RD	1963
FH-0812	109 NORFOLK RD	1963
FH-0814	102 MIRAMAR RD	1963
FH-0816	108 7TH AVENUE	1963
FH-0817	106 7TH AVENUE	1963
FH-0818	100 6TH AVENUE	1963
FH-0819	102 6TH AVENUE	1963

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
FH-0820	100 7TH AVENUE	1963
FH-0821	102 7TH AVENUE	1963
FH-0822	104 7TH AVENUE	1963
FH-0823	101 NORFOLK RD	1963
FH-0824	103 NORFOLK RD	1963
FH-0825	105 NORFOLK RD	1963
FH-0826	107 NORFOLK RD	1963
FH-0827	108 NORFOLK RD	1963
FH-0828	106 NORFOLK RD	1963
FH-0829	102 NORFOLK RD	1963
FH-0830	104 NORFOLK RD	1963
FH-0831	106 MIRAMAR RD	1963
FH-0832	108 MIRAMAR RD	1963
FH-0833	100 GLENVIEW RD	1963
FH-0834	102 GLENVIEW RD	1963
FH-0835	104 GLENVIEW RD	1963
FH-0836	103 GLENVIEW RD	1963
FH-0837	101 GLENVIEW RD	1963
FH-2127	CHILDRENS PLAY YARD	1969
FH-2129	CHILDRENS PLAY YARD	1969
FH-A	100 ALAMEDA RD	1941
FH-B	100 SEATTLE RD	1941
FH-C	102 SEATTLE RD	1941
FH-D	100 NEWPORT RD	1941
FH-E	102 NEWPORT RD	1941
FH-F	104 NEWPORT RD	1941
FH-G	106 NEWPORT RD	1941
FH-H	100 SAN DIEGO RD	1941
FH-I	102 SAN DIEGO RD	1941
FH-K	106 SAN DIEGO RD.	1941
FH-L	108 SAN DIEGO RD	1941
FH-M	100 SAN PEDRO RD	1941
FH-N	102 SAN PEDRO ROAD	1941
FH-O	104 SAN PEDRO ROAD	1941
FH-P	106 SAN PEDRO ROAD	1941
FH-Q	108 SAN PEDRO ROAD	1941
FH-S	102 PEARL HARBOR ROAD	1941
FH-T	104 PEARL HARBOR ROAD	1941
FH-U	106 PEARL HARBOR ROAD	1941

Table B-4: Cold War Evaluation

Building No.	Facility Name	Built
D-13	HAZARDOUS STORAGE	1984
DOCK3	DOCK 3	1941
DOCK4	DOCK 4	1952
PIER1	PIER #1	1939
PIER2	PIER #2	1941
PIER3	PIER #3	1945
PIER4	AVIATION FUEL PIER #4	1953
RAMP1	SEAPLANE RAMP #1	1940
RAMP2	SEAPLANE RAMP #2	1940
RAMP3	SEAPLANE RAMP #3	1941
WHARF1	WHARF #1	1945
WHARF2	WHARF #2	1945
NO #	SEAPLANE LAGOON	1940

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE WEST
1455 FRAZEE RD, SUITE 900
SAN DIEGO, CA 92108-4310

Ser BPMOW.SM\0620
MAY 25 2011

Mr. Tristan Tozer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Dear Mr. Tozer:

The purpose of this letter is to request continued consultation with your office on the Navy's Draft "Combined Specific Buildings Survey and Evaluation Report/Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda" (Combined Evaluation Report) of August 2010. Since the Office of Historic Preservation's (OHP) concurrence on the findings of the draft Combined Evaluation Report, the Navy has identified Building 19 (Control Tower) as a contributing element of the Naval Air Station (NAS) Alameda Historic District and therefore seeks your concurrence on this revised finding.

The Navy began consultation with the OHP and consulting parties on the draft Combined Evaluation Report in September 2010. Consulting party comments were shared with your office on December 10, 2010, and OHP concurrence on the report findings was received on January 7, 2011 (Reference # USN090603A). Additional research into the construction history of Building 19 conducted in response to consulting party comments led to the Navy's revised conclusion that Building 19 retains sufficient integrity of location, design, setting, materials, workmanship, feeling and association to contribute to the NAS Alameda Historic District and convey its period of significance from 1938-1945. Navy response to Alameda Architectural Preservation Society's comment #1 in the enclosed draft Navy Responses to Comments matrix and the revised draft Department of Parks and Recreation (DPR) 523 site form for Building 19 collectively provide the consulting party comments, results of our research, and the rationale for our revised finding on Building 19 (enclosures 1 and 2).

The Navy intends to revise the historic district boundary and resource counts in the final report to reflect our revised finding on Building 19. All other eligibility findings provided in the draft Combined Evaluation Report will remain unchanged. Prior to finalizing the report and releasing Navy Responses to Comments to all consulting parties, we seek OHP concurrence with our revised finding for Building 19. We respectfully request your comments/concurrence by June 9, 2011 in order to support our project schedule.

[redacted]

Ser BPMOW.SM\0620
MAY 25 2011

Should you need additional information, or wish to discuss further, 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

Enclosures: (1) Draft Navy Responses To Comments Matrix
(2) Revised Draft Department of Parks and Recreation (DPR) 523 Site Form For Building 19 (5/17/11 Revision)

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

[redacted]

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calshpo@ohp.parks.ca.gov
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May 31, 2011

Reply in Reference To: USN090603A

Anthony Megliola
Base Closure Manager, NAS Alameda
1455 Frazee Road, Suite 900
San Diego, CA 92108

RE: Former Naval Air Station Alameda Cold War Update, Naval Air Station Alameda, CA

Dear Mr. Megliola:

Thank you for consulting with me on the above-referenced undertaking. Pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA), the United States Navy (Navy) is seeking my concurrence with a revised Determination of Eligibility associated with the above-referenced undertaking.

In our previous round of consultation I concurred that Building 19, an air traffic control tower constructed in 1941, was ineligible for inclusion on the National Register of Historic Places (NRHP) as a contributor to the Naval Air Station Alameda Historic District (District). I based my conclusions on the documentation submitted as part of the Navy's identification efforts. Since this time the Alameda Architectural Preservation Society has presented the Navy with additional information about the history of Building 19. The results of this new research into the construction history of this property has led the Navy to reconsider its findings; the Navy now considers the property eligible for listing on the NRHP and would like to redefine the boundary of the District to reflect this fact. The Navy also intends to revise the resource counts in the *Cold War Update* to reflect this revision. All other eligibility determinations listed in the document will remain unchanged. In addition to your letter, you have provided the Preservation Society's comments and a revised DPR 523 form

Having reviewed this submittal, I concur that Building 19 is eligible for listing on the NRHP as contributor to the District. Under Criterion A, the property can be considered a contributor because of its important role with the station as the control point for flight operations, its association with the strategic development of Naval air stations in the 1930s, the development of naval facilities in the San Francisco Bay Area during World War II, and its association with station's role in the Pacific theater naval operations during the War. The property is also eligible under Criterion C. Despite extensive interior renovations and the removal of building wings, the property retains essential physical features that convey its significance within the District, namely its historic massing, proportions, door and window patterns, and spatial relationships between its various components.

Thank you for considering historic properties as a part of project planning. Please be reminded that in the event of a change in project description or inadvertent discovery, you may have additional responsibilities under 36 CFR Part 800. 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,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer