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

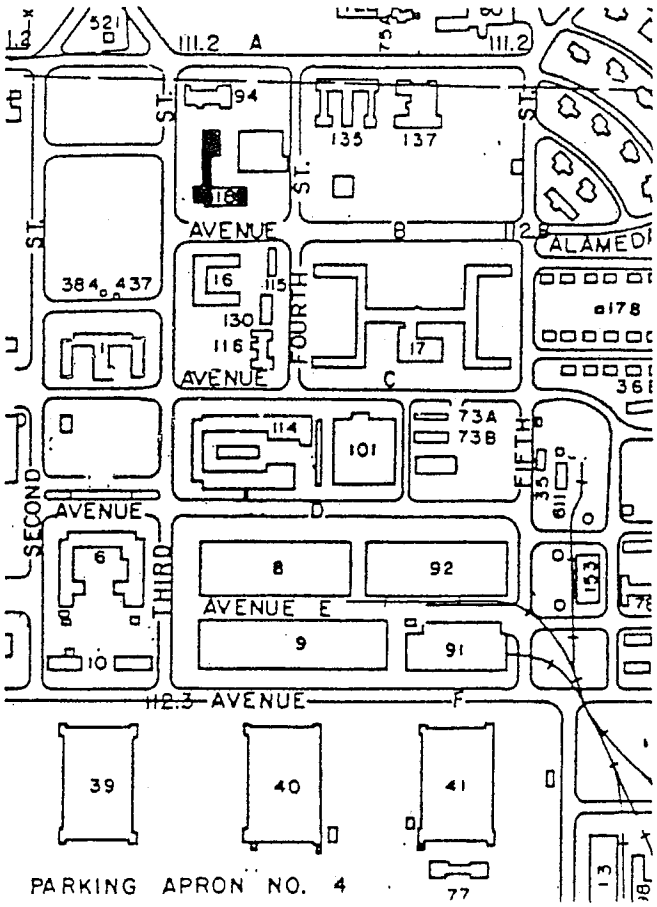
14. Construction: 1941 and 1945 Original location: yes
15. Alterations: Minor alterations for 1980s theater remodeling: metal grill on facade
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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.)

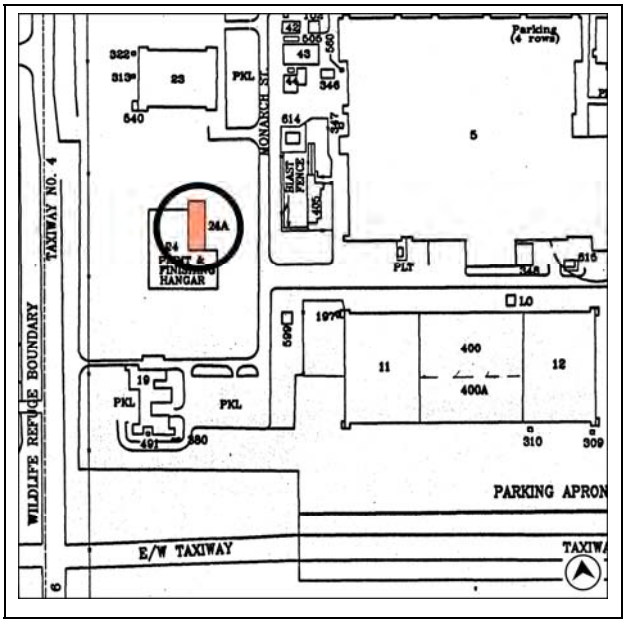
Building 24A is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

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.)

State of California — The Resources Agency **Primary #** P-01-011145
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 3 **of** 5 ***Resource Name or #** (Assigned by recorder): Building 24A
***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).

State of California — The Resources Agency **Primary #** P-01-011145
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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

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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

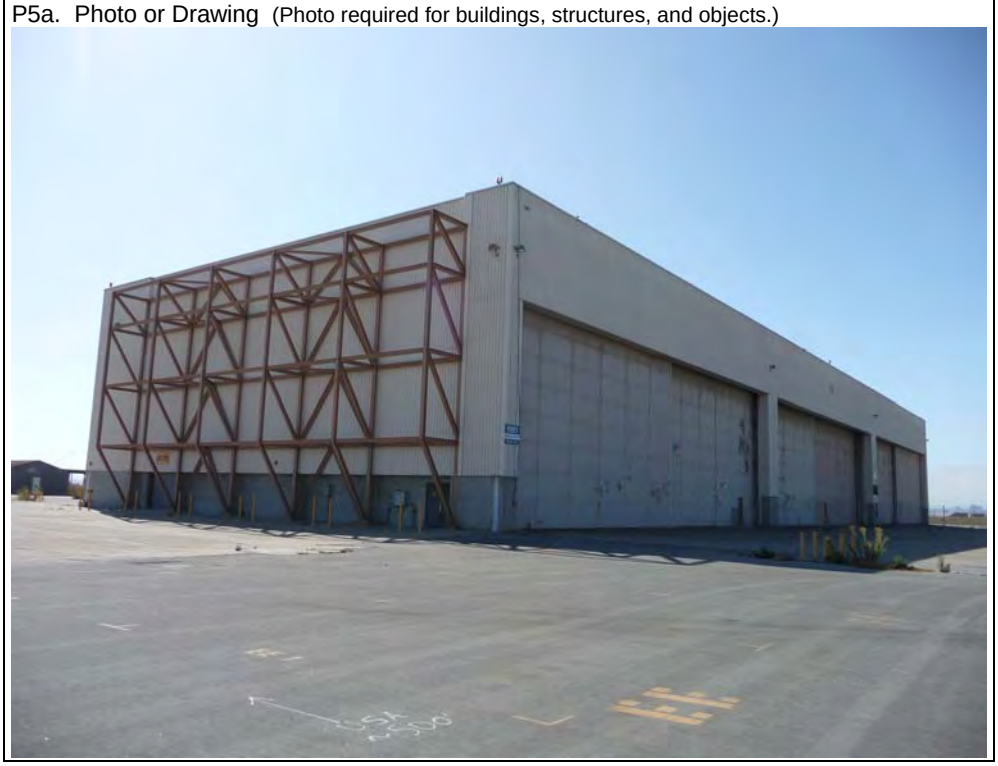
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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):

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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 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.)

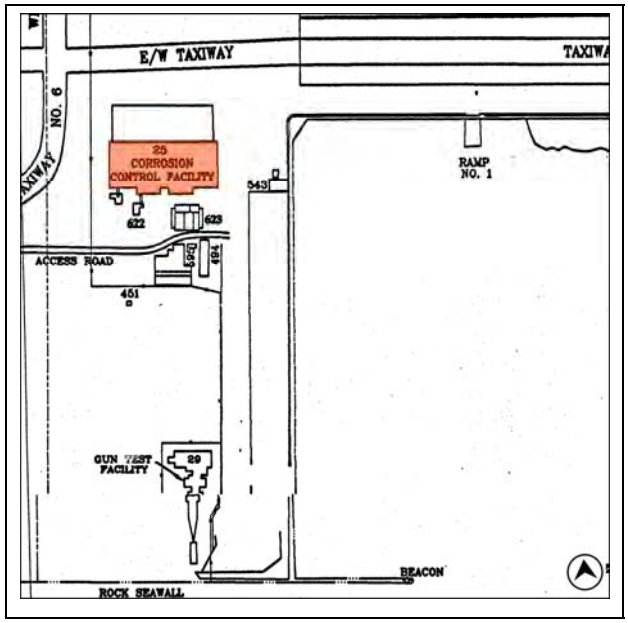
Building 25, the Corrosion Control Facility, is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

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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CONTINUATION SHEET

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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).

State of California — The Resources Agency
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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
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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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CONTINUATION SHEET

Primary # P-01-011147
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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.

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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

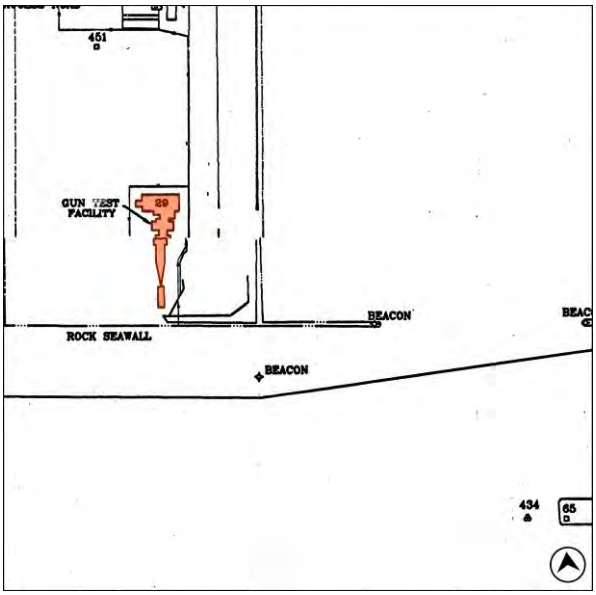
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital 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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CONTINUATION SHEET **Trinomial**

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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Page 4 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 29

***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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Page 6 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 29

***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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Page 8 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 29

***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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Page 9 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 29

***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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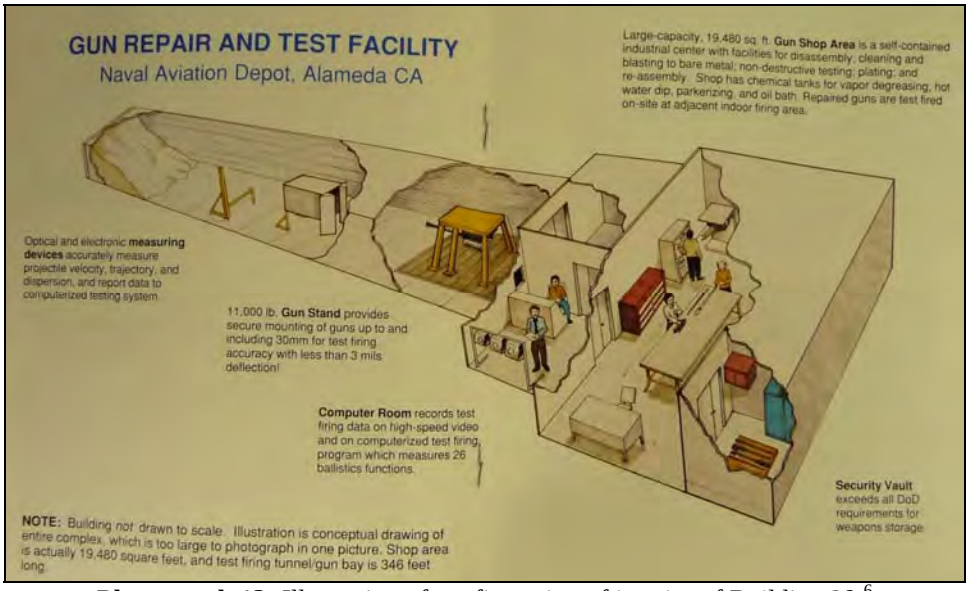
***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 8, 2009 ☒ **Continuation** ☐ **Update**

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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Page 2 **of** 16 ***Resource Name or #** (Assigned by recorder) Building 35
***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.

State of California — The Resources Agency **Primary #** P-01-011149
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 6 **of** 16 ***Resource Name or #** (Assigned by recorder) Building 35
***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.

State of California — The Resources Agency **Primary #** P-01-011149
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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**

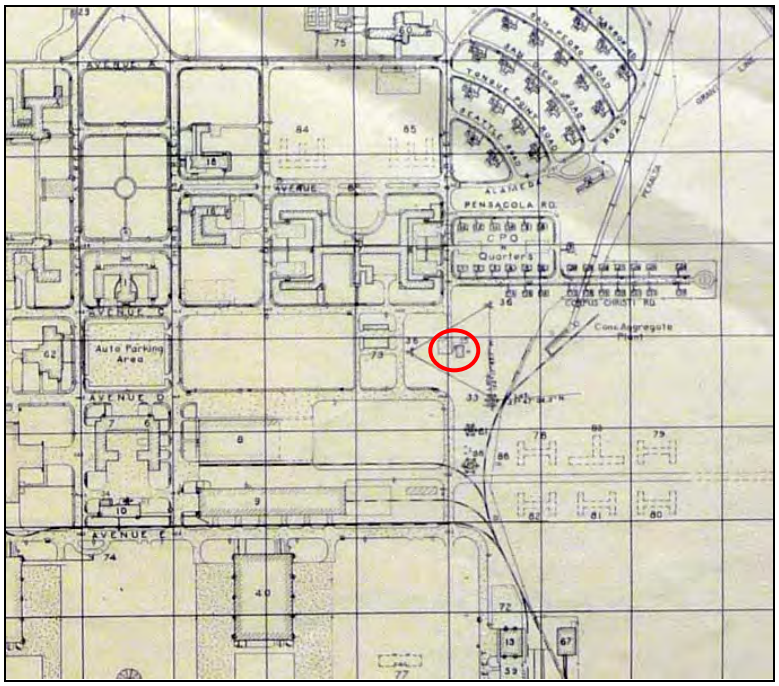

Figure 1: "Map of Naval Air Station Alameda, Calif. Showing Conditions on June 30, 1942" (detail)[9] Building 35 in red circle.

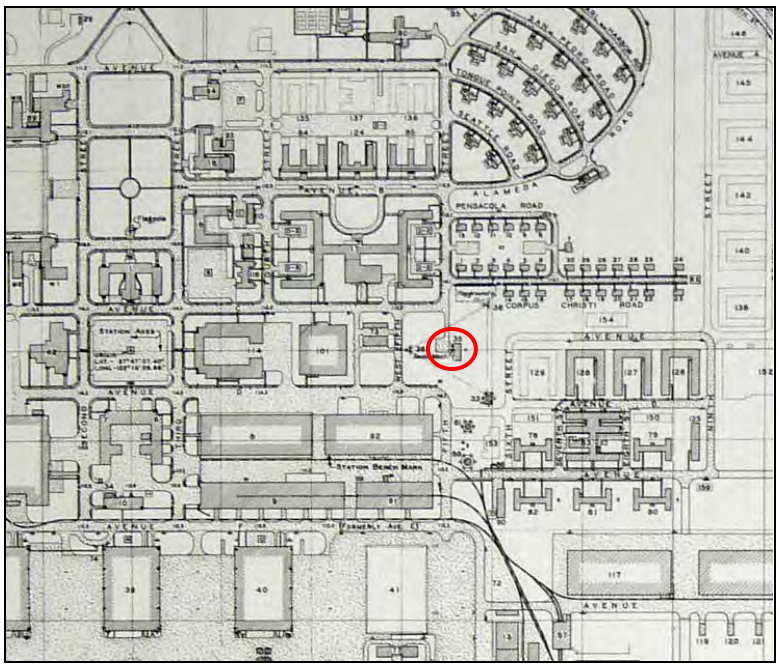

Figure 2: "Map of Naval Air Station Alameda, Calif. Showing Conditions on June 30, 1944" (detail)[10] Building 35 in red circle.

[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.

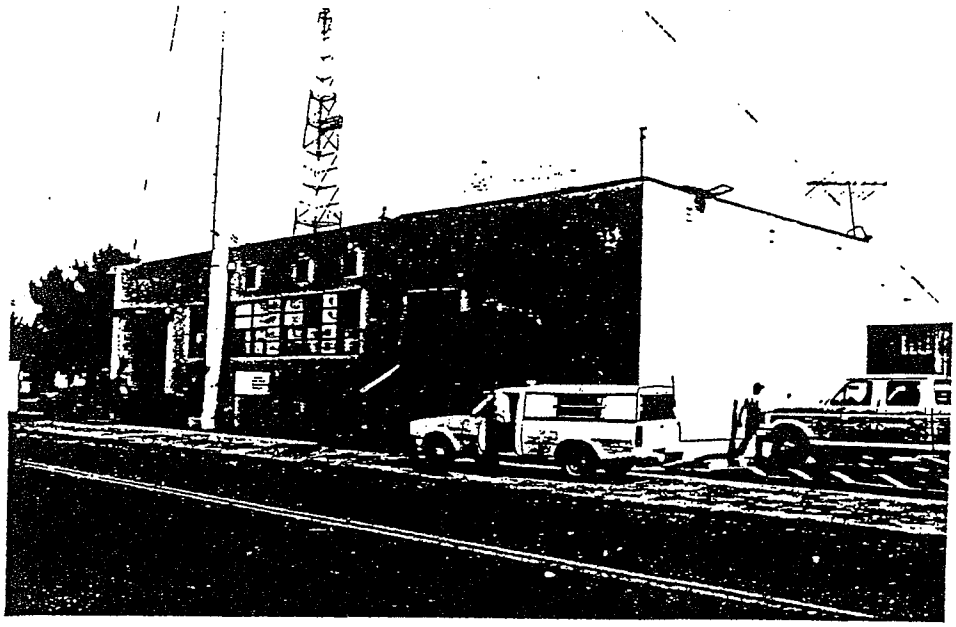
Although Building 35 does not possess Cold War-era significance, this building meets the criteria for listing on the NRHP as a contributing element of the NAS Alameda Historic District (NRHP Status Code 3D).

***B14. Evaluator:** M. Bunse; S. Miltenberger; C. Brookshear; C. McMorris

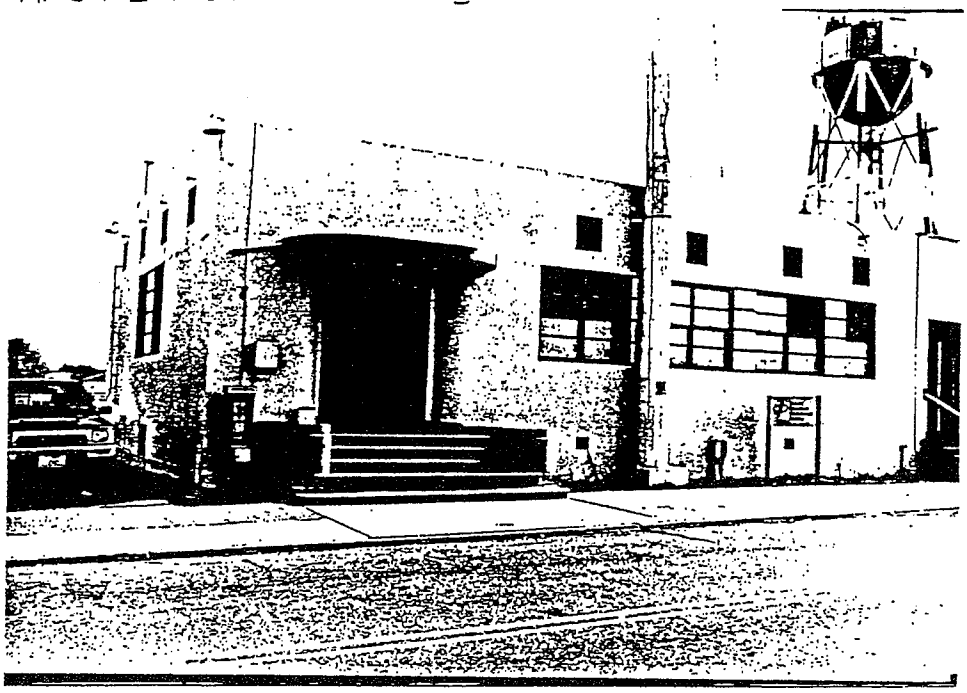
***Date of Evaluation:** January / July 2010

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



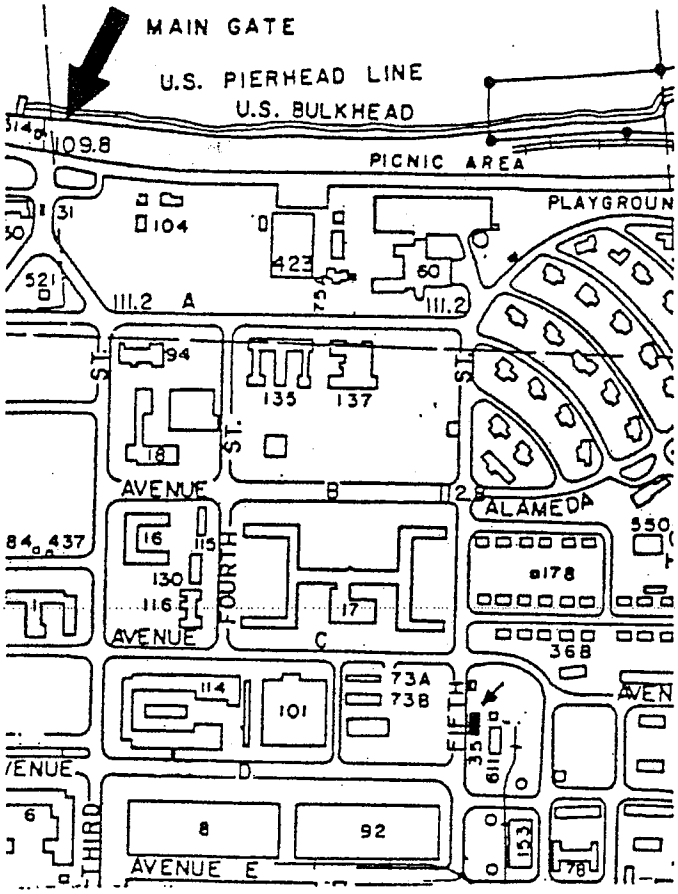
HISTORICAL INFORMATION

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):

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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.)

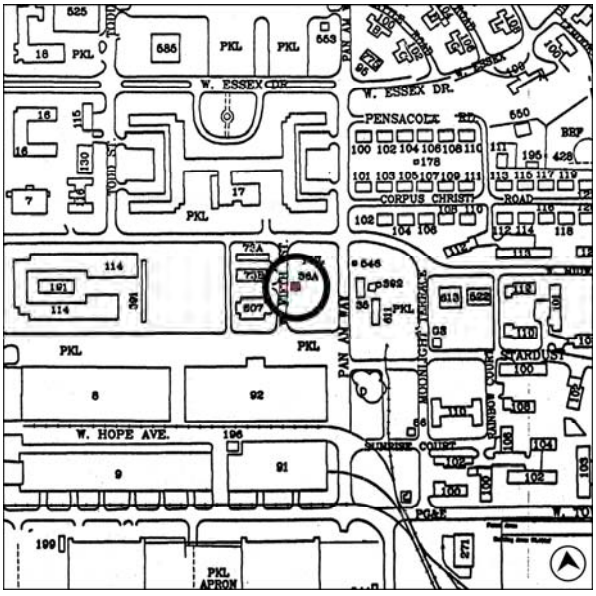
B11. Additional Resource Attributes: (List attributes and codes)

***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.)

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CONTINUATION SHEET **Trinomial**

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***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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***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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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

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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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

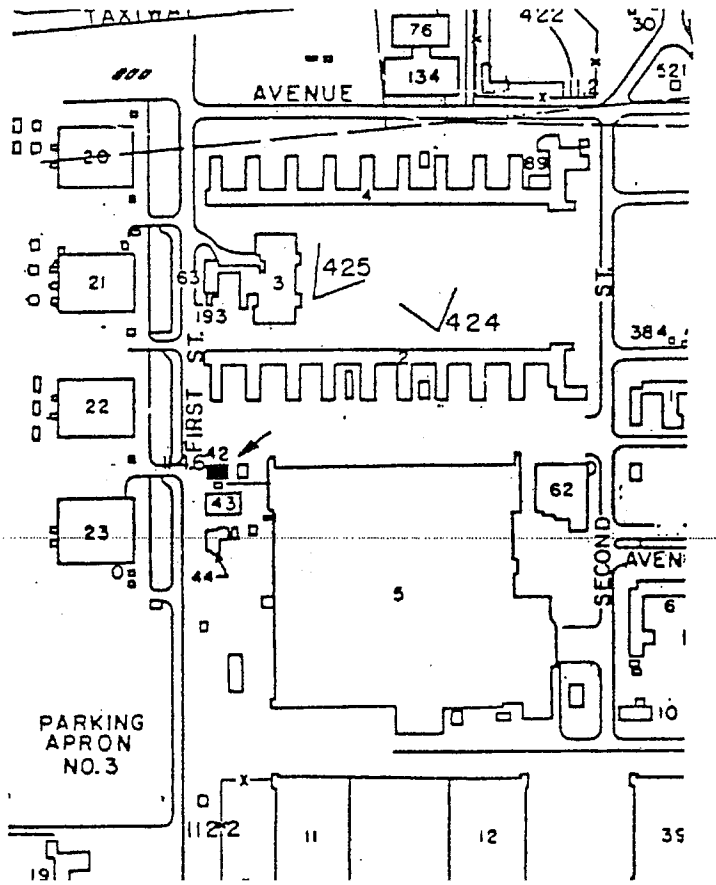
14. Construction date: 1941. Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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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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.

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***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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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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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).

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***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.

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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

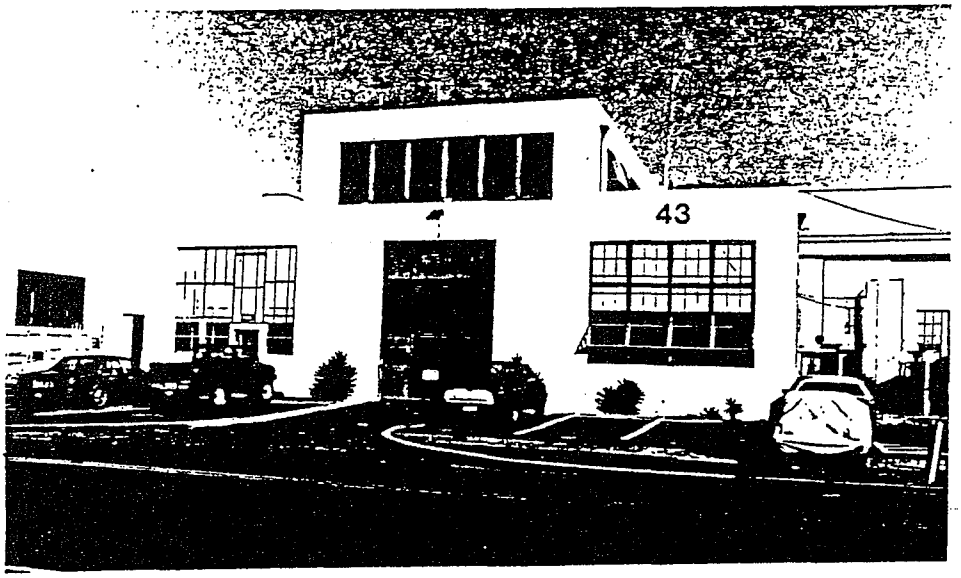
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

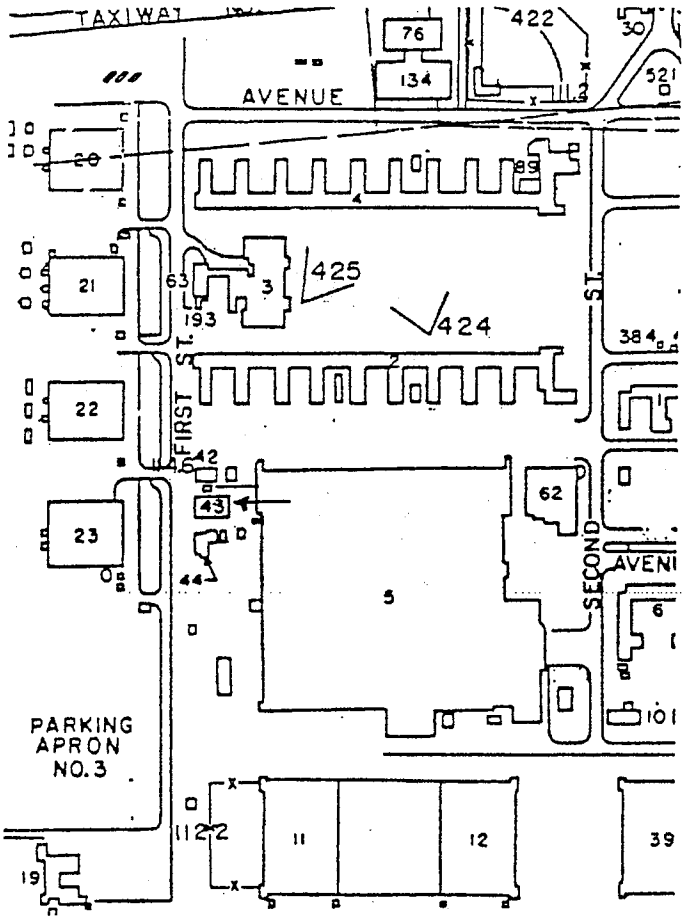
14. Construction date: 1941 Original location: same.
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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.

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

Primary # P-01-010021
HRI#
Trinomial

Page 2 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 44
***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.

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

Primary # P-01-010021
HRI#
Trinomial

Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 44
***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
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 44
***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).

State of California — The Resources Agency **Primary #** P-01-010021
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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

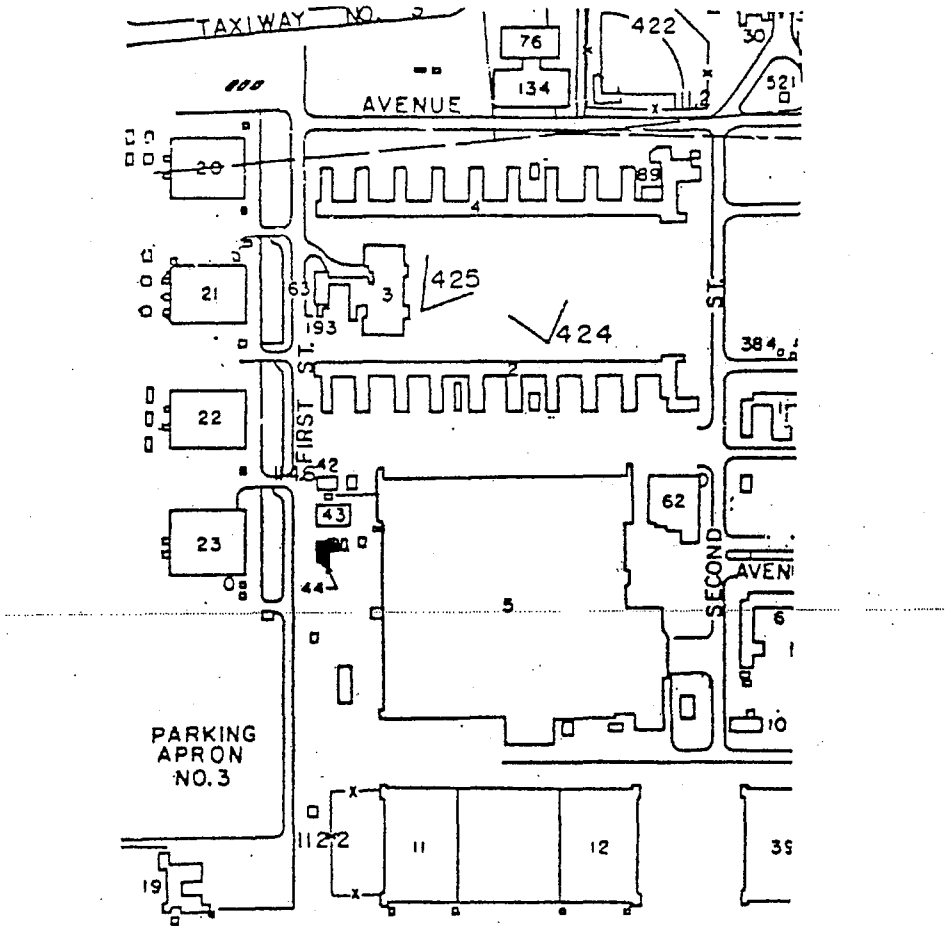
14. Construction date: 1941
15. Aterations: none visible

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:**

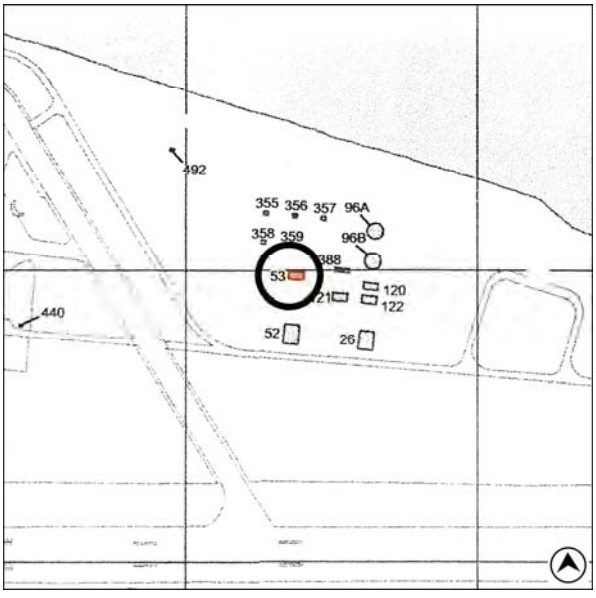
B9a. Architect: BuDocks b. Builder: Johnson, Drake and Piper
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address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

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***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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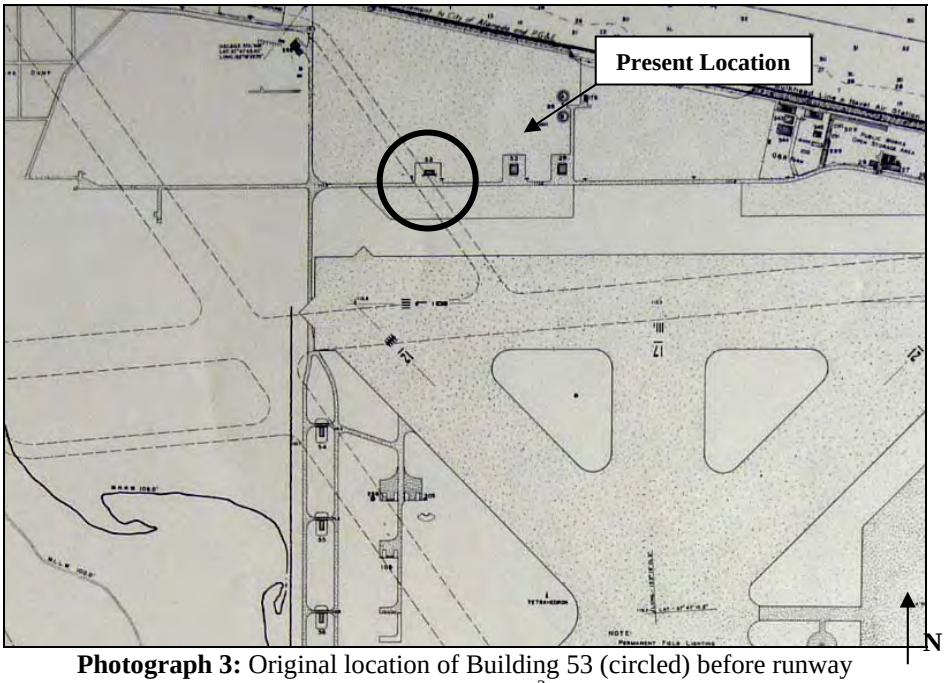
location, setting, and creates a false sense of historic development of the area under NRHP Criterion Consideration B (and similar CRHR special consideration).

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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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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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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Photograph 2: South entrance detail, camera facing north, September 29, 2009.

Photograph 3: Camera facing northeast, September 29, 2009.

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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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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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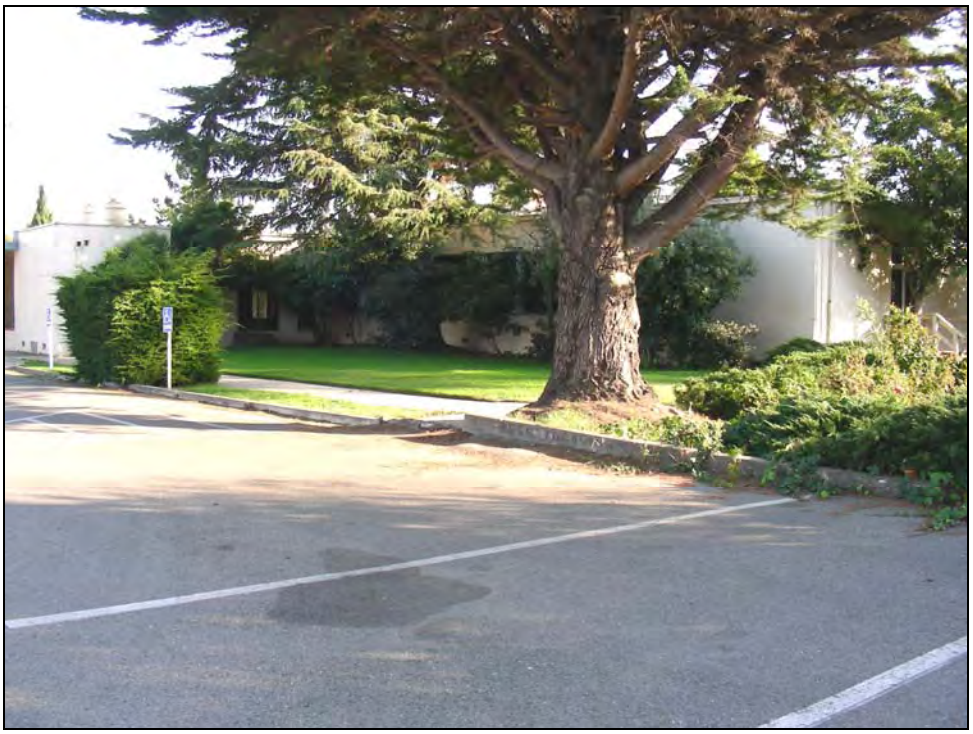

Photograph 8: Northwest corner of east-west wing on west side of building, camera facing southeast, November 12, 2009.

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).

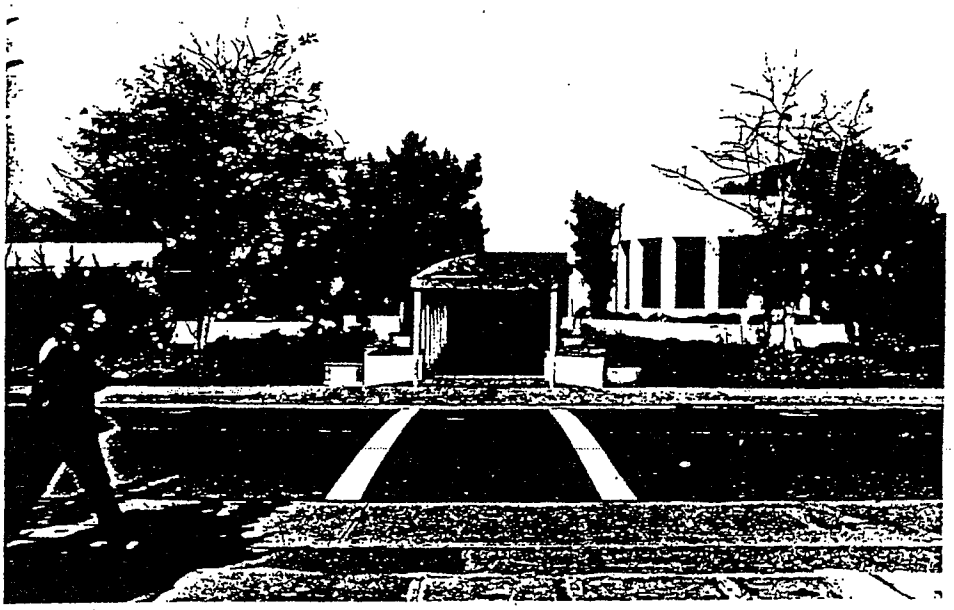
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

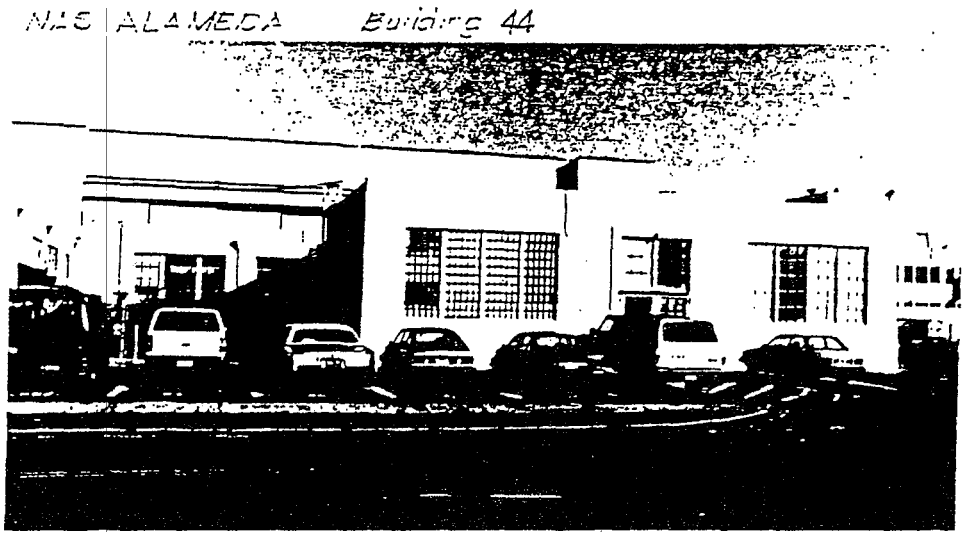
1. & 2. Historic/Current name: Building 60, Officers Recreation Building.
3. Street: Ave. A at Fifth St. **NAS Alameda Map** J-27 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

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

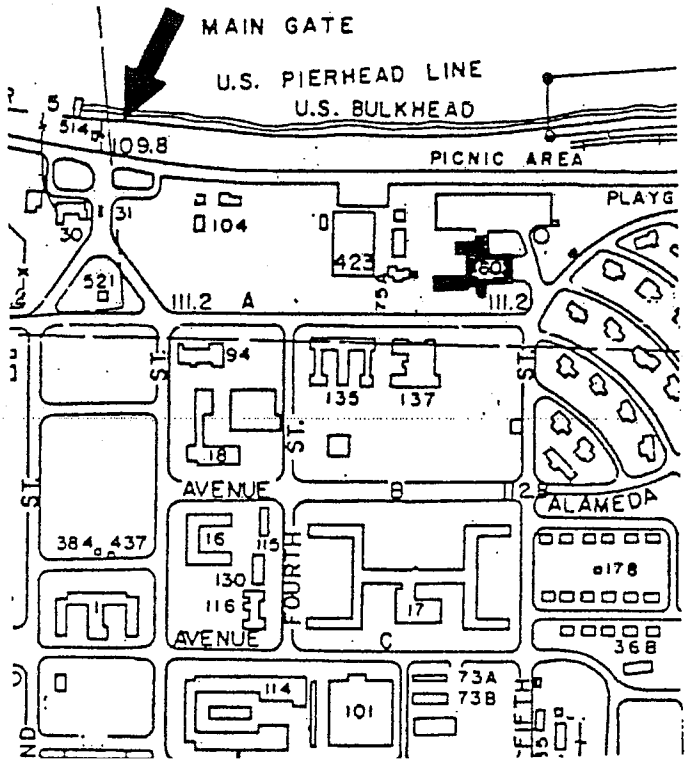
14. Construction date: 1941 Original location: same
15. Alterations: Handicapped access ramp and alterations to service areas in the 1970s and 1980s that do not affect integrity.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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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DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 1 **of** 9 ***Resource Name or #** (Assigned by recorder) Building 62
***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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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 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: 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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***Recorded by:** S. Miltenberger and H. Norby ***Date:** October 6, 2009 ☐ **Continuation** ☒ **Update**

Photograph 8: East side addition and decorative bays, camera facing northwest, October 6, 2009.

B10. Significance:

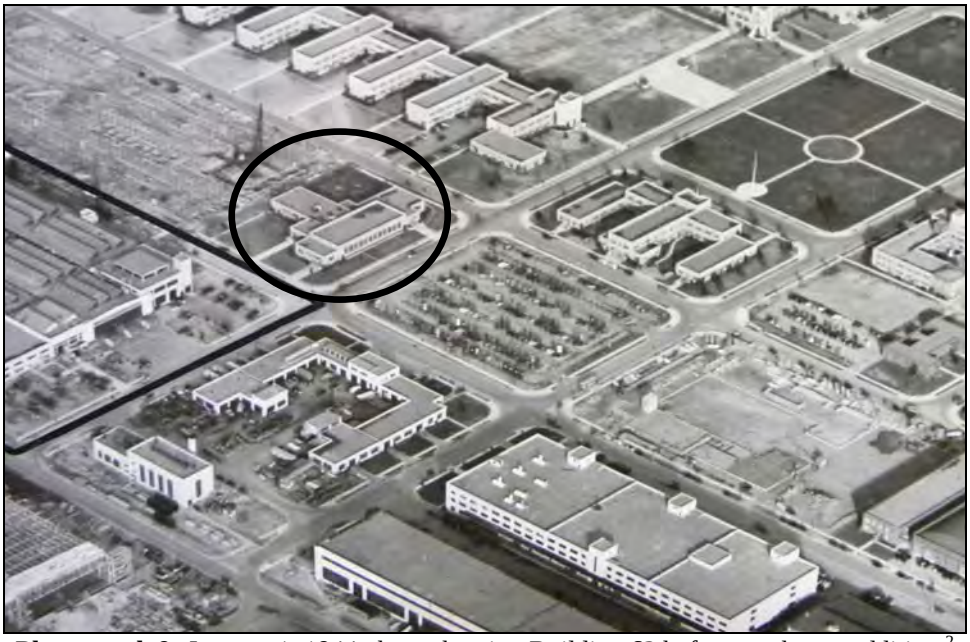
This update form was prepared to provide additional information about Building 62, to assess if it retains historic integrity, and to evaluate its significance under Cold War themes.

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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> 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

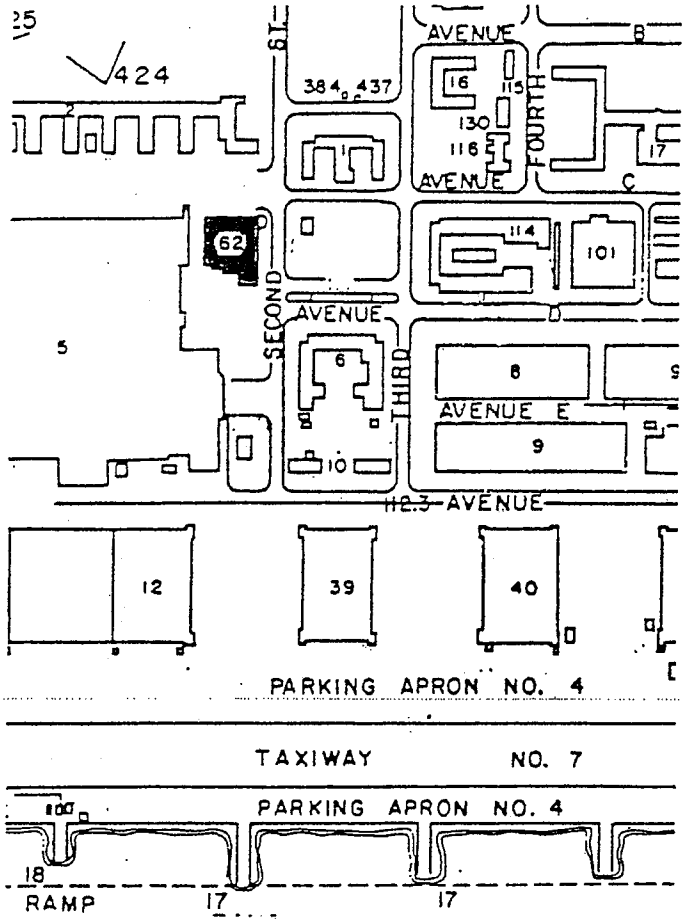
14. Construction date: 1942 Original location: same
15. Alterations: A large two-story, concrete block added to S. side in 1983
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic Attributes: military property - 34

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.

State of California — The Resources Agency **Primary #** P-01-011153
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 8 **of** 9 ***Resource Name or #** (Assigned by recorder) Building 64
***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).

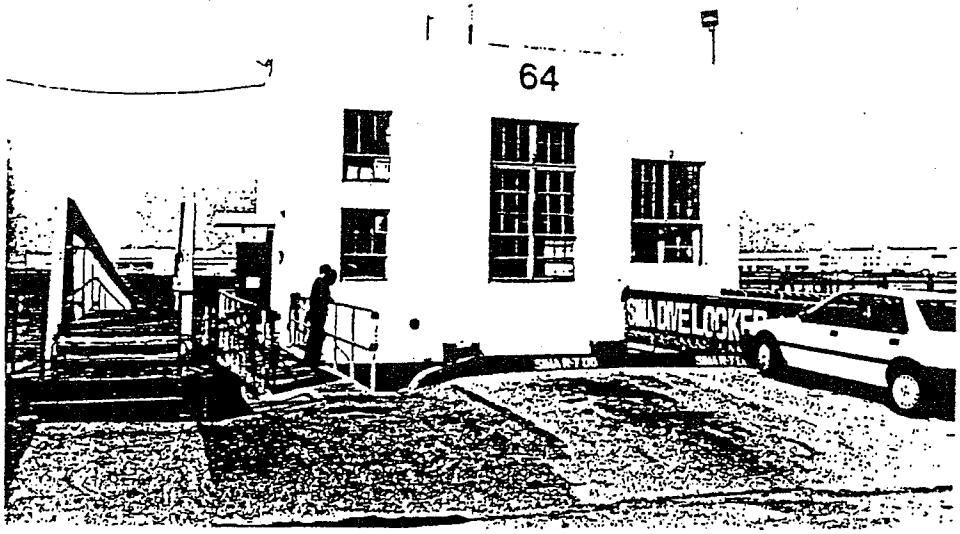
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

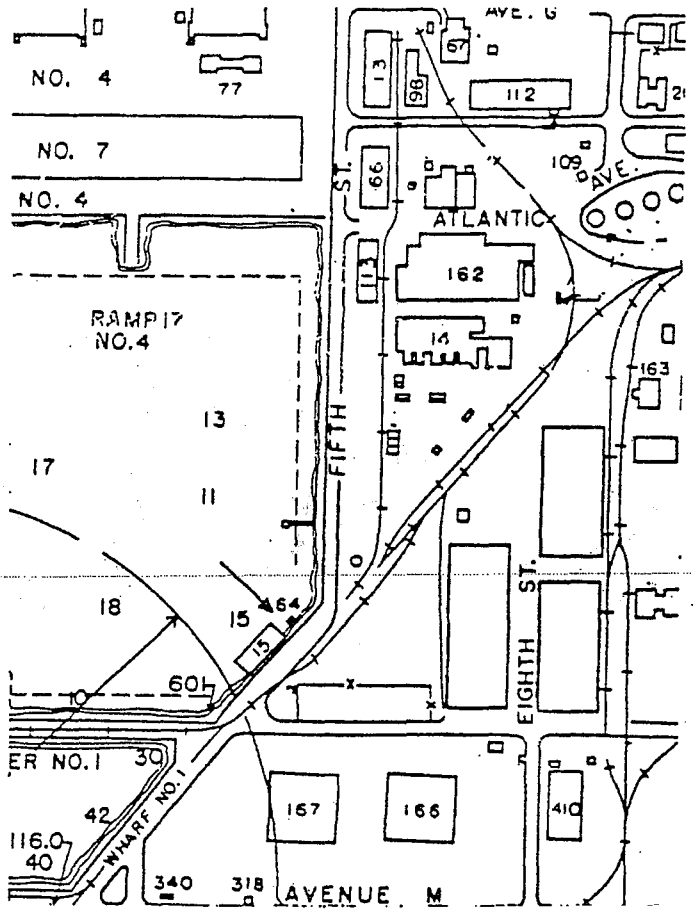


HISTORICAL INFORMATION
14. Construction date: 1941 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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.

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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.

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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).

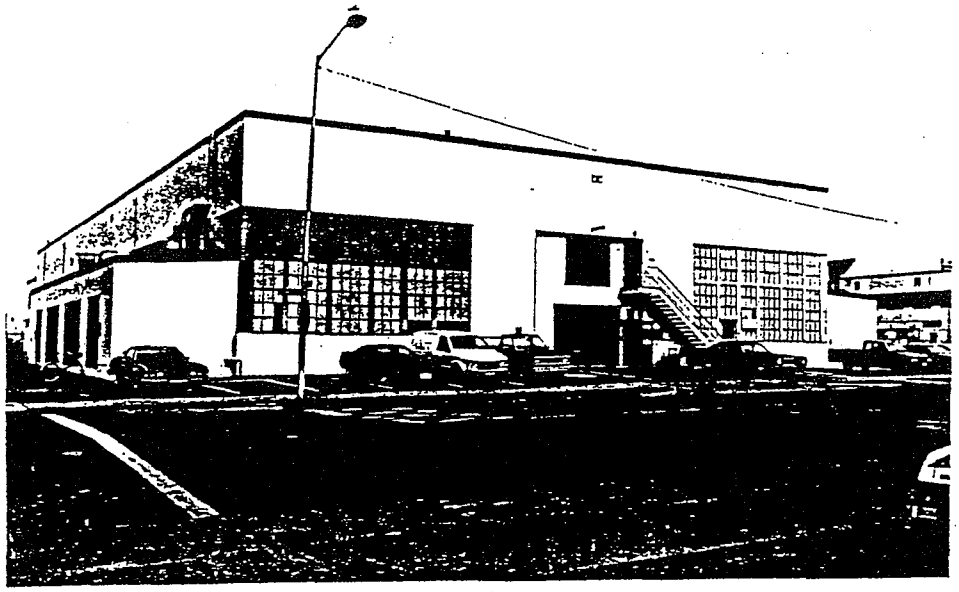
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

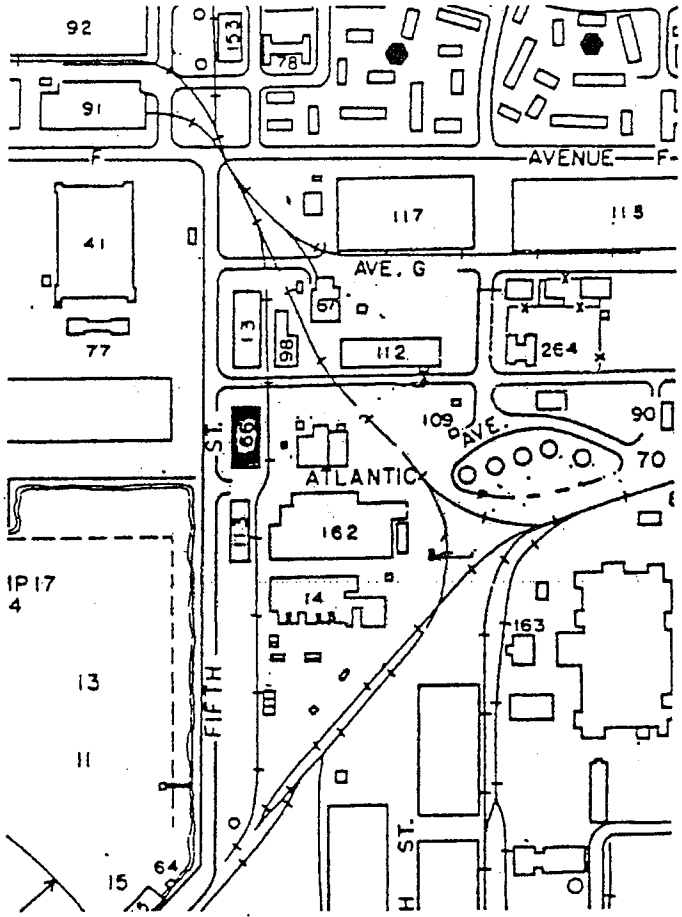
HISTORICAL INFORMATION

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
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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.

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

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Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 67

***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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Page 6 **of** 6 ***Resource Name or #** (Assigned by recorder) Building 67

***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

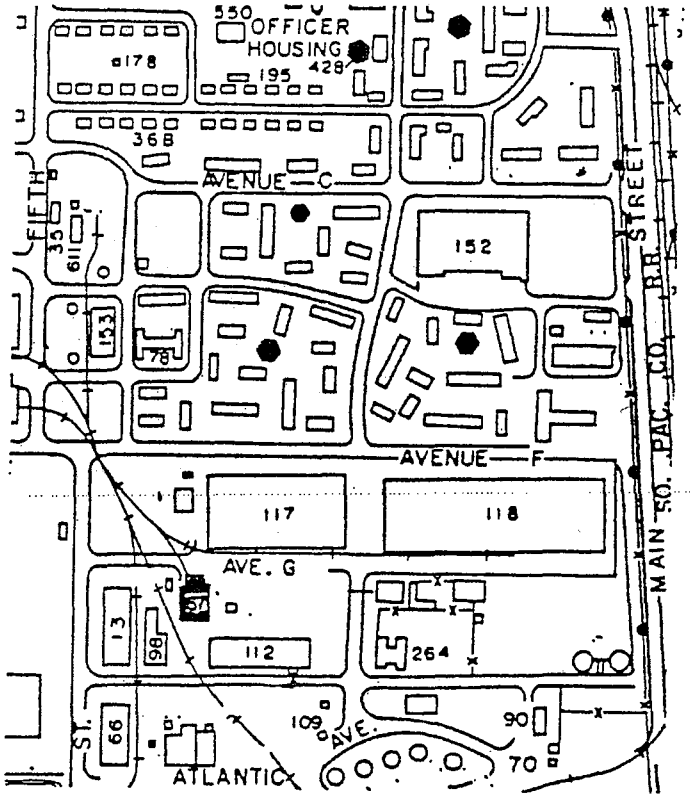
14. Construction date: 1942 Original location: same
15. Alterations: additions to each side of main block.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: Military property - 34

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.)

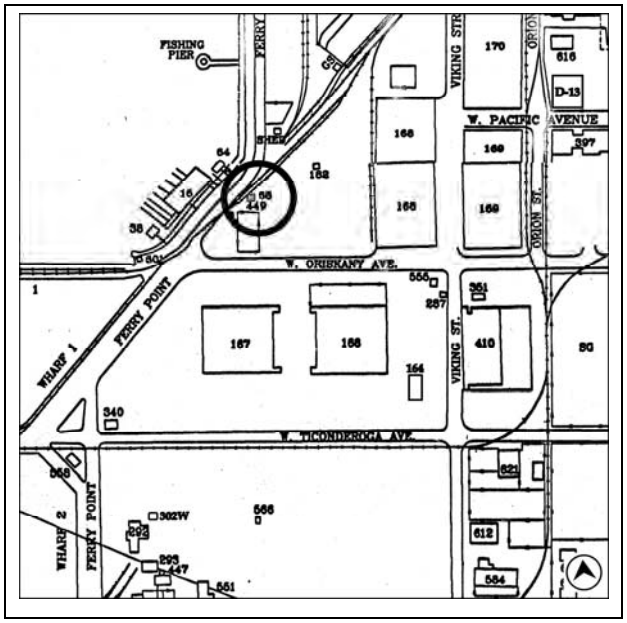
B11. Additional Resource Attributes: (List attributes and codes)

***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.)

State of California — The Resources Agency **Primary #** P-01-011156
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011156
HRI#
Trinomial

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.

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

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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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DEPARTMENT OF PARKS AND RECREATION **HRI#**
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.

State of California — The Resources Agency **Primary #** P-01-010023
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

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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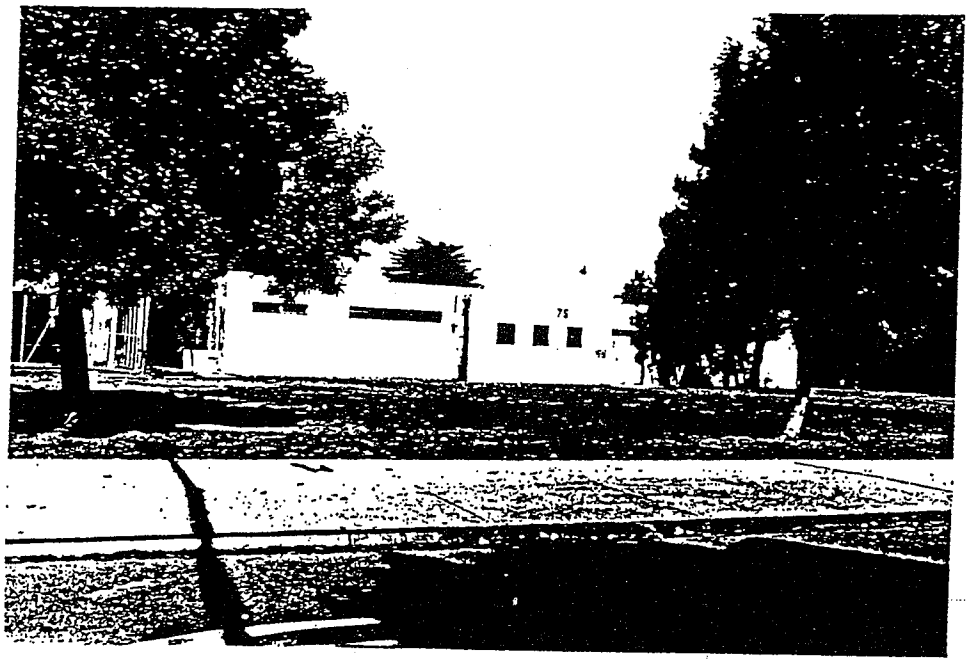
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1. & 2. Historic/Current name: Building 75A, Officers Bath House.
3. Street: Ave. A **NAS Alameda Map:** J-26 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

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

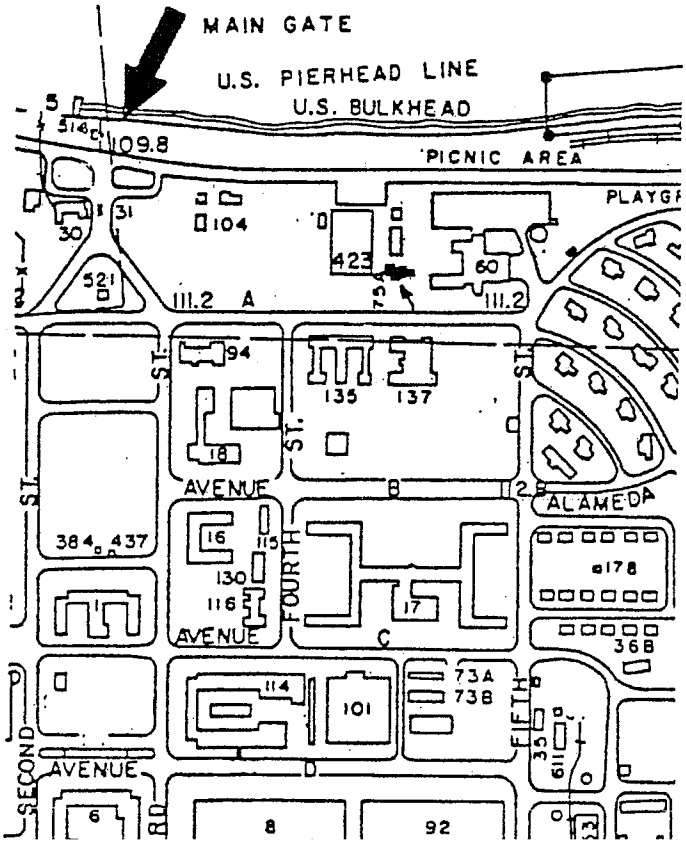
14. Construction date: 1942 Original location: same
15. Alterations: none
16. Architect: U.S.Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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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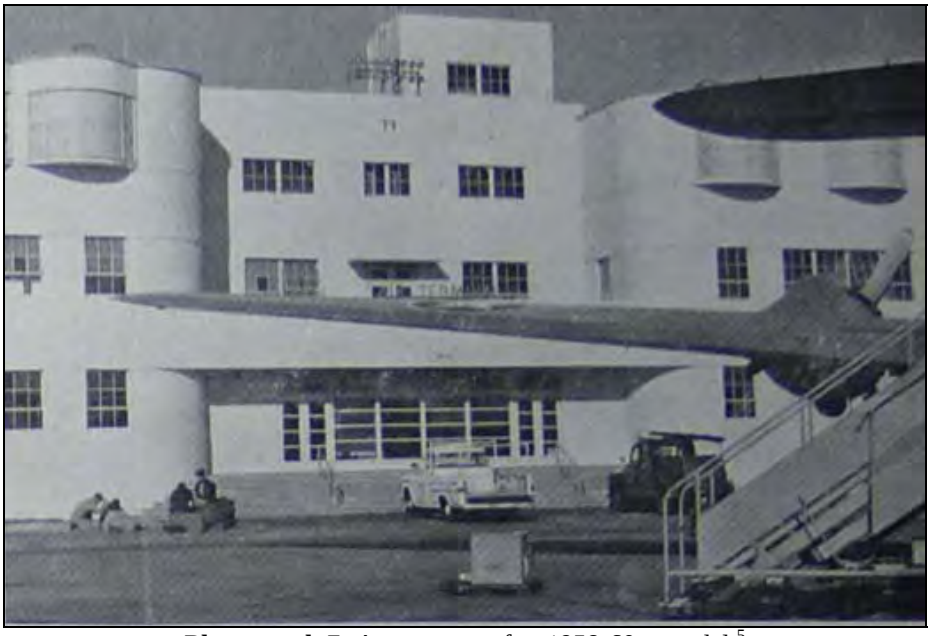
Defense called "Broken Arrow," which referred to nuclear weapons accidents or incidents where the military lost nuclear weapons.[1]

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).

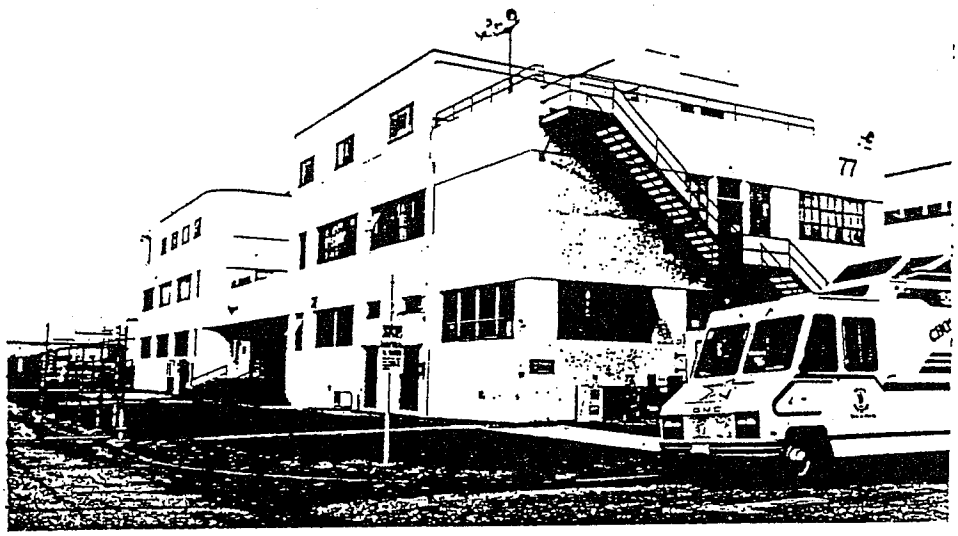
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

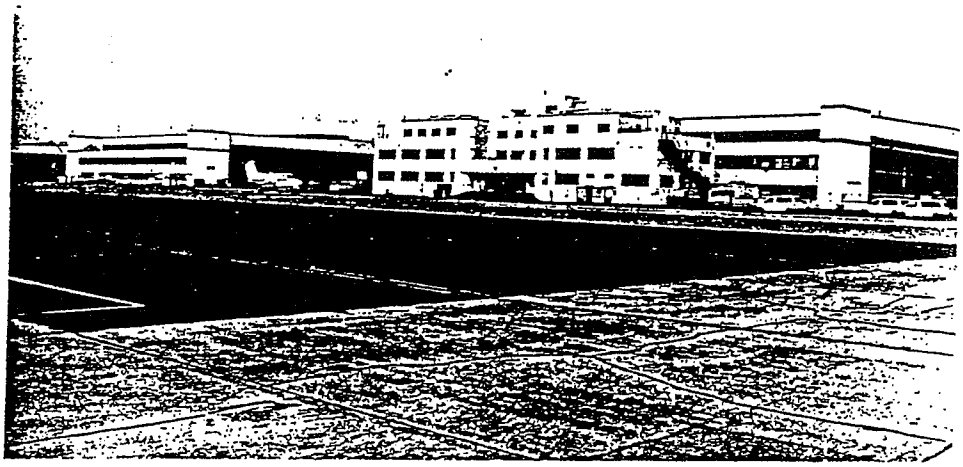
DESCRIPTION

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

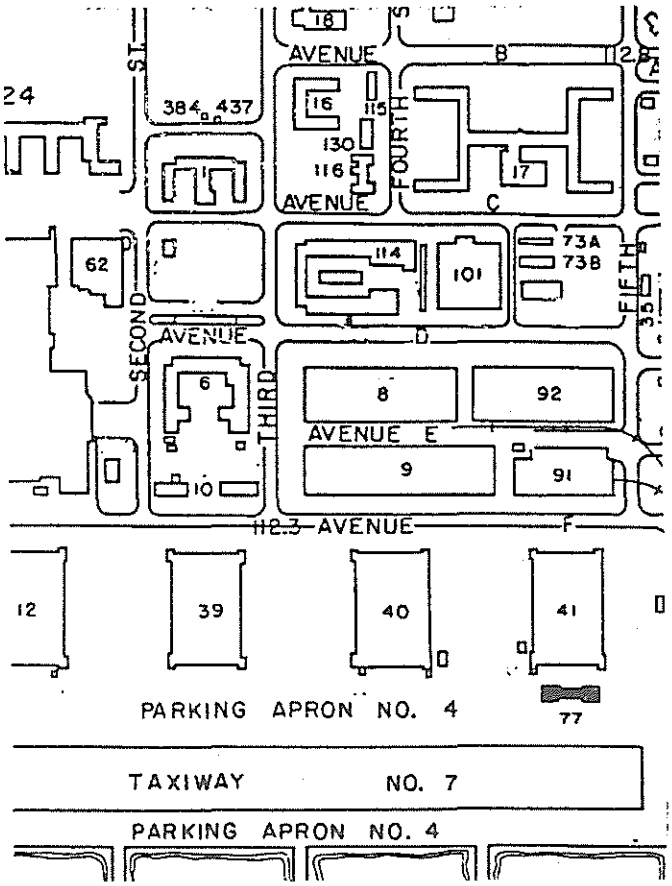
14. Construction date: 1942 Original location: same
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military - 34

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
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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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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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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
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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).

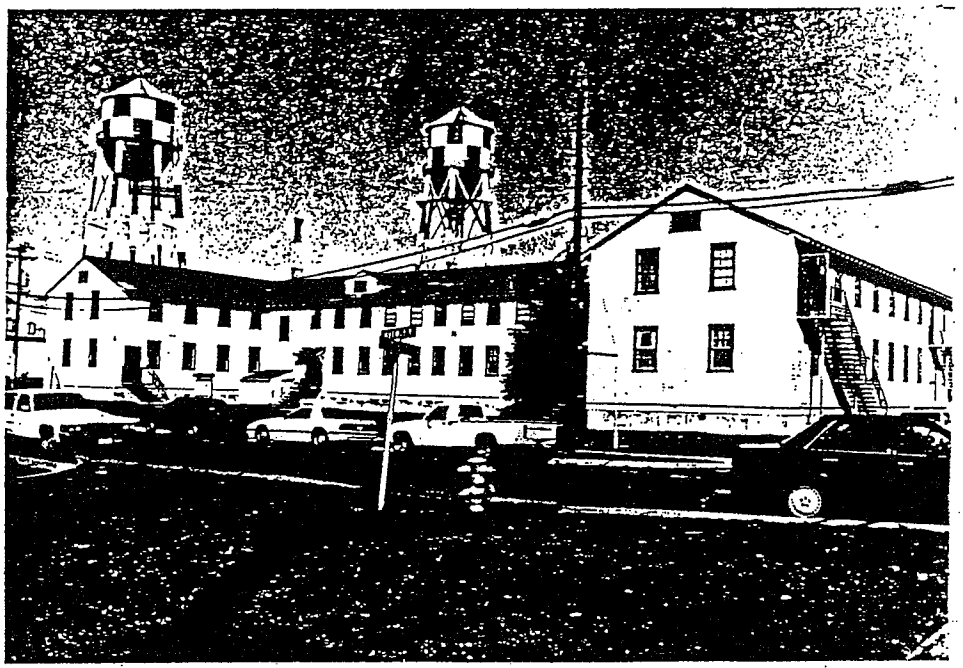
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

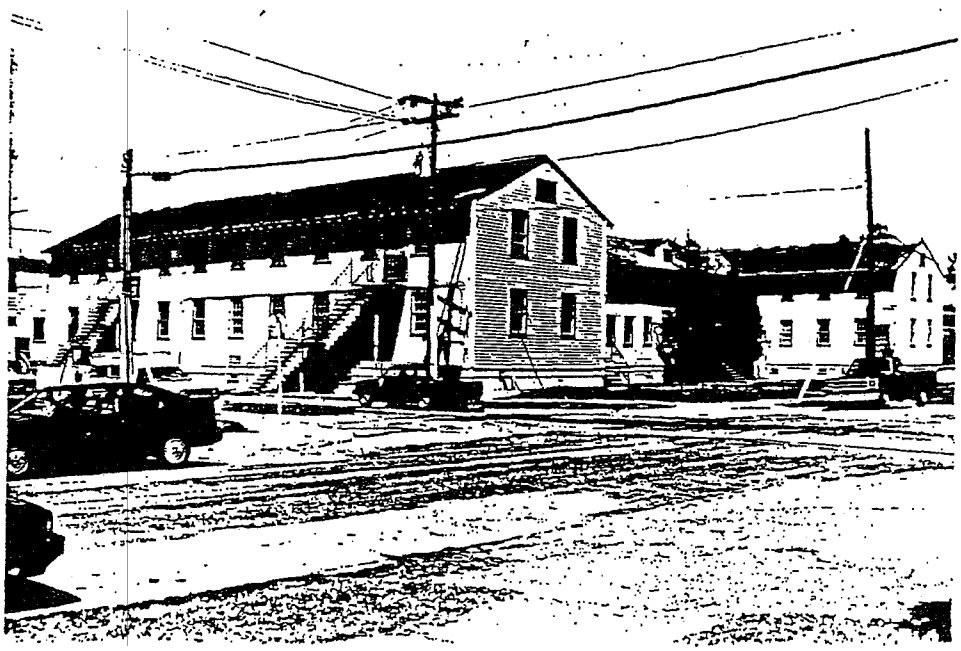
DESCRIPTION

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

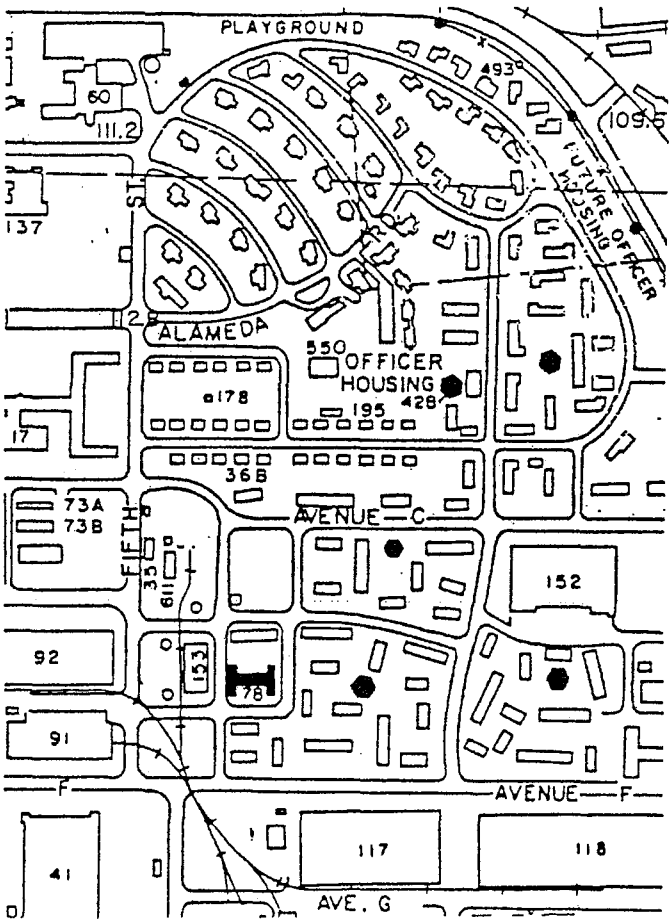
14. Construction date: 1942 Original location: yes
15. Alterations: none visible
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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

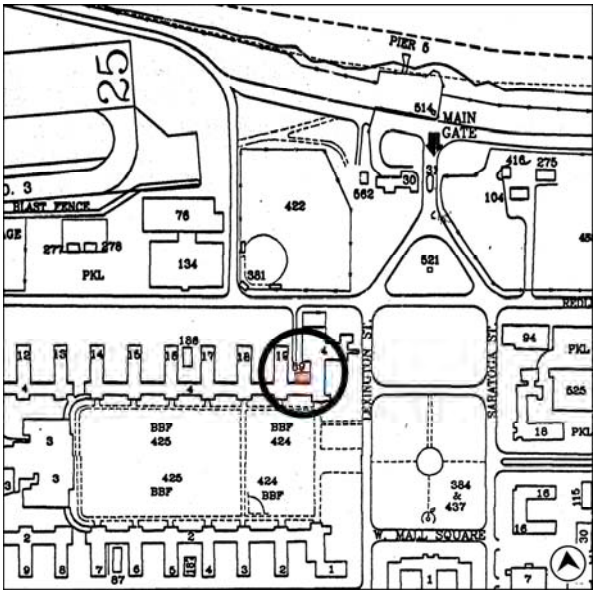
Building 89 is located within the boundaries of the NAS Alameda Historic District identified by Sally B. Woodbridge in 1992 as a part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda" however, this building was not evaluated as a potential contributor at that time. 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).

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

Primary # P-01-011158
HRI#
Trinomial

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).

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

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.

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

Primary # P-01-011159
HRI#
Trinomial

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.

State of California — The Resources Agency **Primary #** P-01-011159
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

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).

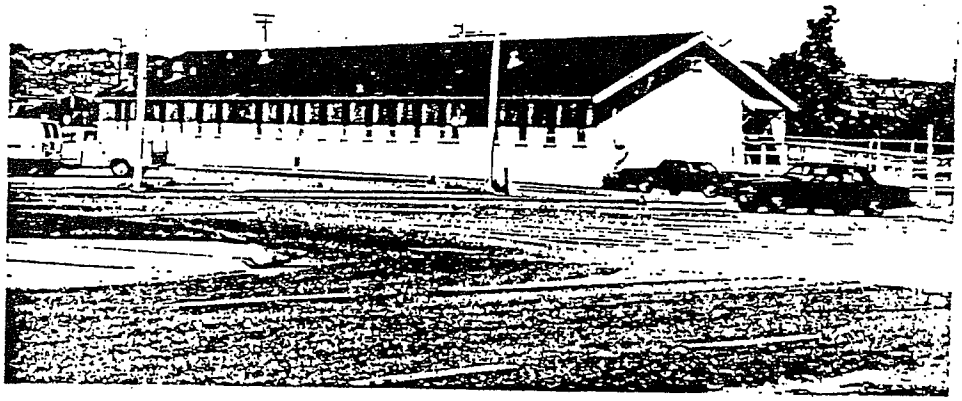
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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



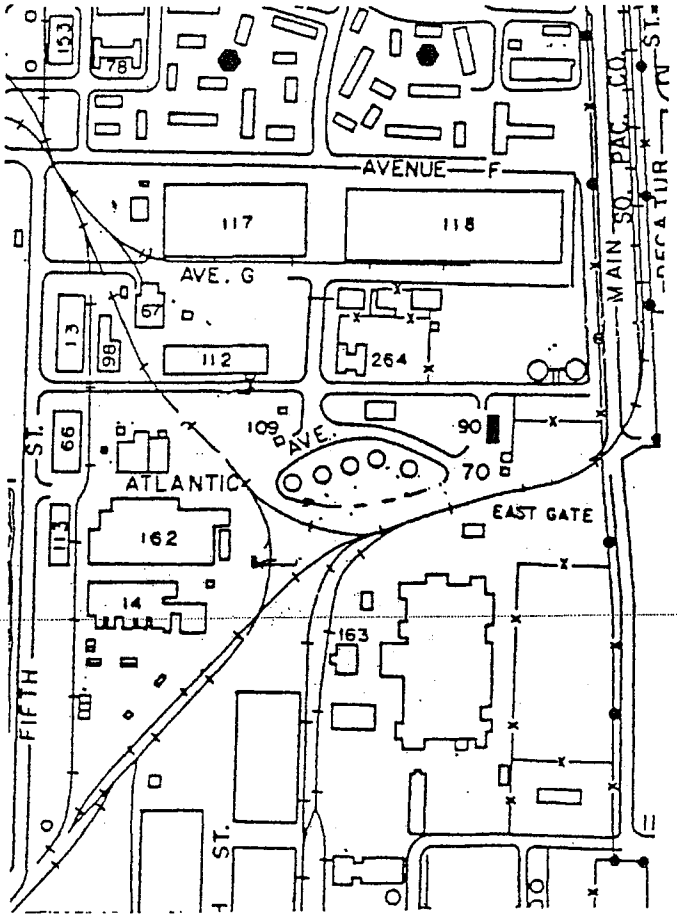
HISTORICAL INFORMATION

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



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

Primary # P-01-010025
HRI#
Trinomial

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.

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

Primary # P-01-010025
HRI#
Trinomial

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.

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

Primary # P-01-010025
HRI#
Trinomial

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.

State of California — The Resources Agency **Primary #** P-01-010025
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 91

***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).

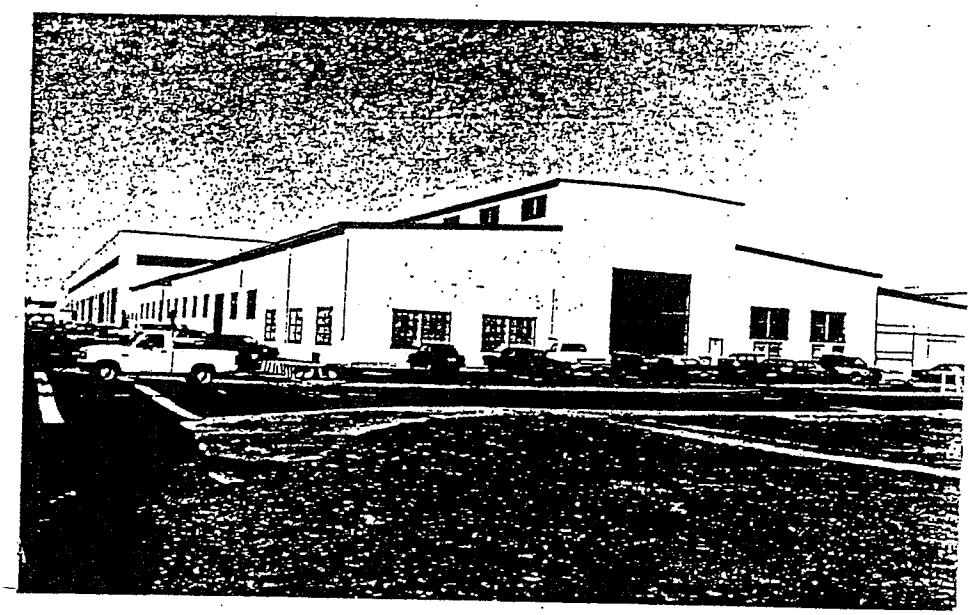
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

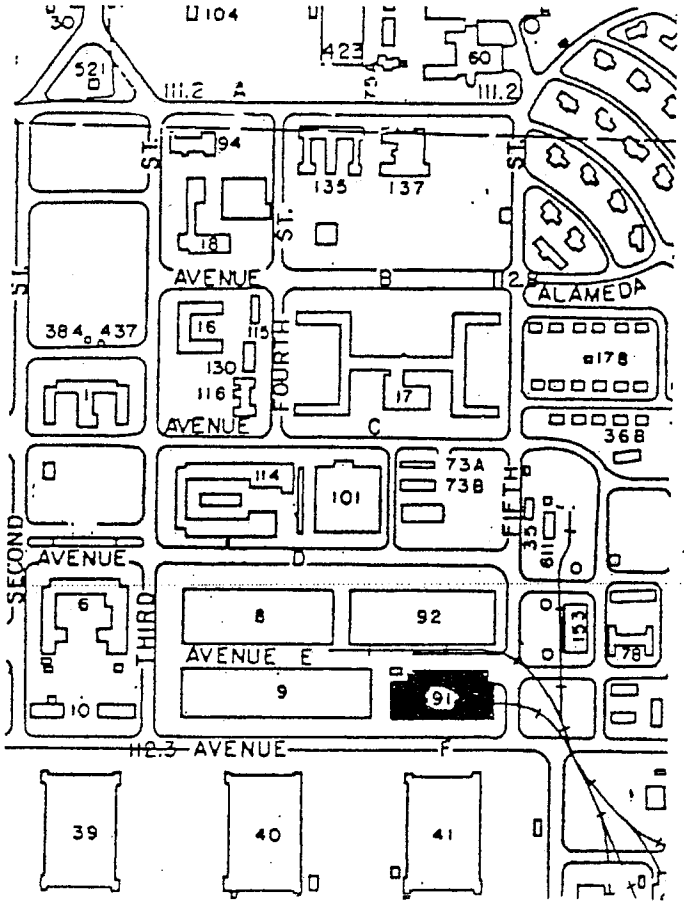
14. Construction date: 1942 Original location: same
15. Alterations: shed-roofed addition to N side in 1944
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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.

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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.

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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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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.

State of California — The Resources Agency **Primary #** P-01-010026
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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.

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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

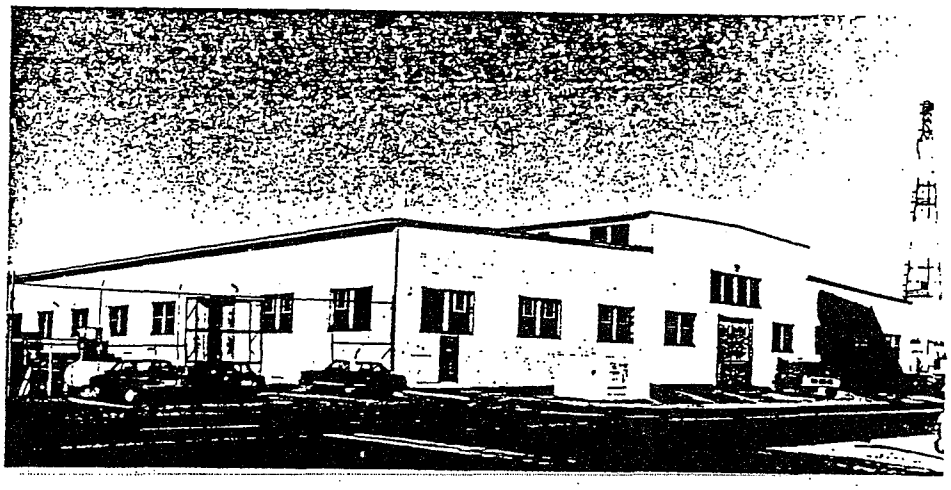
[3] Stephen Mikesell, *Guide to Preserving the Character of the Naval Air Station Alameda Historic District,* prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Bruno (1997).
[4] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration 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

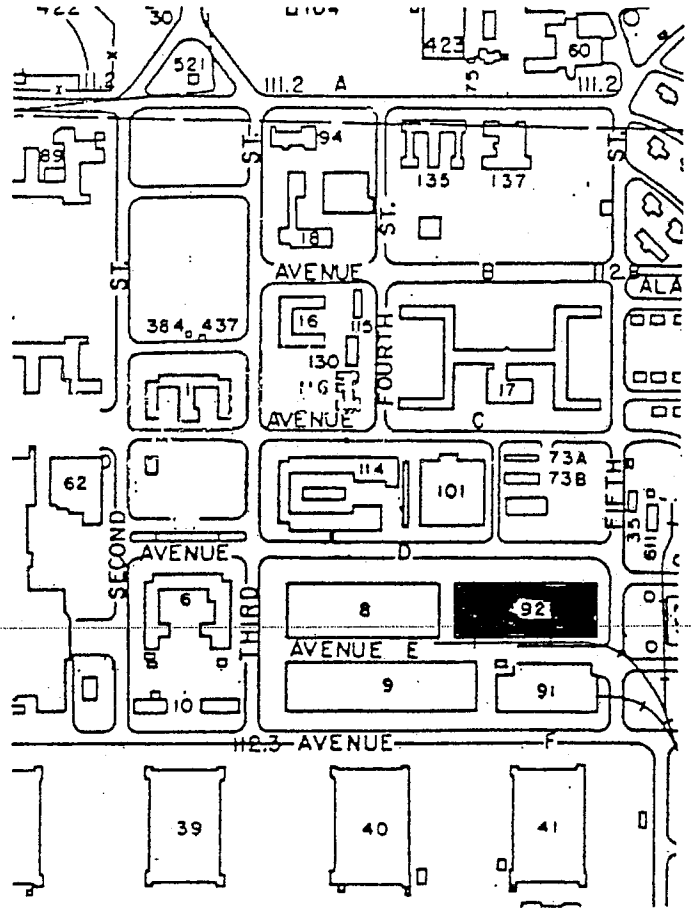
14. CONSTRUCTION DATE: 1942. ORIGINAL LOCATION: same
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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.

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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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***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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***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

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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DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

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).

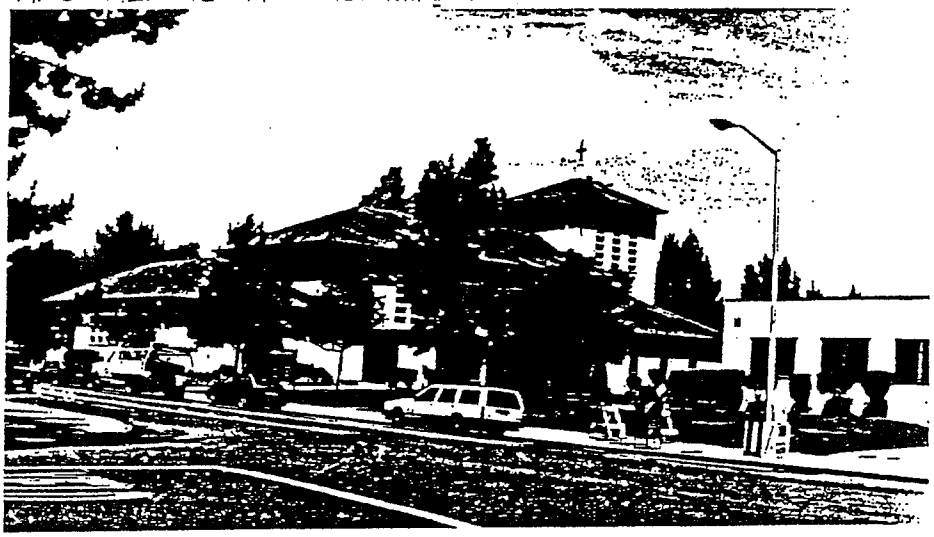
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION
1. & 2. Historic/Current name: Building 94, Chapel
3. Street: Ave. A & Third St., **NAS Alameda Map** J-25 City: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West, CA
5. Quad Map No.: N3745-W12215/7.5 Parcel: none

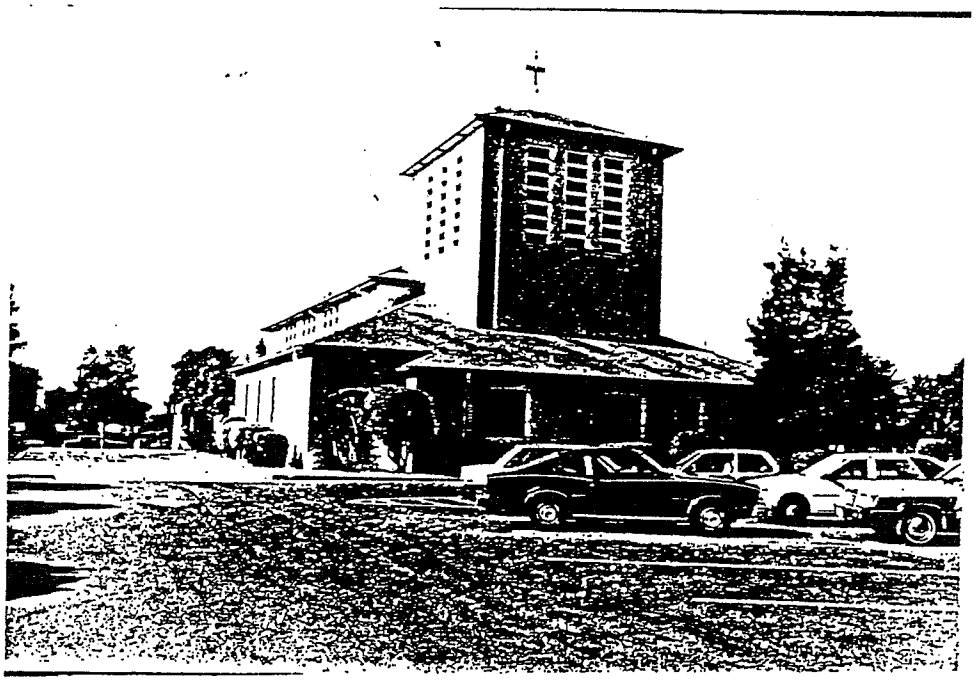
DESCRIPTION
6. Property category: District Number of resources documented: 85

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

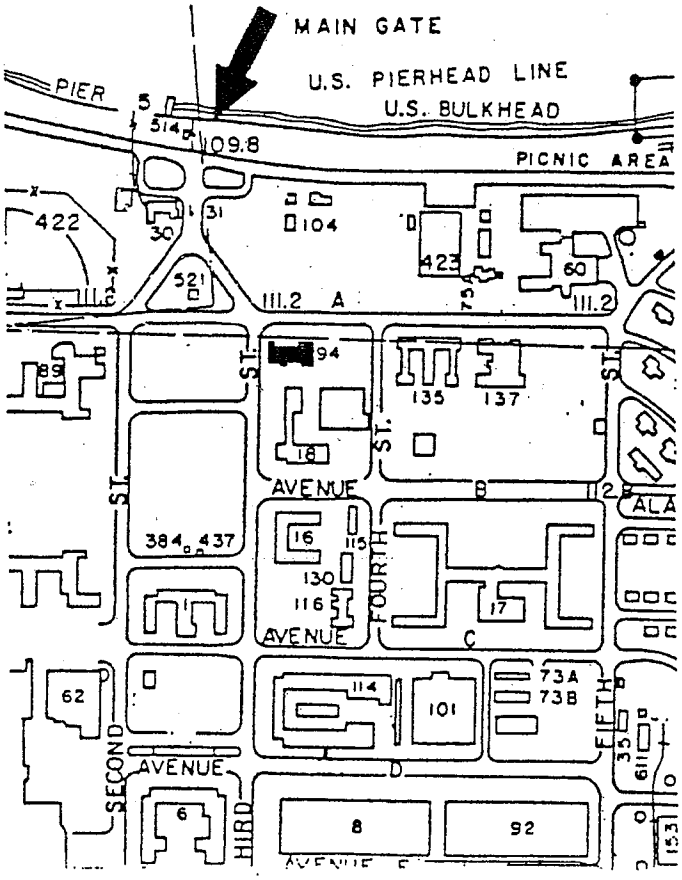
14. Construction date: 1943 Original location: yes
15. Alterations: a one-story addition to the front before 1945
16. Architect: U.S. Navy Bureau of Yards and Dock Builder: N/A
17. Historic attributes: military property - 34

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.

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

Primary # P-01-011160
HRI#
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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.

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

Primary # P-01-011160
HRI#
Trinomial

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
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

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

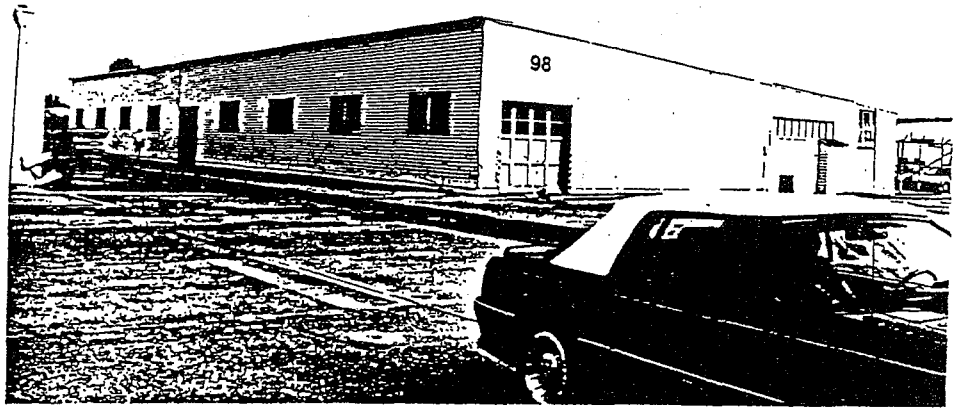
1.& 2. Historic/Current name: Building 98, Barrel Shed, Flammable Storage
3. Location: NAS Alameda Map: Q-28 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

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

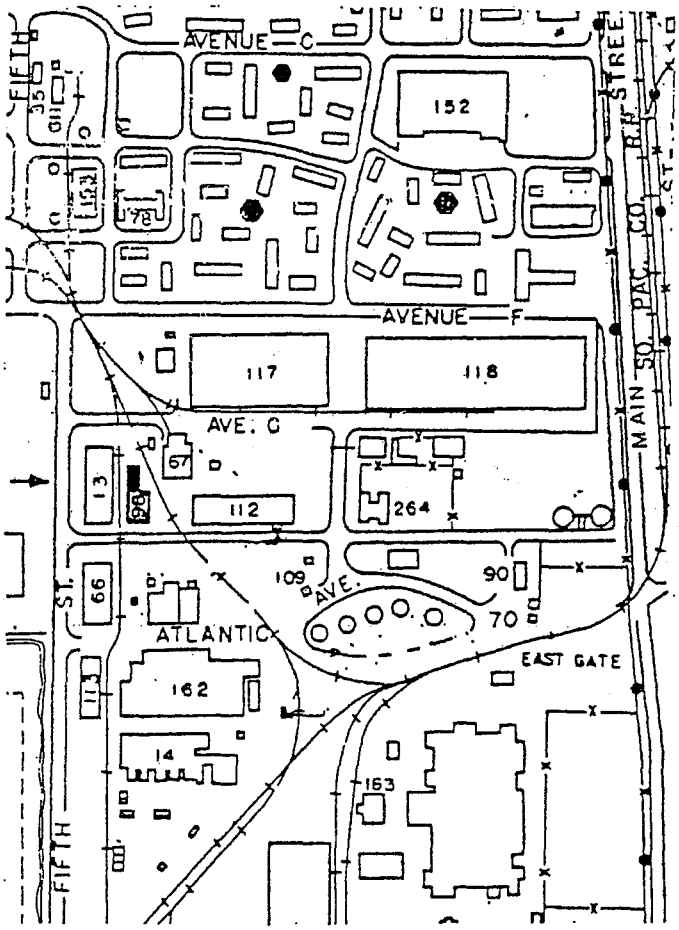


HISTORICAL INFORMATION
14. Construction date: 1942 Original location: same
15. Alterations: Addition on the N side.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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.

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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

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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).

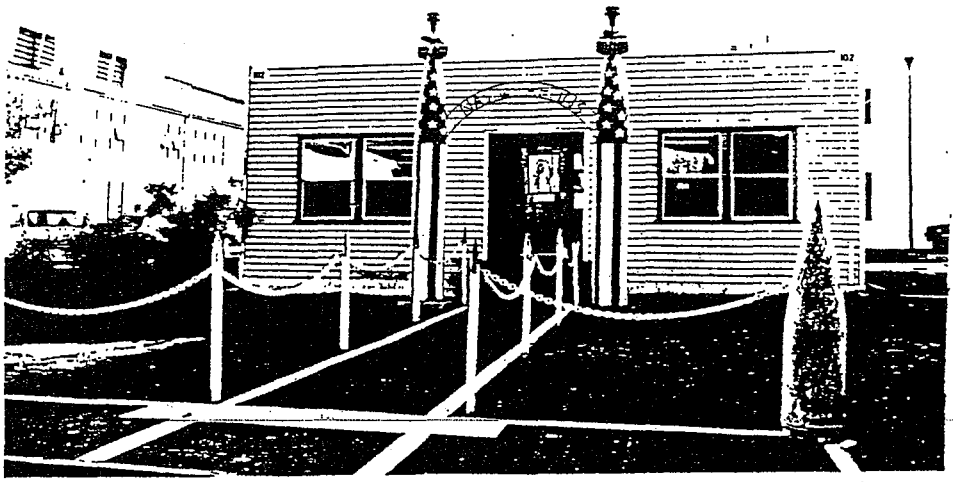
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

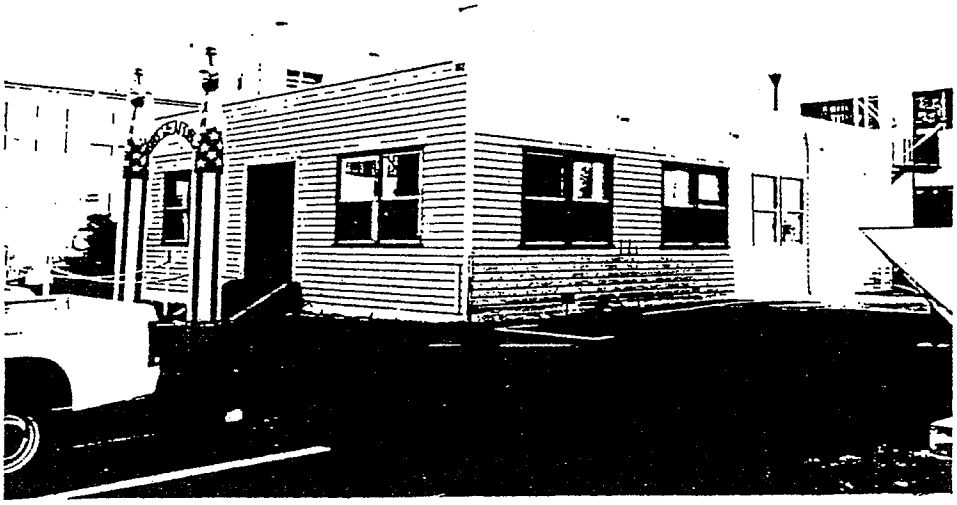
DESCRIPTION

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

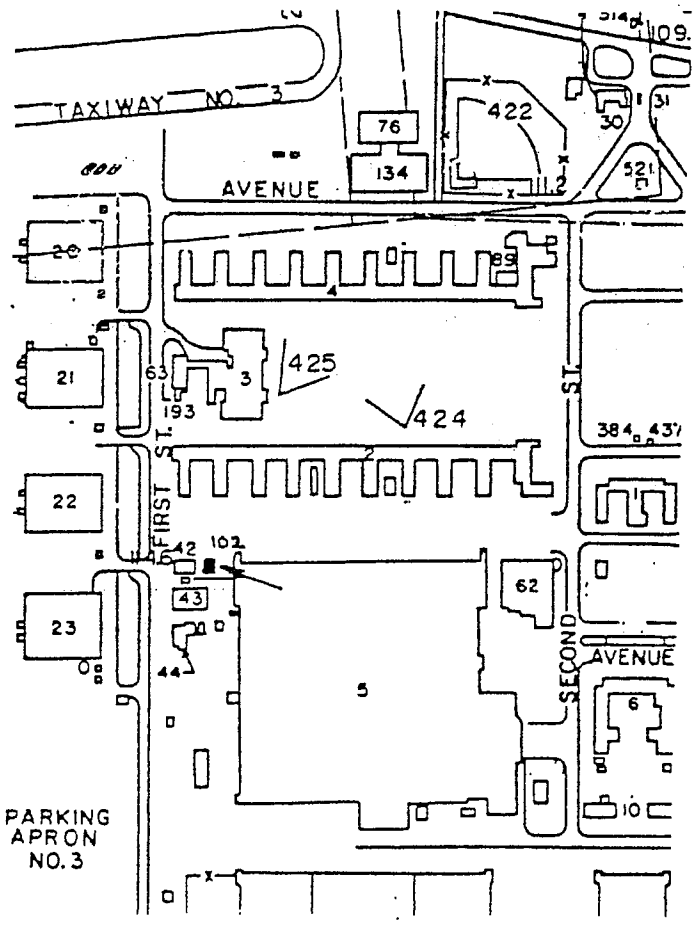
14. Construction date: 1943 Original location: same
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: Military property - 34.

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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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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***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

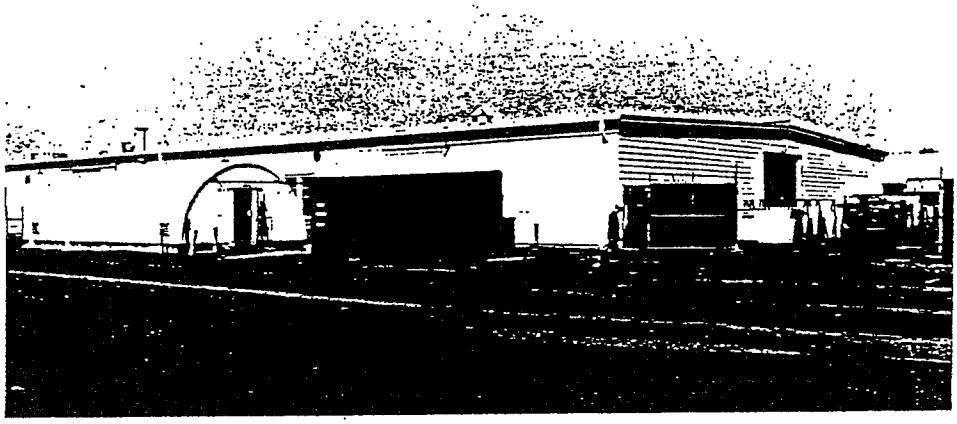
1.& 2. Historic/Current name: Building 112, Packing/Storage
3. Street: Ave. G, NAS Alameda Map Q-29 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

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

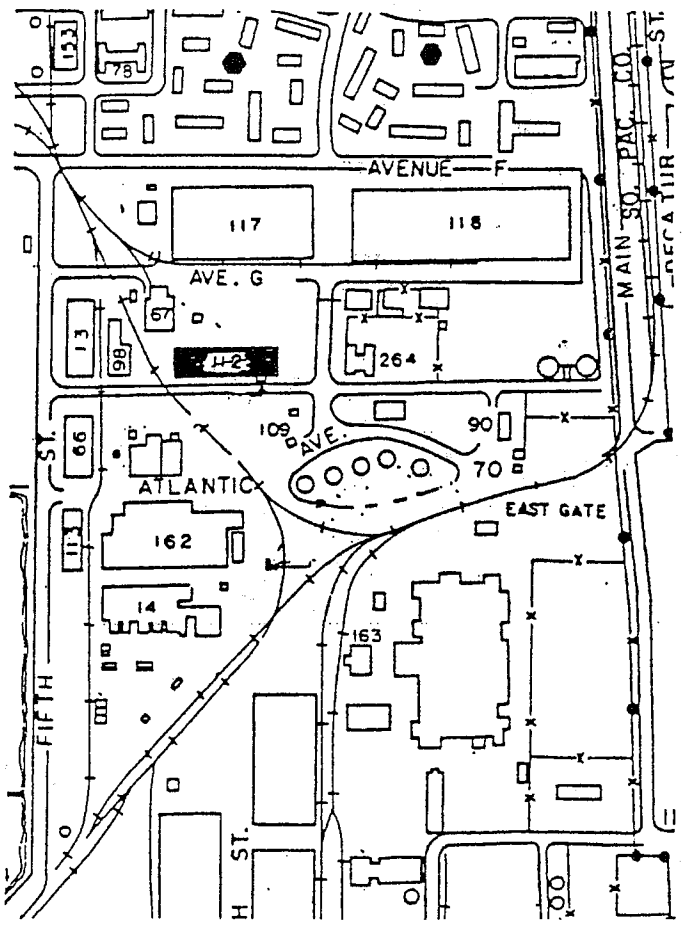
14. Construction date: 1944. Original location: yes
15. Alterations: minor exterior alterations to openings
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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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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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P5a. Photographs:

Photograph 1: Camera facing southwest, October 15, 2009.

Photograph 2: Camera facing northeast, October 15, 2009.

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***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

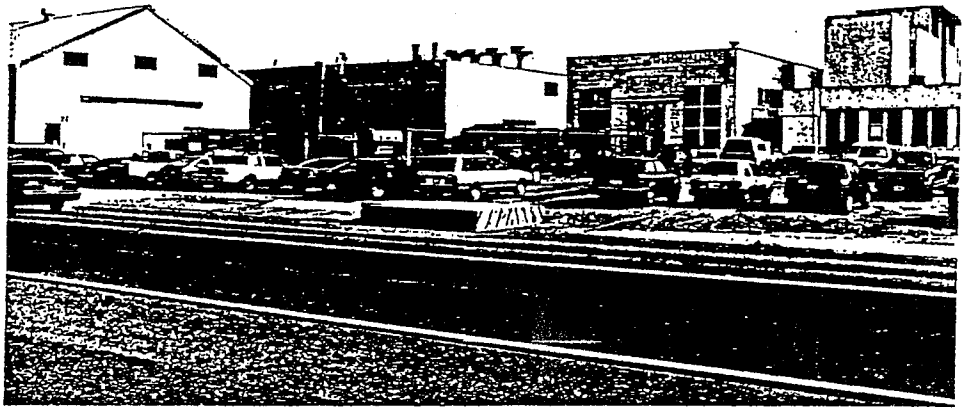
1. & 2. Historic/Current name: Building 113, Shipping and repair.
3. Street: Fifth St., **NAS Alameda Map** R-28 City: Alameda Zip: 94501
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

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

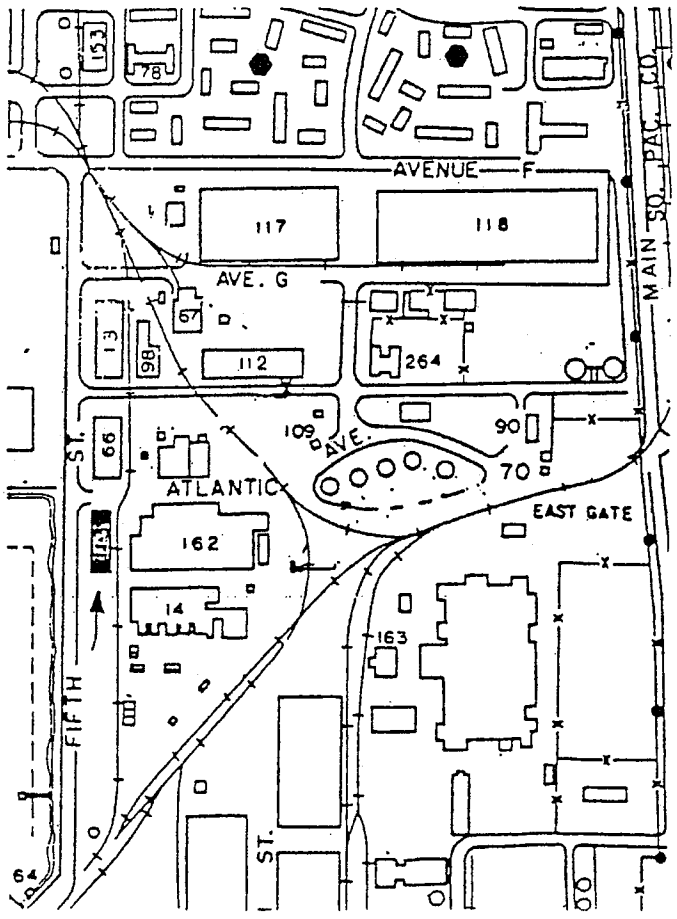
14. Construction date: 1943. Original location: yes
15. Alterations: none visible
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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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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.

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***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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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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Photograph 4: Southwest setbacks, camera facing northeast, October 7, 2009.

Photograph 5: West Wing, camera facing east, October 7, 2009.

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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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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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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-

State of California — The Resources Agency **Primary #** P-01-010030
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

Page 10 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 114

***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.

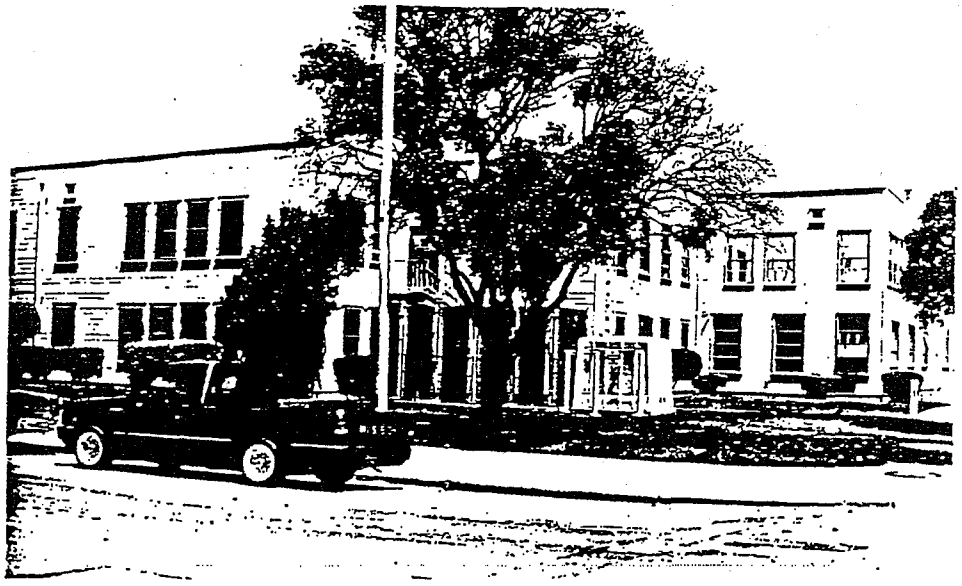
[5] Stephen Mikesell, *Guide to Preserving the Character of the Naval Air Station Alameda Historic District*, prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Bruno (1997).

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

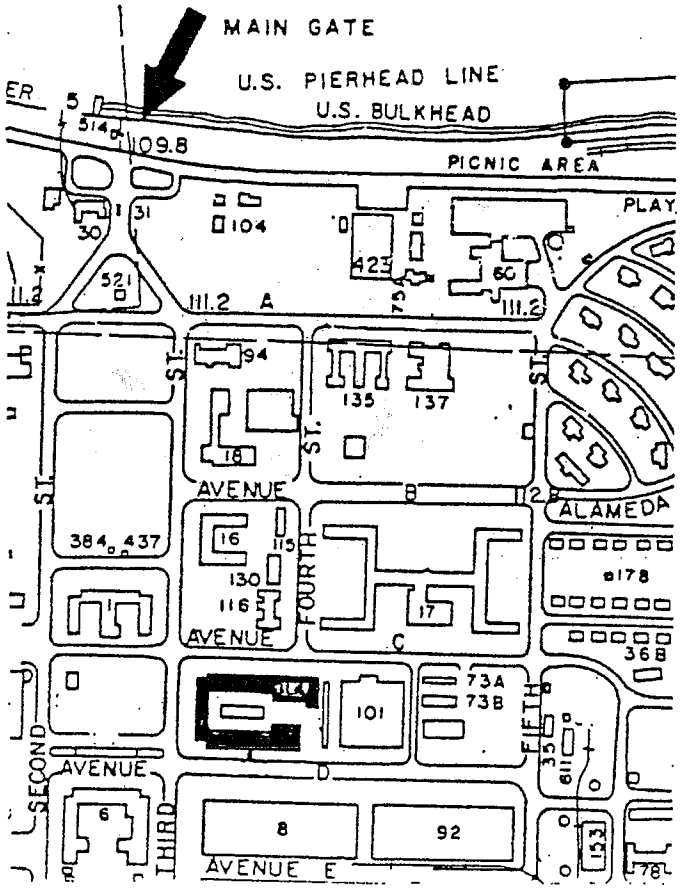
14. Construction date: 1944 Original location; yes
15. Alterations: minor exterior alterations to openings
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic Attributes: military property - 34

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
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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
CONTINUATION SHEET

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

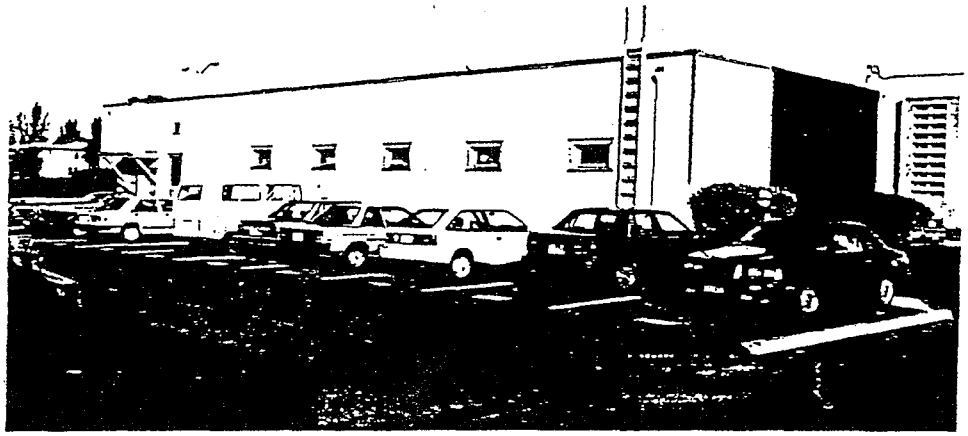
1. & 2. Historic/current name: Building 115, Ambulance Garage
3. Street: Fourth St. NAS Alameda Map L-24 **City:** Alameda **Zip:** 94501
County: Alameda **Code:** 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W112215/7.5 Parcel No.: none

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

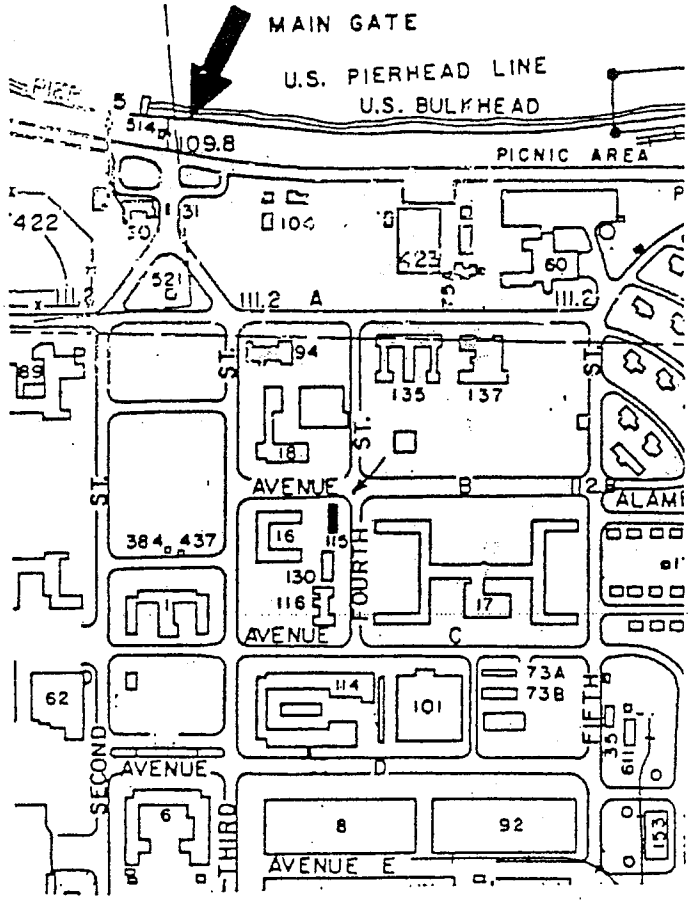
14. Construction date: 1943 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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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DEPARTMENT OF PARKS AND RECREATION **HRI#**
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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Page 2 **of** 4 ***Resource Name or #** (Assigned by recorder): Building 116
***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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Page 3 **of** 4 ***Resource Name or #** (Assigned by recorder): Building 116
***Recorded by:** C. Brookshear and M. Bunse ***Date:** September 25, 2009 ☐ **Continuation** ☒ **Update**

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

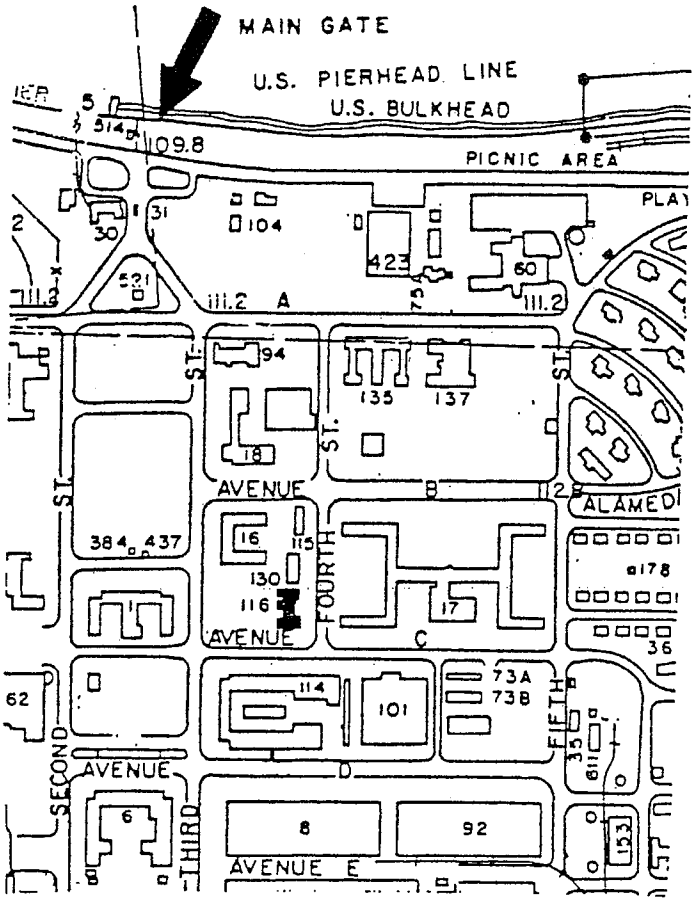
14. Construction date: 1943 Original location: same
15. Alterations: none

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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Primary # P-01-011163
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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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Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 117

***Recorded by:** C. Brookshear and H. Miller ***Date:** October 15, 2009 ☐ **Continuation** ☒ **Update**

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

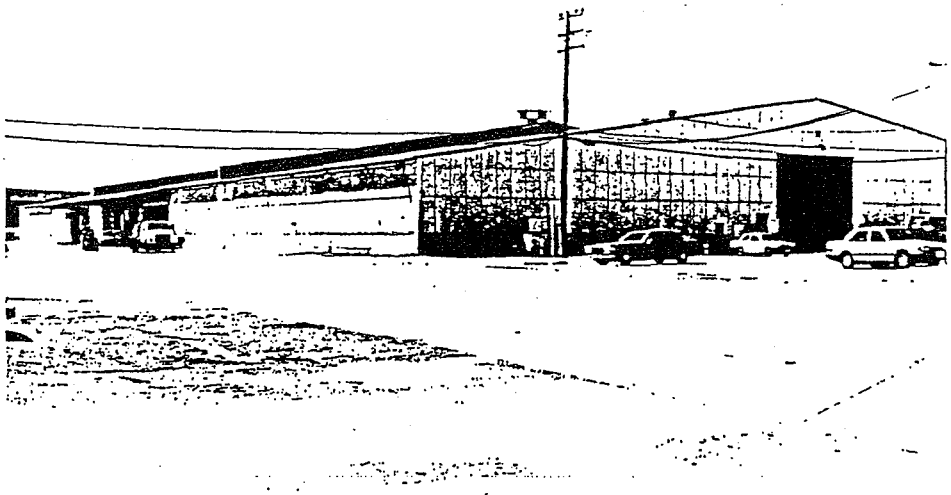
1. & 2. Historic/Current name: Building 117, storehouse.
3. Street: Between Ave. F and Ave. G, **NAS Alameda Map** City: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

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

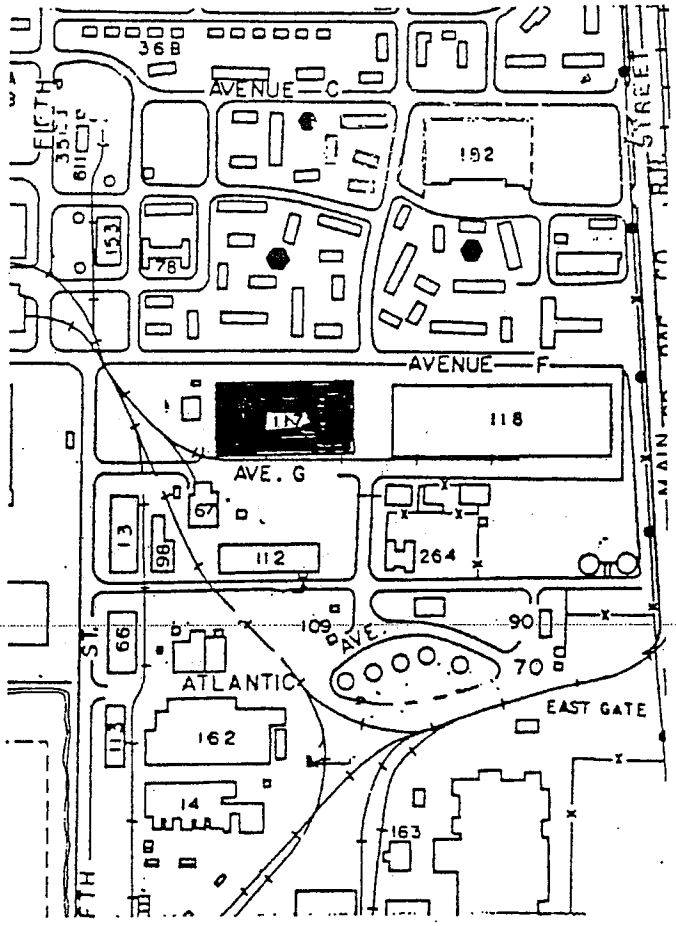
14. Construction date: 1943 Original location: yes
15. Alterations: no major alterations, but the building was damaged during the Oct. 1989 earthquake.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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



State of California — The Resources Agency **Primary #** P-01-011164
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

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
HRI#
Trinomial

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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Page 3 **of** 8 ***Resource Name or #** (Assigned by recorder) Building 118

***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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CONTINUATION SHEET

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Page 4 **of** 8 ***Resource Name or #** (Assigned by recorder) Building 118

***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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CONTINUATION SHEET **Trinomial**

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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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

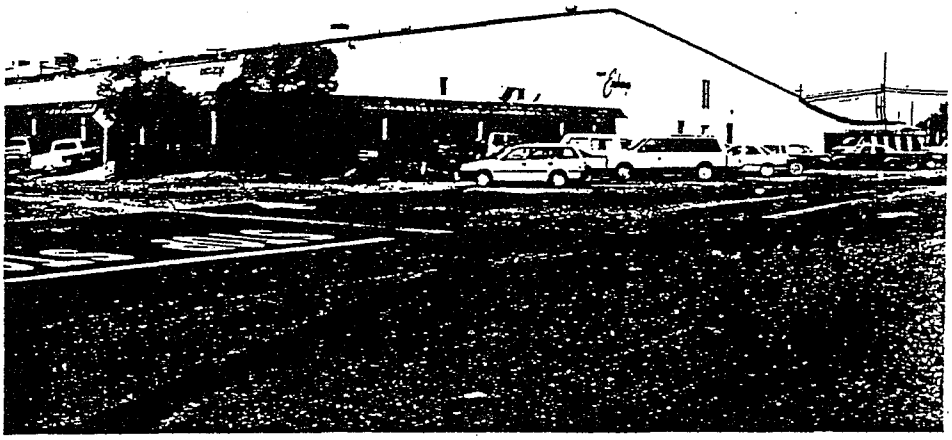
1. & 2. Historic/Current name: Building 118, Exchange and storehouse.
3. Street: Between Aves. F & G, **NAS Alameda Map** O-31 City: Alameda
Zip: 94501 County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

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

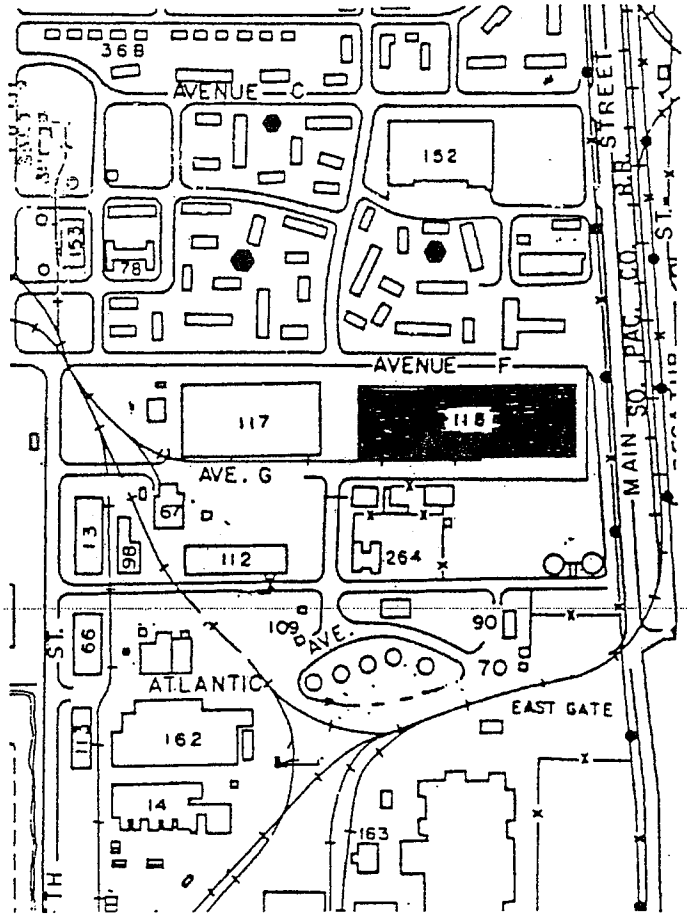
14. Construction date: 1944. Original location: yes
15. Alterations: Many exterior alterations to openings and additions of covered walkways; earthquake damage from Oct. 1989.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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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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.)

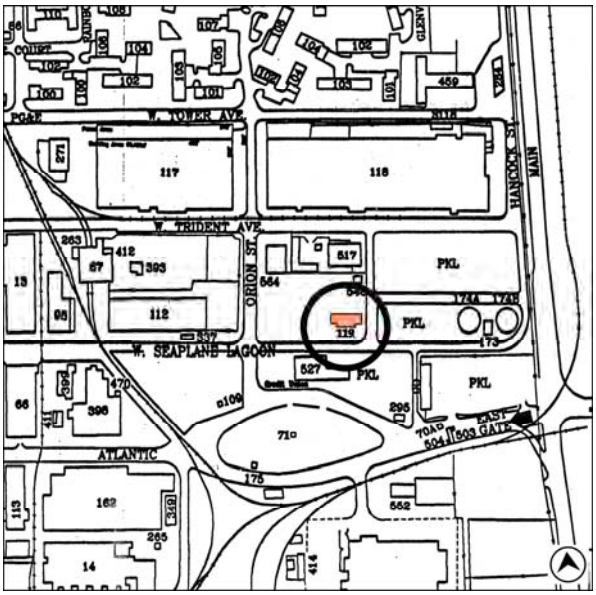
Building 119 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

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.)

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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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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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CONTINUATION SHEET

Primary # P-01-010033
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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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Page 2 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 130

***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

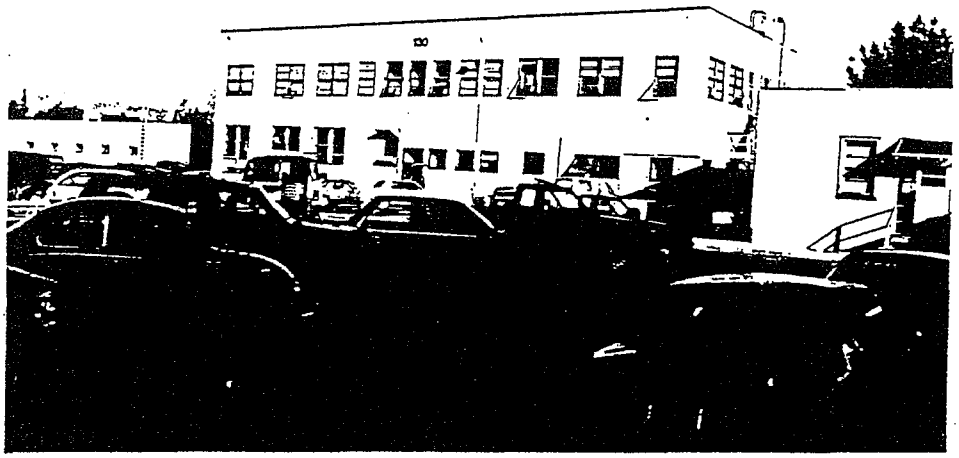
***Date of Evaluation:** January 2010

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

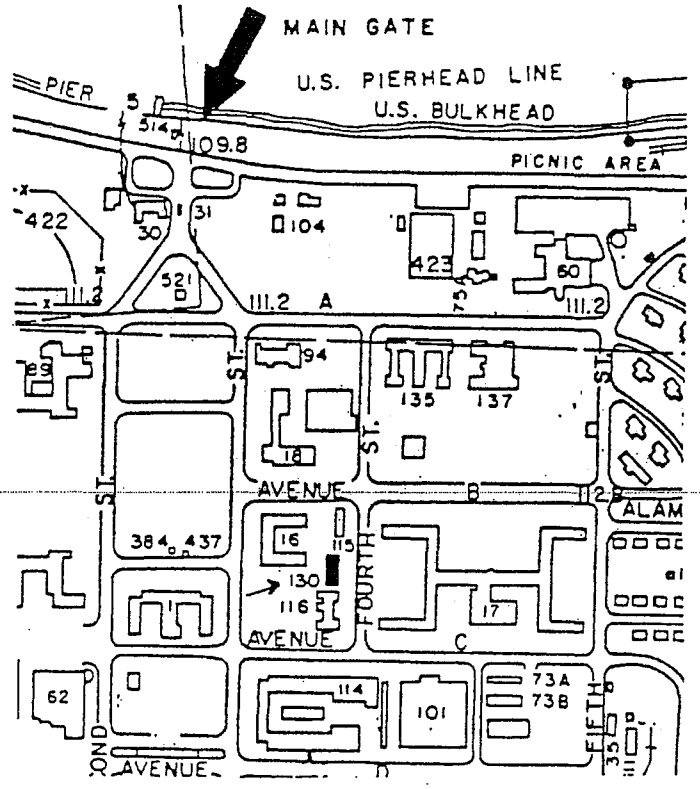
14. Construction date: 1944 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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:

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

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

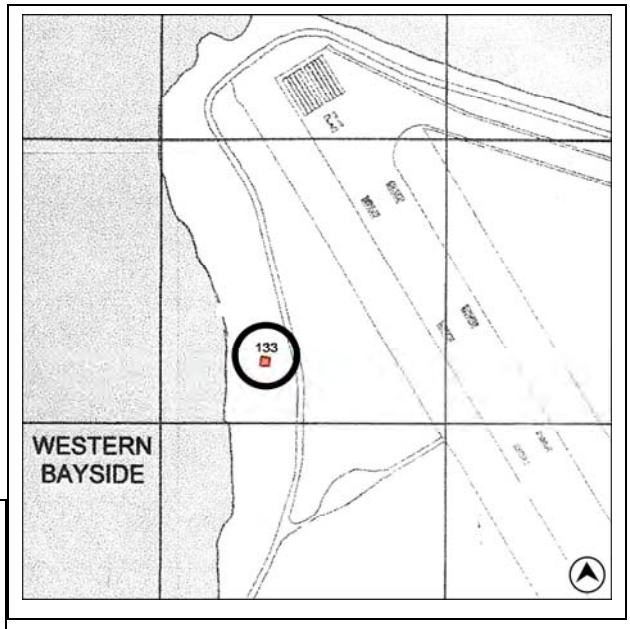
B9a. Architect: Unknown b. Builder: Public Works Dept., NAS Alameda
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also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

State of California — The Resources Agency **Primary #** P-01-011166
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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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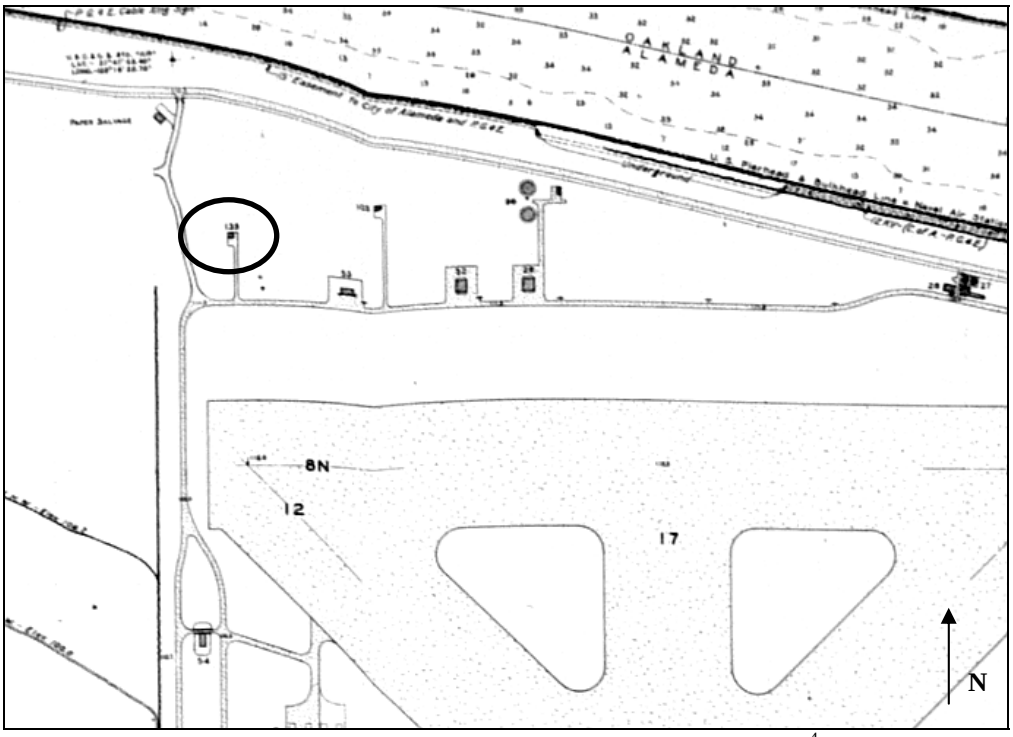
CONTINUATION SHEET **Trinomial**

Page 5 **of** 5 ***Resource Name or #** (Assigned by recorder) Building 133

***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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CONTINUATION SHEET

Primary # P-01-010034
HRI#
Trinomial

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.

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

Primary # P-01-010034
HRI#
Trinomial

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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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Page 3 **of** 6 ***Resource Name or #** (Assigned by recorder)**:** Building 135

***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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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-010034
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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).

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

Primary # P-01-010034
HRI#
Trinomial

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

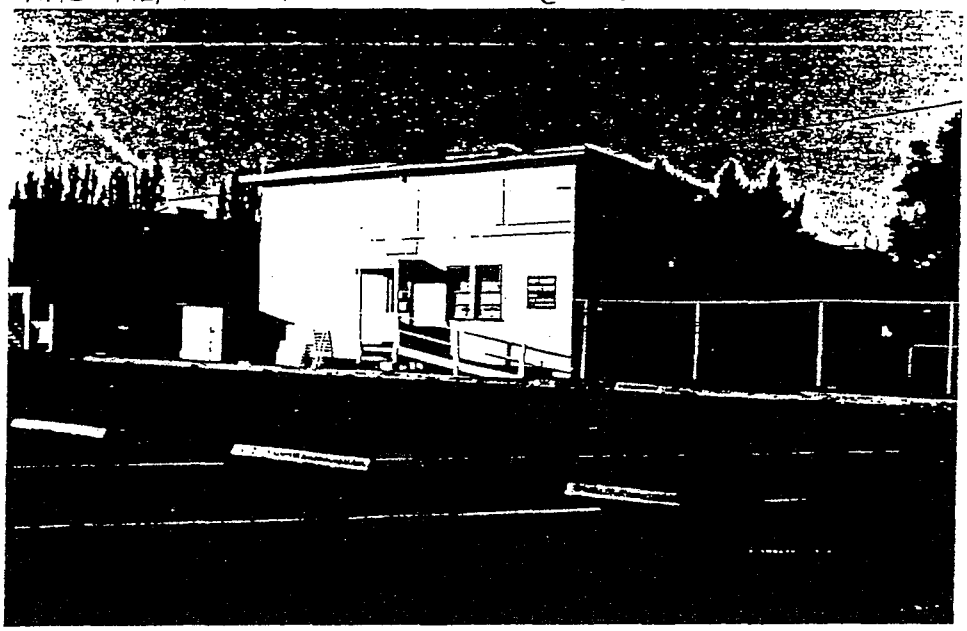
1. & 2. Historic/Current name: Building 135, Community facilities
3. Street: Ave. A, **NAS Alameda Map** L-24 City: Alameda Zip: 94501
Country: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W12215/7.5 Parcel No.: none

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

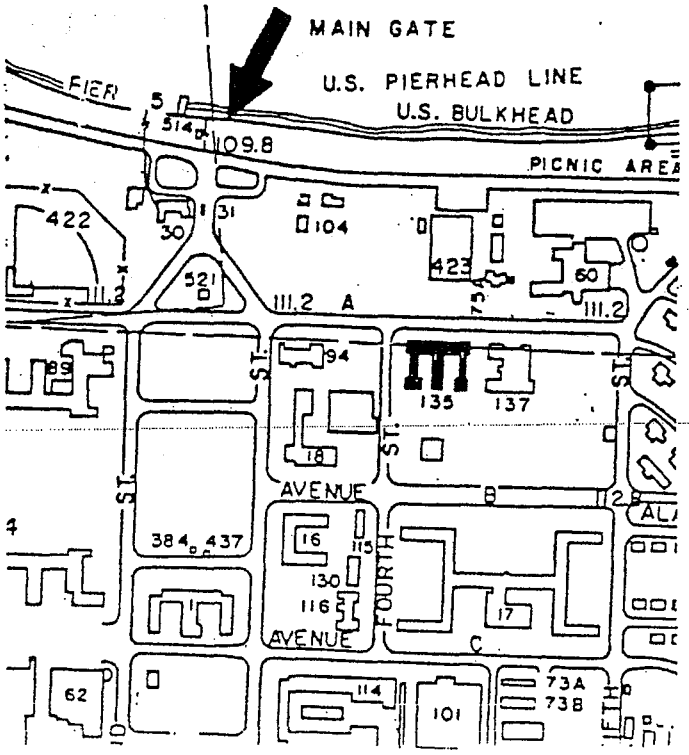


HISTORICAL INFORMATION
14. Construction date: 1944 Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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:

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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.

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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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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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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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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.

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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).

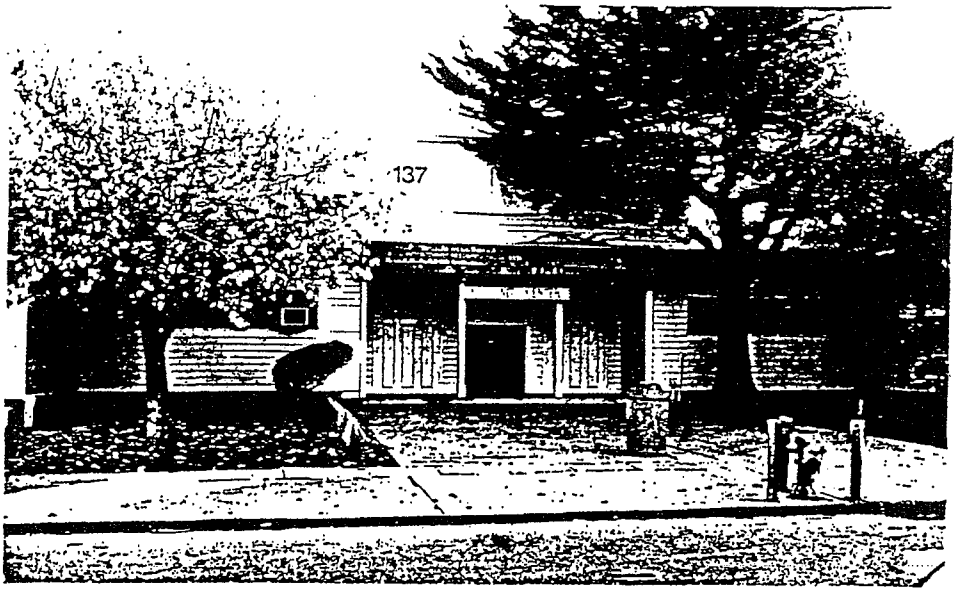
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

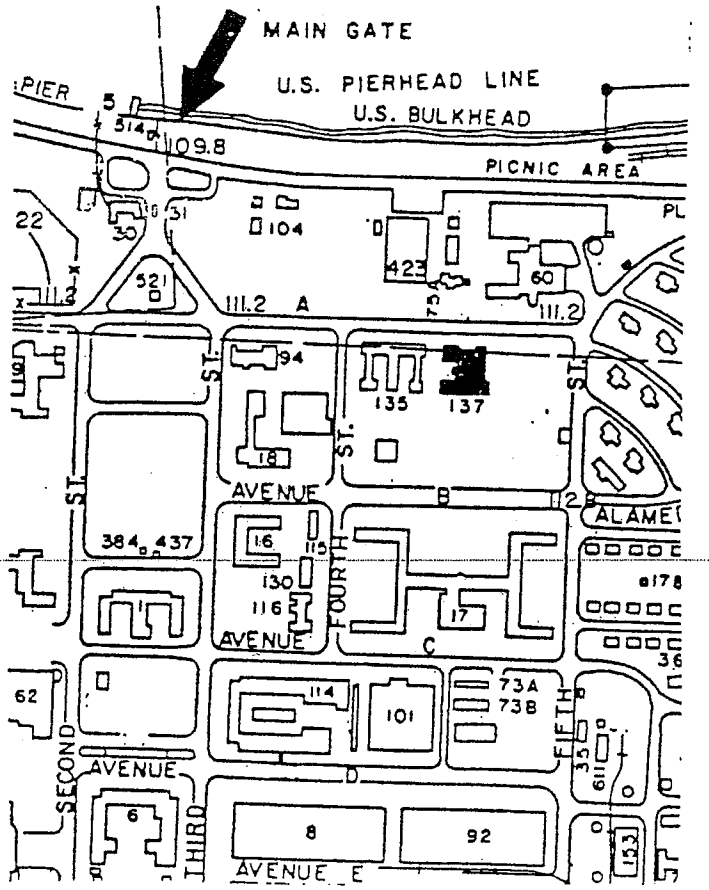
14. Construction date: 1945 Original location: yes
15. Alterations: minor changes to openings that do not effect integrity
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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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CONTINUATION SHEET

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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.

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***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-

*Recorded by: C. Brookshear and C. Miller *Date: November 12, 2009 ☐ Continuation ☒ Update

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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***Recorded by:** C. Brookshear and C. Miller ***Date:** November 12, 2009 ☐ **Continuation** ☒ **Update**

> … 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

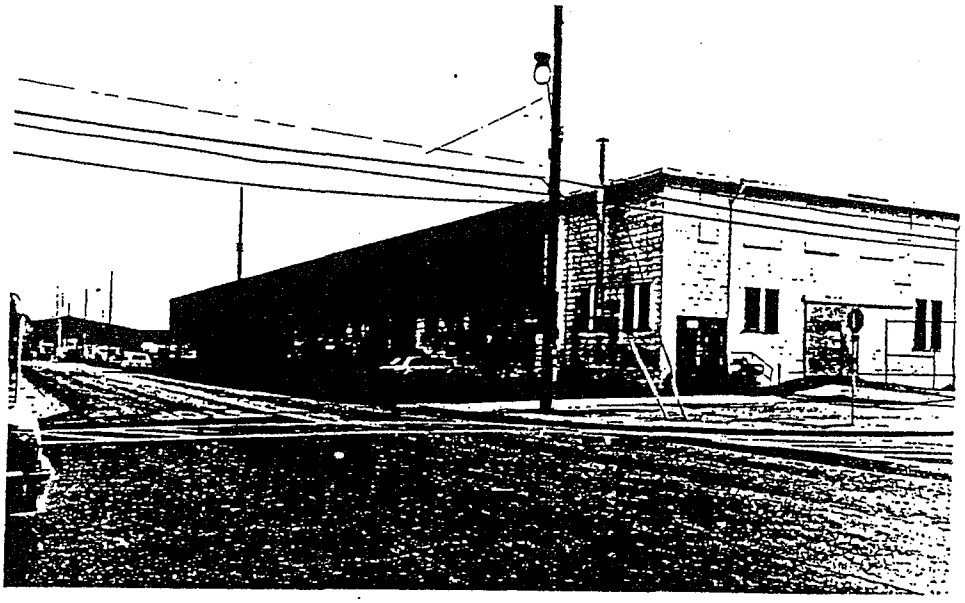
1. & 2. Historic/Current name: Building 152, Commissary Warehouse
3. Street: Ave. C NAS Alameda Map M31 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

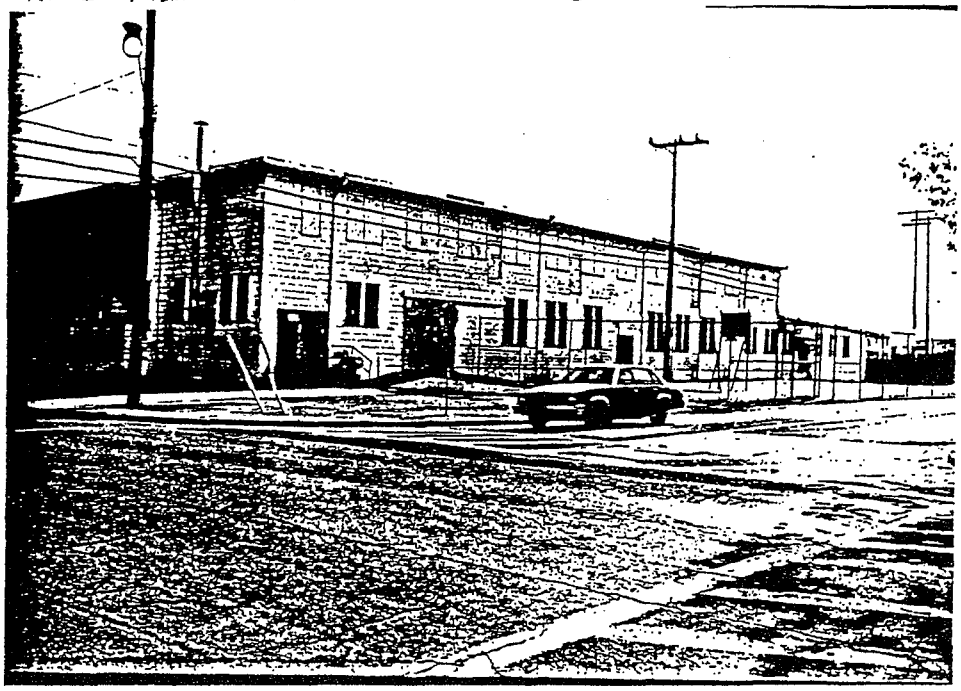
6. Property category: District Number of resources documented: 85

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

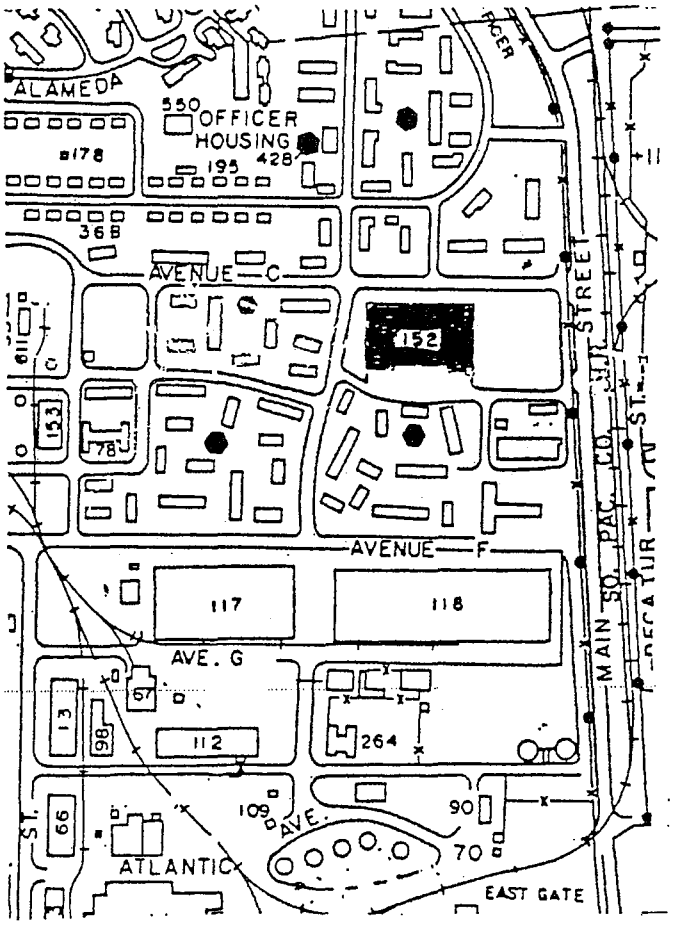
14. Construction date: 1945 Original location: yes
15. Alterations: Upper floor altered by closing in openings in the 1970s.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P-01-011168 HRI# Trinomial

Page 1 **of** 10 ***Resource Name or #** (Assigned by recorder) Building 162

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

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.

State of California — The Resources Agency **Primary #** P-01-011168
DEPARTMENT OF PARKS AND RECREATION **HRI#**
CONTINUATION SHEET **Trinomial**

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

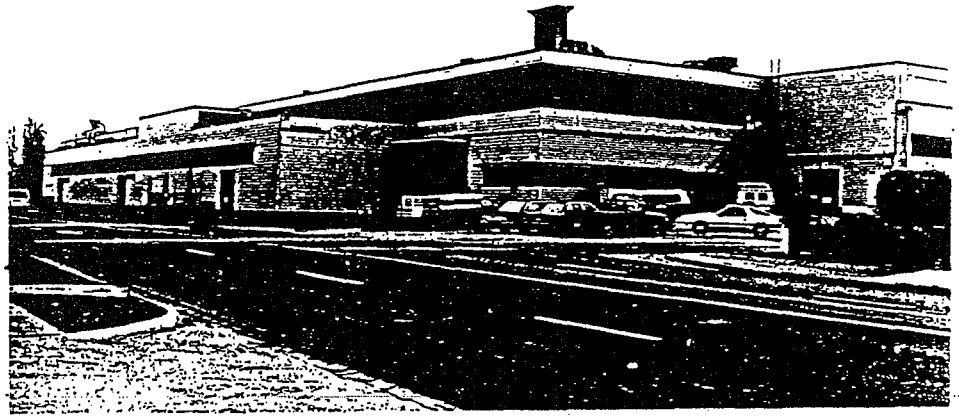
1.&2. Historic/Current name: Building 162, Engine Accessory Ovehaul Fac.
3. Location: NAS Alameda Map M-31 City: Alameda Zip: 94501
County: Alameda Code:001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

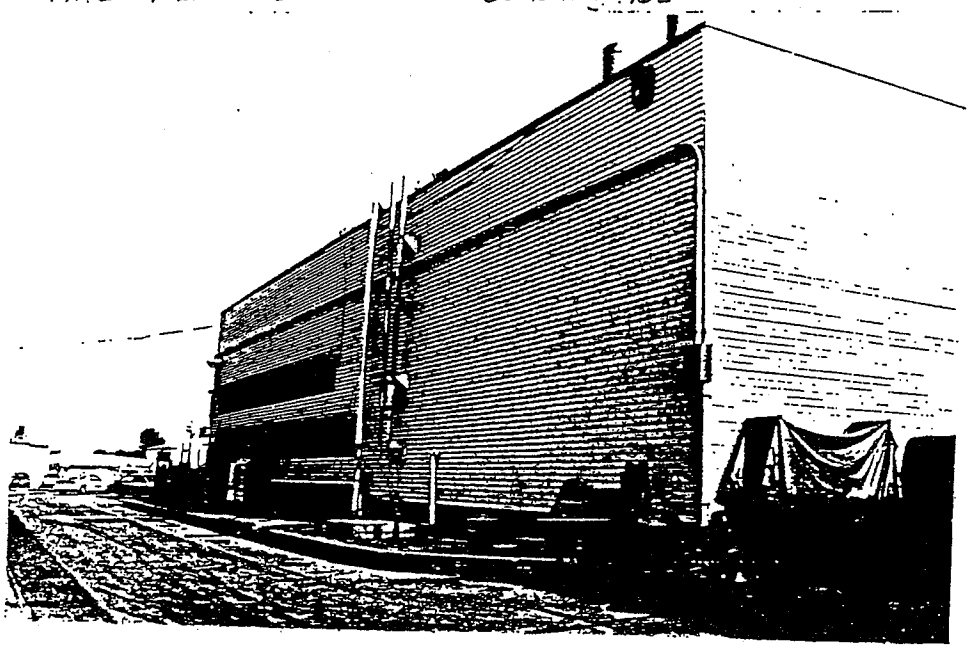
6. Property category: District Number of resources documented: 85

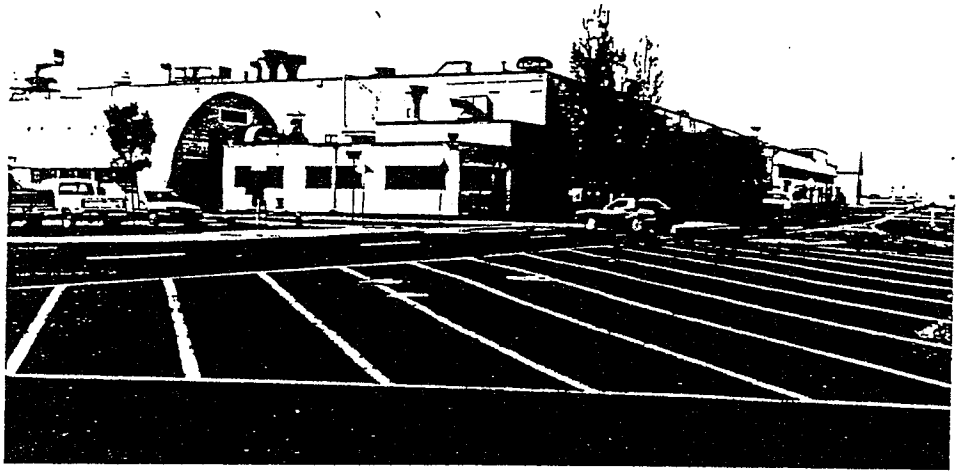
7. Existing condition: a very large, irregularly shaped building, 361 ft. long and 182 ft. wide, with a flat parapeted roof and weatherboard cladding: additions of various heights are mainly on the N and W sides. The windows are typically arranged in bands and are metal-framed with multiple-light hopper 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

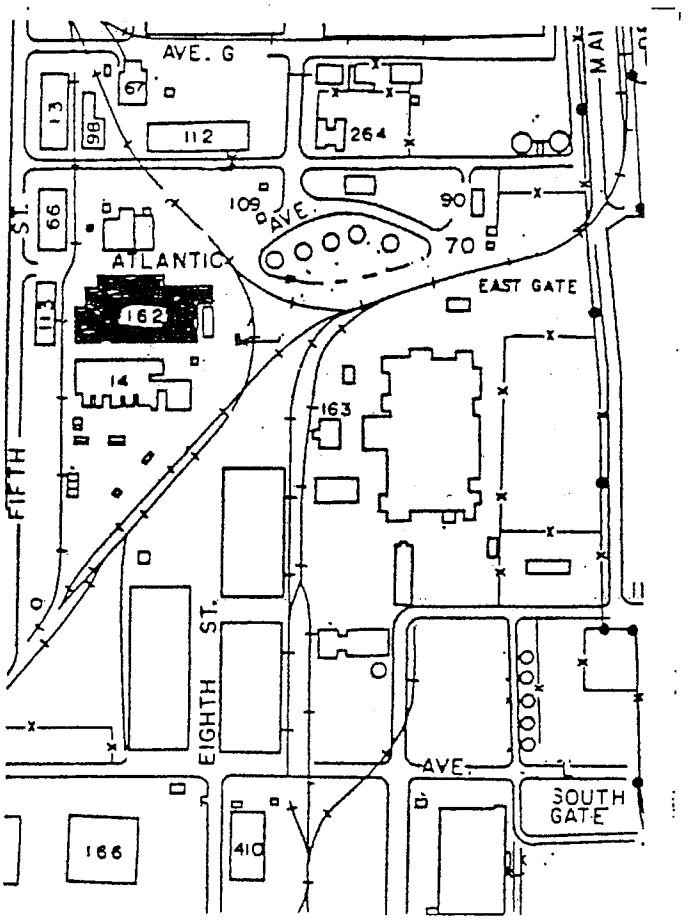
14. Construction date: 1945. Original location: yes
15. Alterations: several large exterior additions to the east and north sides made since 1945, most recently in 1985.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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.

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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.

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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.

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CONTINUATION SHEET

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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.

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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).

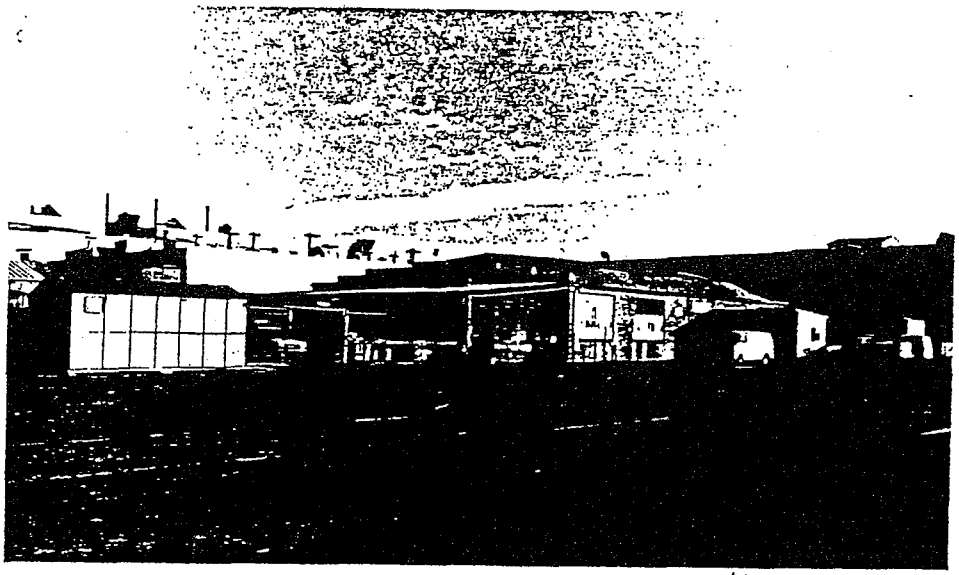
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

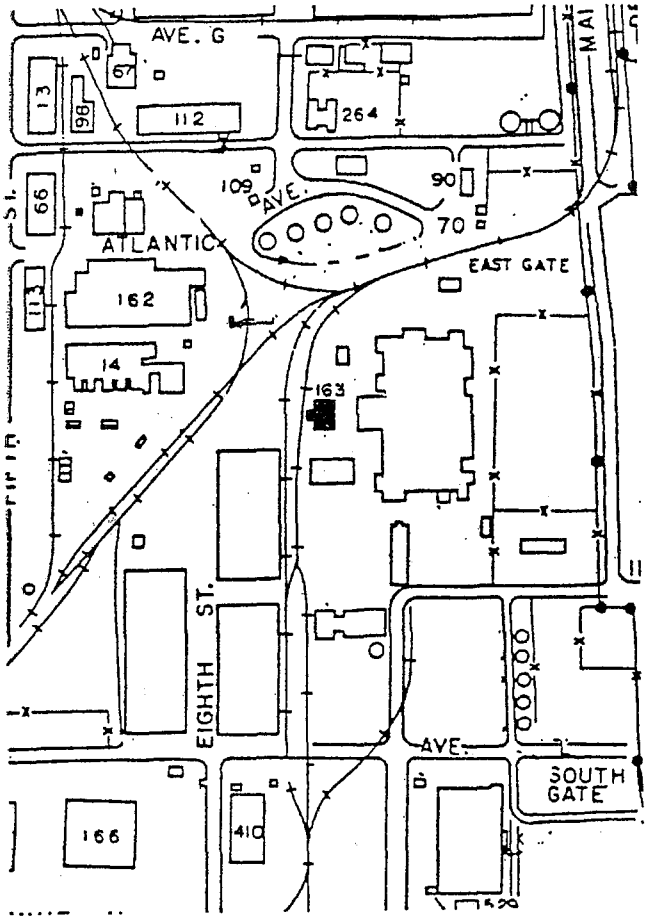
14. Construction date: 1939 Original location: yes
15. Alterations: Shedlike additions to N and W sides; openings altered.
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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.)

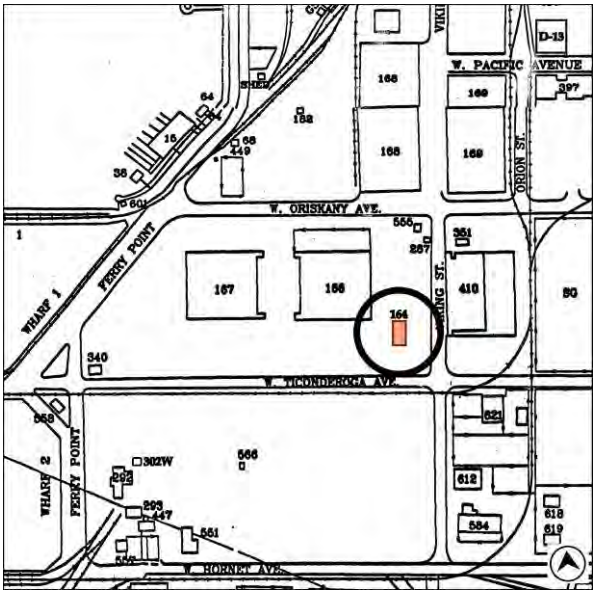
This water treatment facility, Building 164, is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

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."

State of California — The Resources Agency **Primary #** P-01-011169
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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):

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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.)

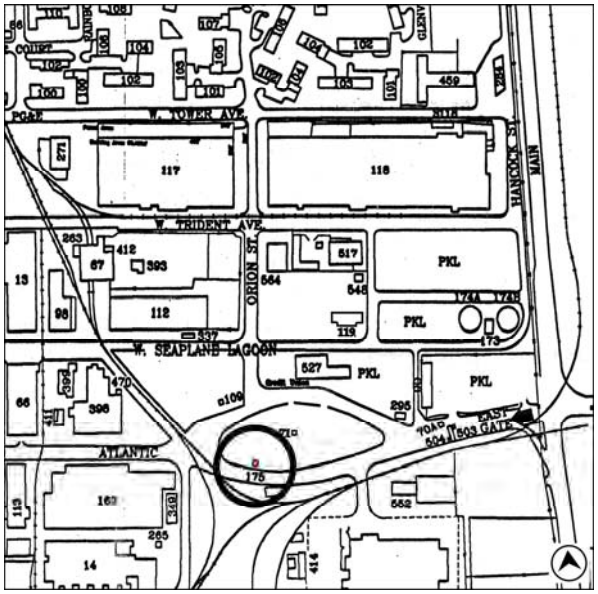
B11. Additional Resource Attributes: (List attributes and codes)

***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.

State of California — The Resources Agency **Primary #** P-01-011170
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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:**

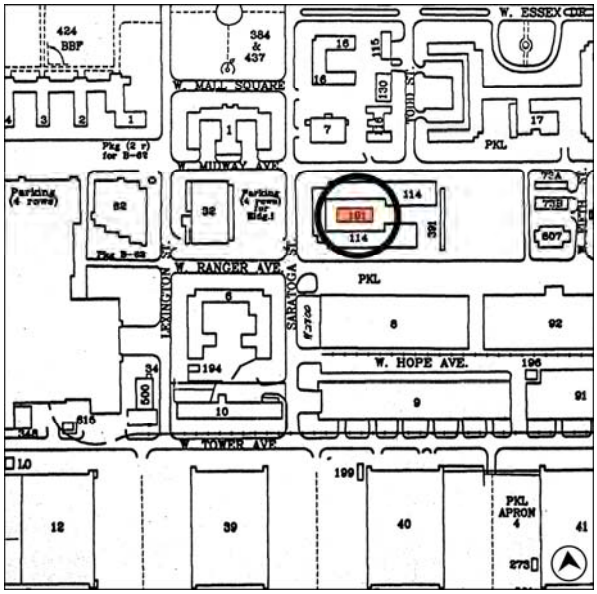
B9a. Architect: US Navy b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

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.)

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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).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011171
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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.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011171
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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.

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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
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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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CONTINUATION SHEET

Primary # P-01-010036
HRI#
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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).

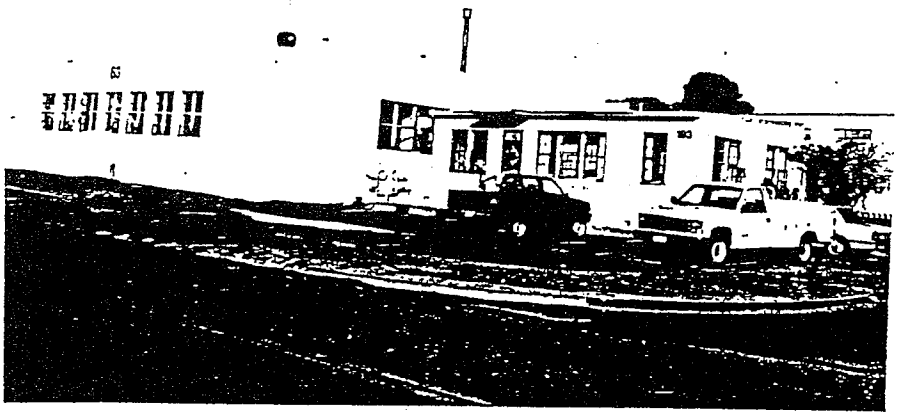
HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION

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

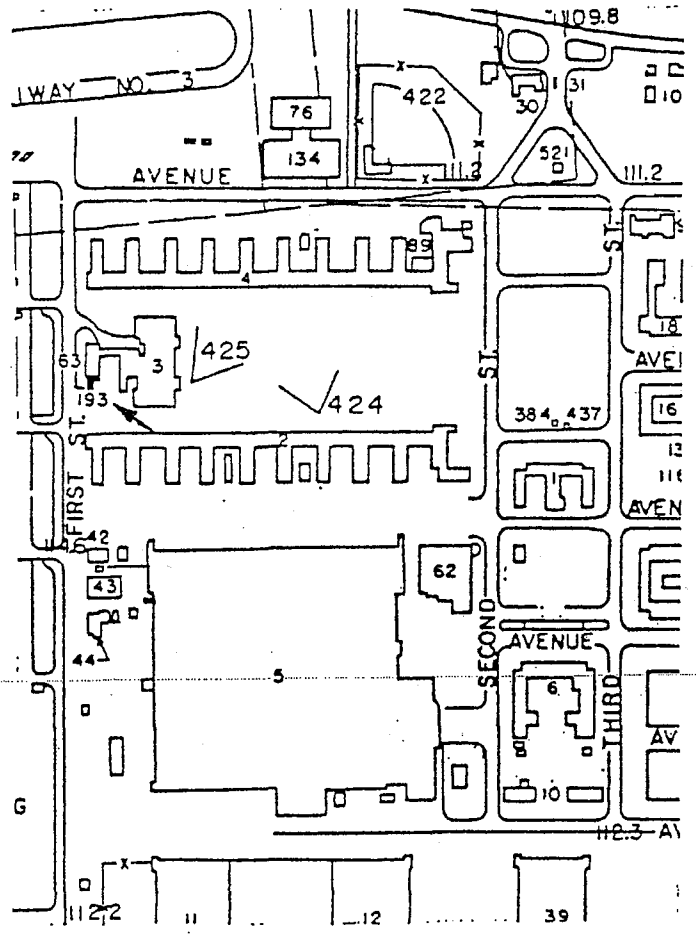
14. Construction date: 1944. Original location: yes
15. Alterations: none
16. Architect: U.S. Navy Bureau of Yards and Docks Builder: N/A
17. Historic attributes: military property - 34

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:**

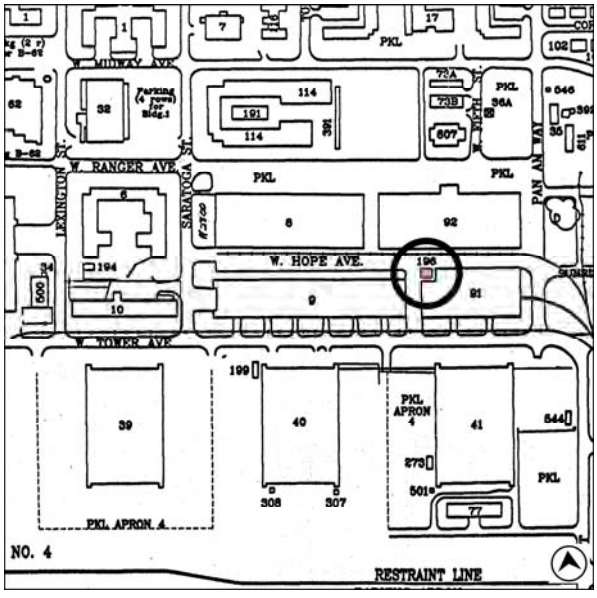
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

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.

State of California — The Resources Agency **Primary #** P-01-011172
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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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DEPARTMENT OF PARKS AND RECREATION

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):

State of California — The Resources Agency **Primary #** P-01-011173
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 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.)

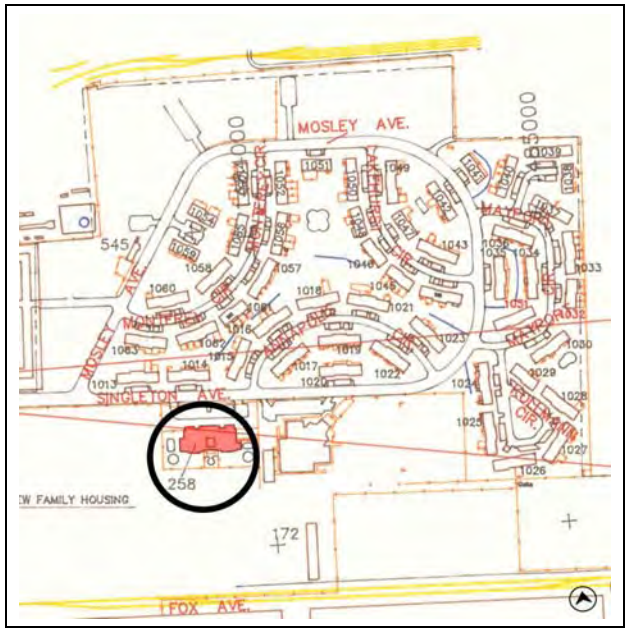
The Child Development Center, Building 258, is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

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.

State of California — The Resources Agency **Primary #** P-01-011173
DEPARTMENT OF PARKS AND RECREATION **HRI#**
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:**

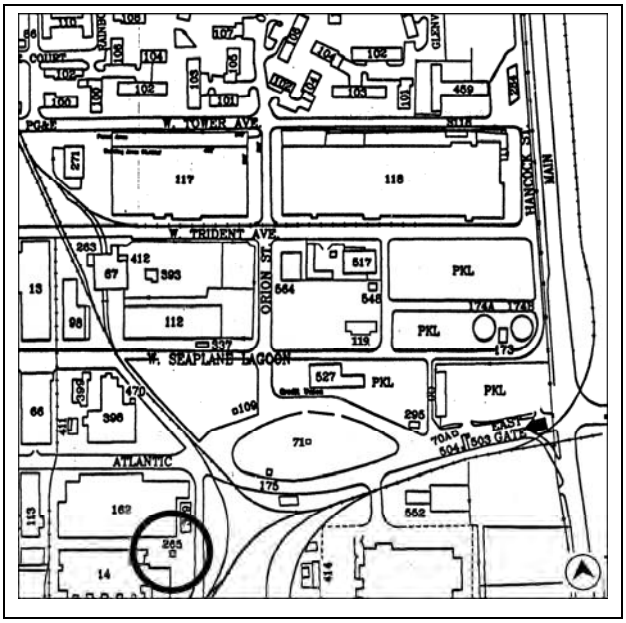
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

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:**

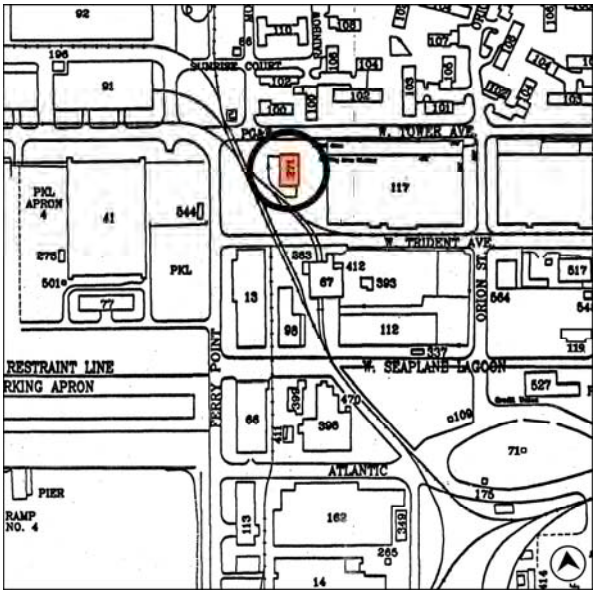
B9a. Architect: US Navy b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

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
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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).

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***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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***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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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):

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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

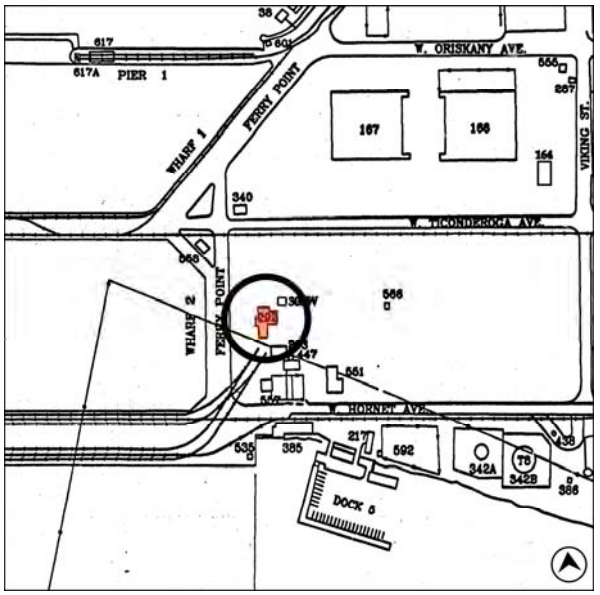
B9a. Architect: Unknown b. Builder: James I. Barnes Const. of Santa Monica, CA
*** B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic 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**

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***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:**

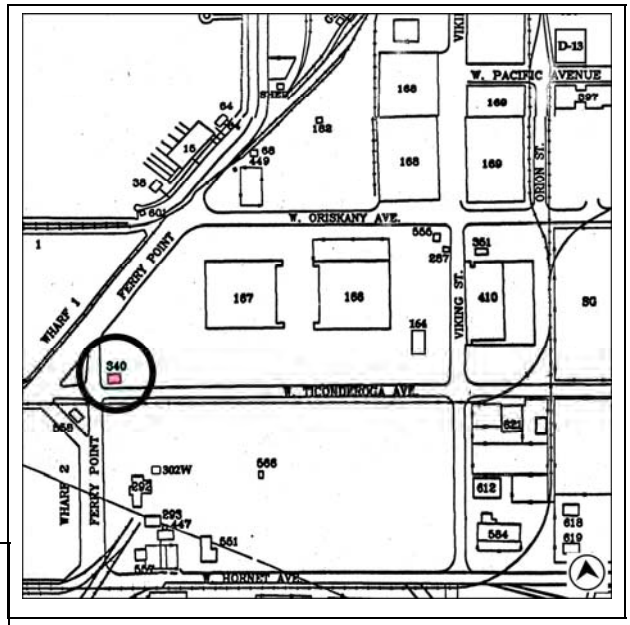
B9a. Architect: Unknown b. Builder: US Navy
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

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.)

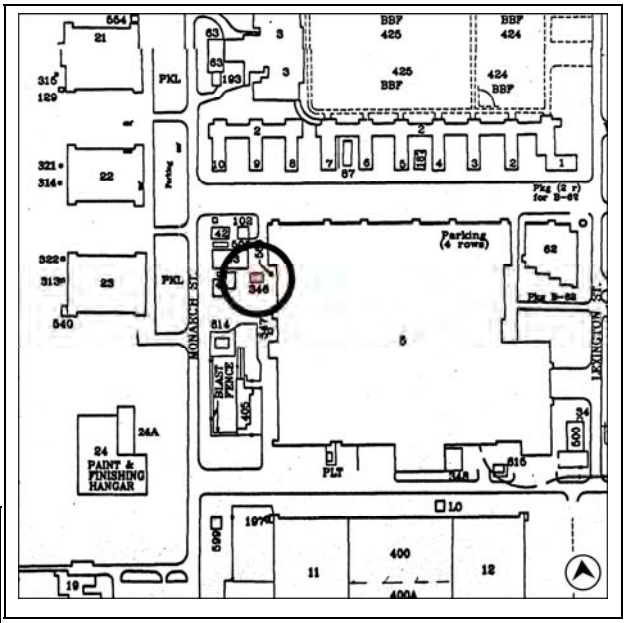
The Navy previously evaluated Building 346 in 2007 to support a Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) response action. The Navy concluded that the building did not meet the criteria for listing in the National Register. The California SHPO concurred with this 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.

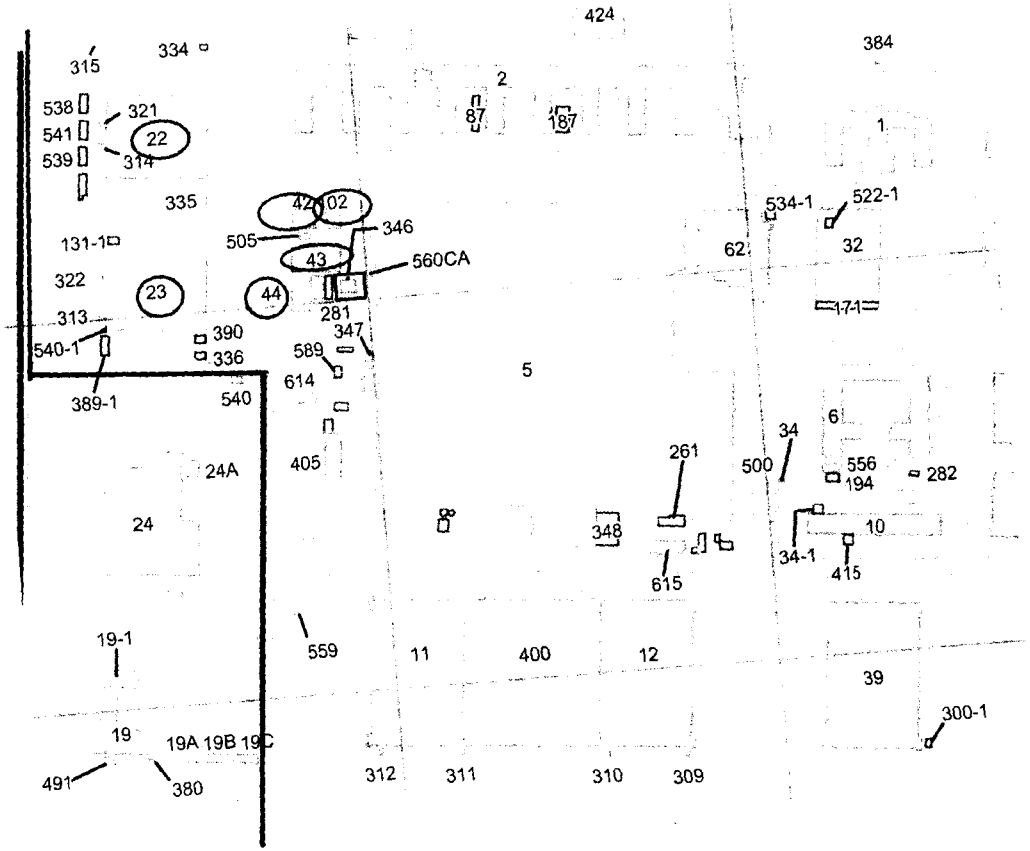
P5a. Photographs (cont.):

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)

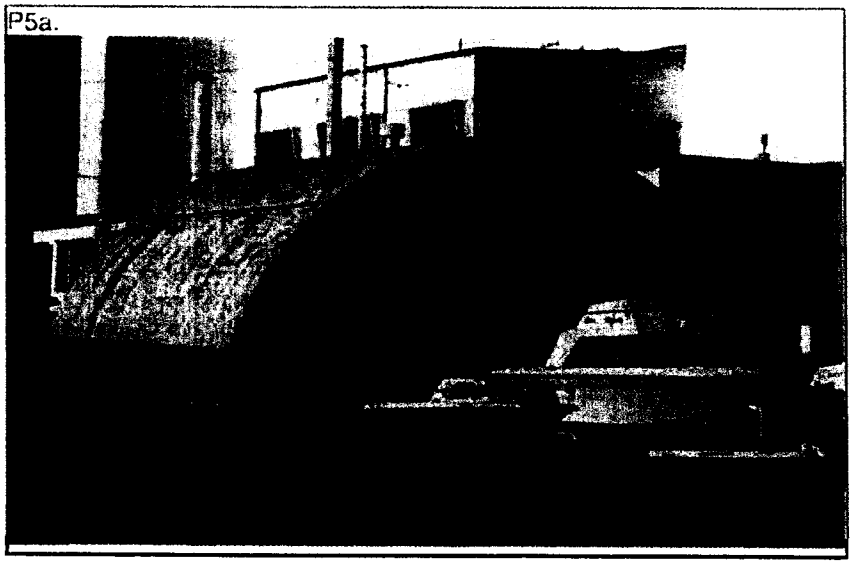
This form addresses **Building 346**, a former maintenance shop at the former Naval Air Station, Alameda. Built in 1949, Building 346 is located within the boundaries of the NAS Alameda Historic District near the intersection of Monarch Street and W. Midway Avenue and is a non-contributing element of 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.)

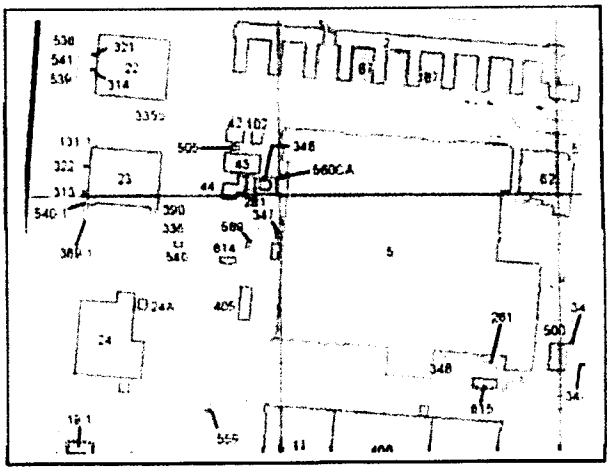
B11. Additional Resource Attributes (List attributes and codes): _____

***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).

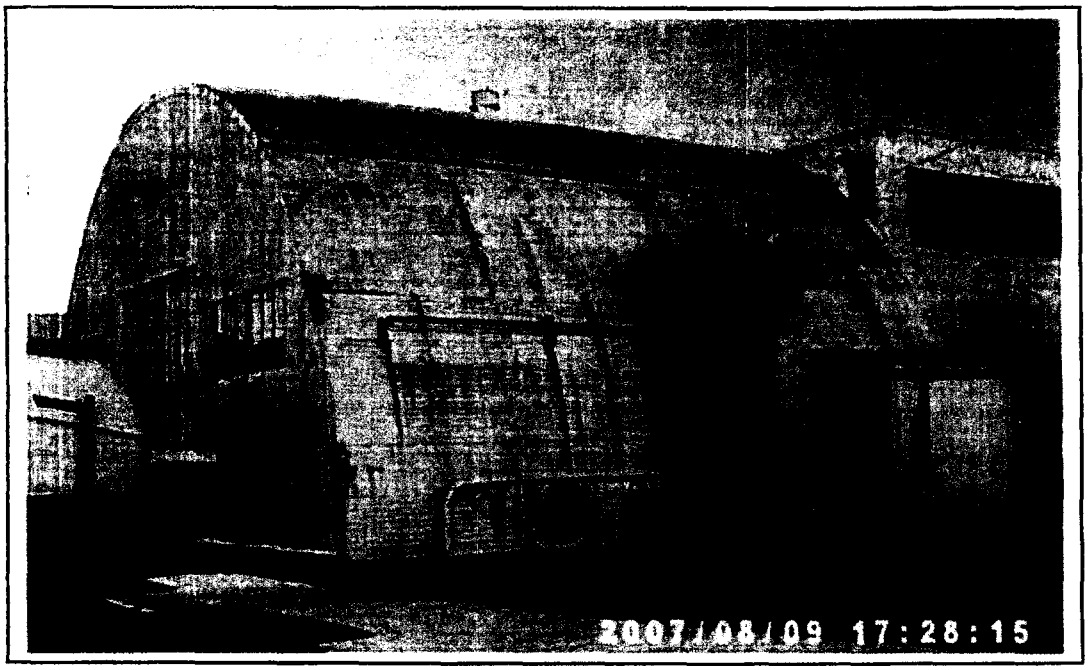
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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):

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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

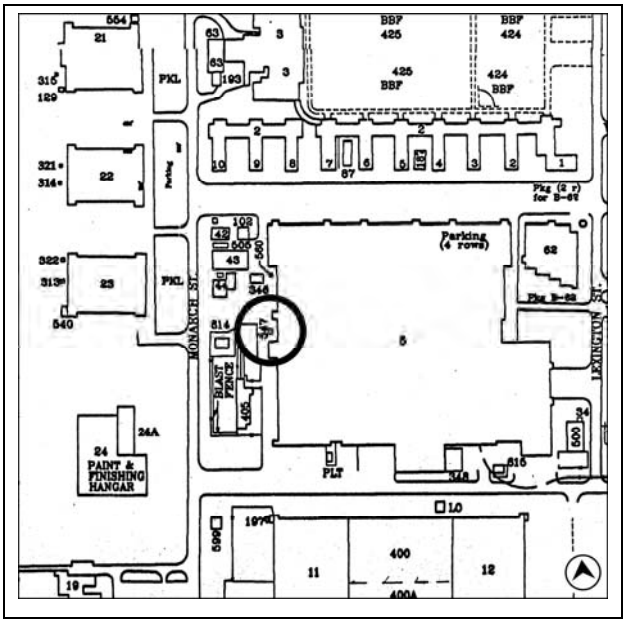
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital 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).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

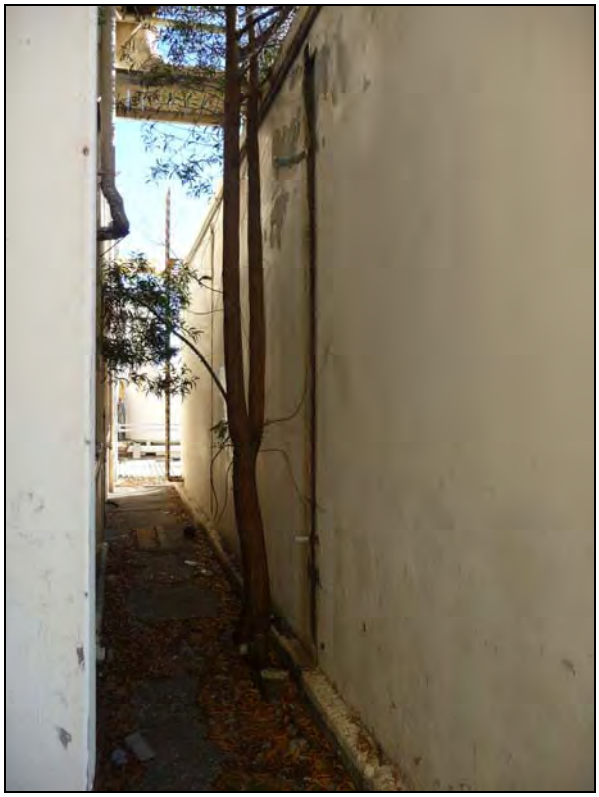
Primary # P-01-011178
HRI#
Trinomial

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)

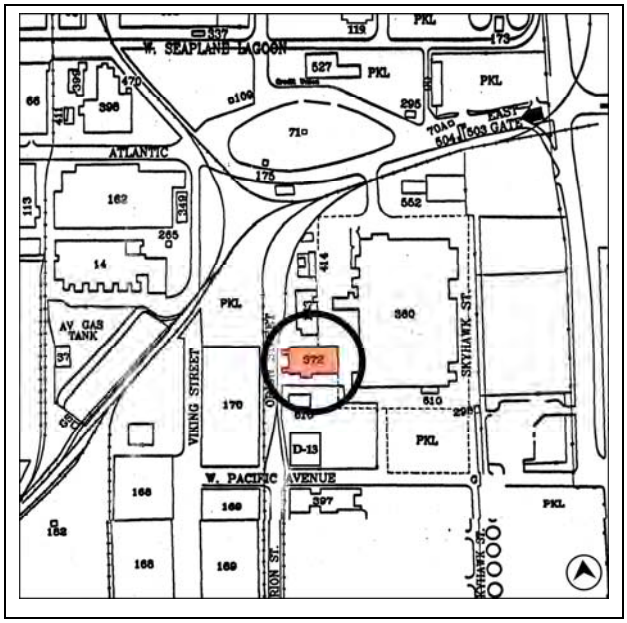
Historic Context

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

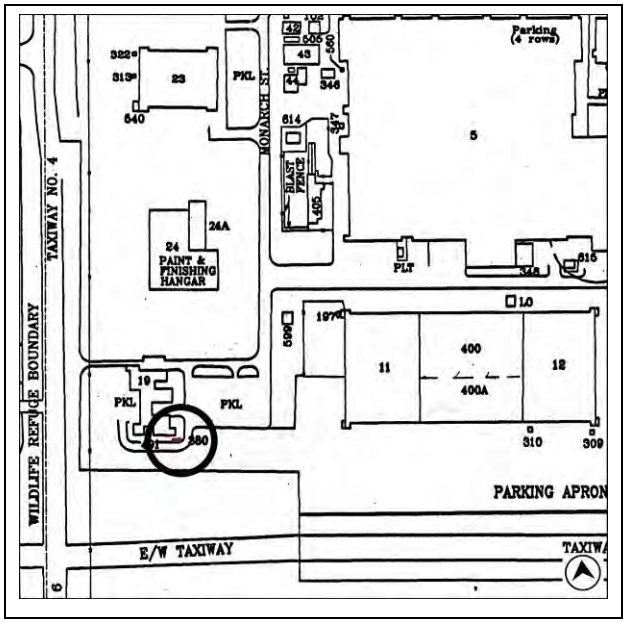
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital 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).

State of California — The Resources Agency
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

Primary # P-01-011180
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.

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

PRIMARY RECORD

Primary # P-01-011181
HRI #
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
DEPARTMENT OF PARKS AND RECREATION **HRI#**

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.)

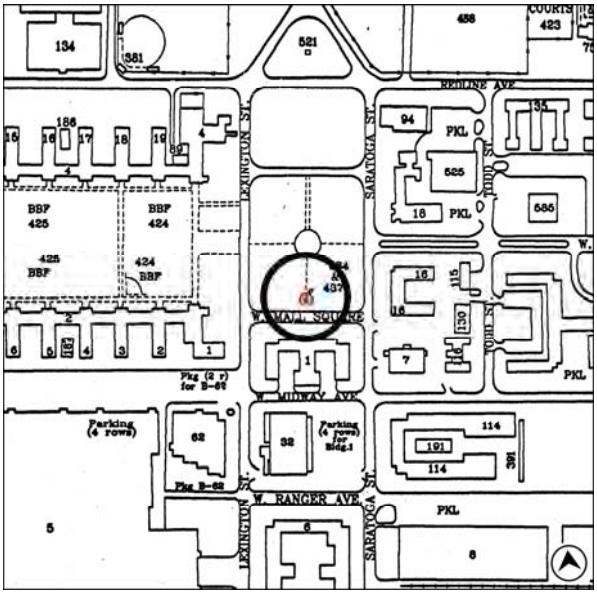
B11. Additional Resource Attributes: (List attributes and codes)

***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.

State of California — The Resources Agency
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.)

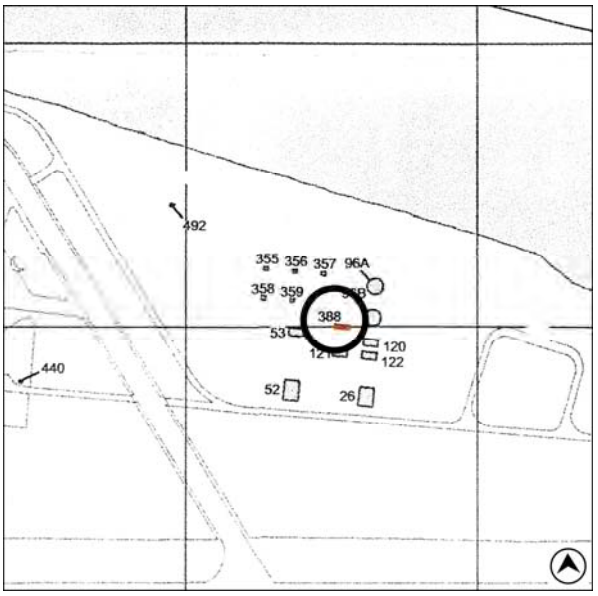
The Inert Storage facility (Building 338) is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

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.)

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***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.

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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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PRIMARY RECORD

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Trinomial
NRHP Status Code 6Z

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

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

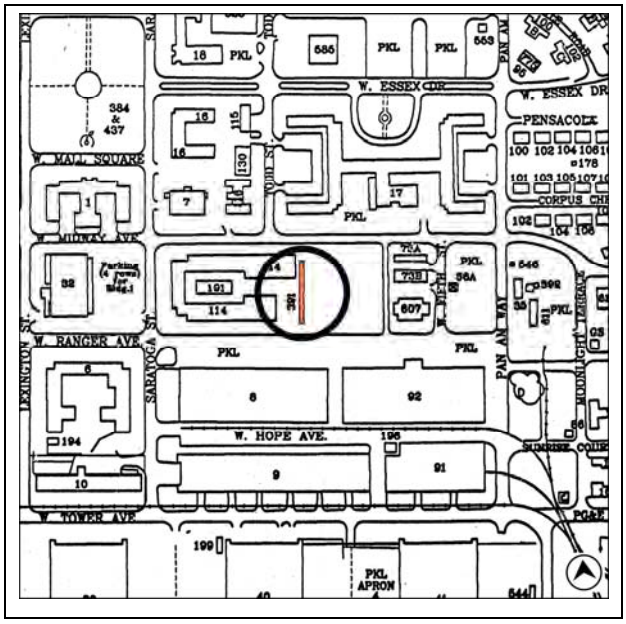
The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital 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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***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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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 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:**

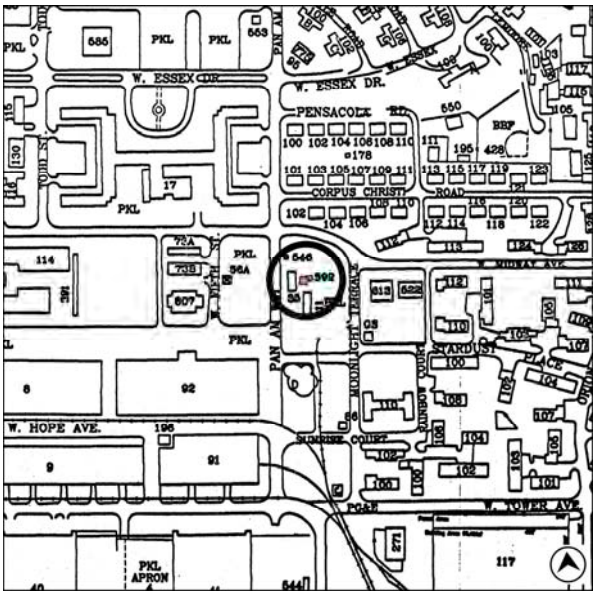
B9a. Architect: Unknown b. Builder: US Navy, Station Forces, NAS Alameda
***B10. Significance: Theme:** **Area:**
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. 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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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-01-011184
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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

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***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.)

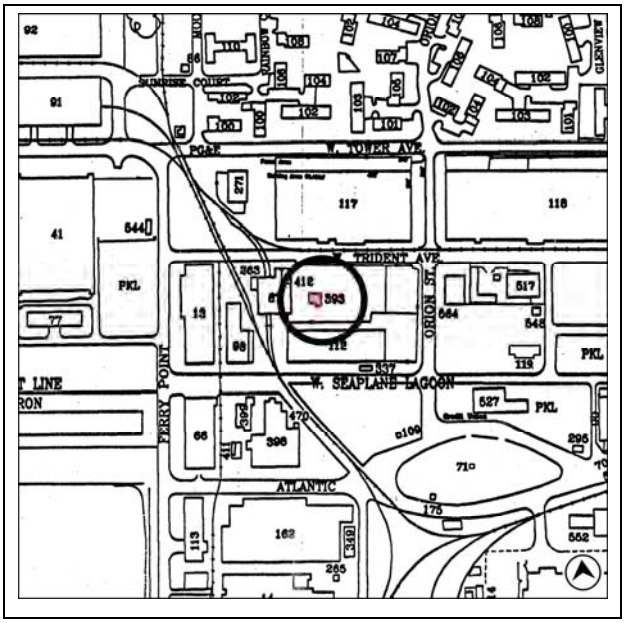
Building 393 is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not possess historic significance under the NRHP or CRHR criteria.

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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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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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.