

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

DEC 07 2012

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name: Naval Air Station (NAS) Alameda Historic District

Other names/site number: N/A

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Naval Air Station Alameda (former)

City or town: Alameda State: CA County: Alameda

Not For Publication: ☐ Vicinity: ☒

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

☐ national ☒ statewide ☐ local

Applicable National Register Criteria:

☒ A ☐ B ☒ C ☐ D

<u>Donald R. Schuyler</u>	<u>Dec 5, 2012</u>
Signature of certifying official/Title:	Date
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input checked="" type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
<u>Willie Wayne Anderson</u>	<u>13 SEP 2012</u>
Signature of commenting official:	Date
<u>STATE HISTORIC PRESERVATION OFFICER</u>	<u>CALIFORNIA</u>
Title :	OFFICE OF HISTORICAL PRESERVATION
	State or Federal agency/bureau or Tribal Government

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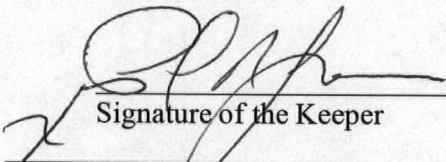
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4. National Park Service Certification

I hereby certify that this property is:

- ☒ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:)


Signature of the Keeper

1/23/2013
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☐
Public – Local ☐
Public – State ☐
Public – Federal ☒

Category of Property

(Check only **one** box.)

- Building(s) ☐
District ☒
Site ☐
Structure ☐
Object ☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

92

39

buildings

1

sites

7

16

structures

3

objects

100

58

Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DEFENSE / Naval Facility

Current Functions

(Enter categories from instructions.)

WORK IN PROGRESS

DOMESTIC / Single and Multiple Dwelling

COMMERCE / Specialty Store

GOVERNMENT / Municipal Building

RECREATION AND CULTURE / Museum

INDUSTRY / Industrial Storage

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7. Description

Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT / Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete, Wood

Narrative Description

Summary Paragraph

The former Naval Air Station Alameda (NAS Alameda) is located in the San Francisco Bay on the western half of Alameda Island. NAS Alameda has a roughly rectangular shape comprising nearly 1,750 acres. The station is bound to the north by the Oakland Inner Harbor and the San Francisco Bay on the west and south sides. Main Street acts as the boundary line of the northeast edge of the station. The west half of NAS Alameda is an inactive airfield [see **United States Geological Survey (USGS) Map**].

The NAS Alameda Historic District, covering approximately 406.5-acres, is located within the former Naval station and contains 100 contributors including 99 contributing buildings and structures, and one contributing site: a historic designed landscape. The historic district has 58 non-contributing buildings, structures, and objects (see table below and **Figure 1**). The historic district encompasses the buildings and landscape that adhere to the original master plan and architectural design of an Interwar-era designed Naval station. The layout and construction of NAS Alameda was conducted under a master planning process that has been referred to as a "total base design." 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. The planning and architecture on NAS Alameda demonstrate trends that the U.S. Navy's Bureau of Yards and Docks (BuDocks) designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during the late 1930s.

BuDocks developed an approach for NAS Alameda with organization of, and circulation between, station activities and functions receiving highest priority. Following principles influenced by Beaux Art and planning practices of the period, planners located piers, seaplane functions, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. The functional and departmental requirements on NAS Alameda 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. Integrated into the station design were expressions of military cultural traditions of hierarchy, uniformity, and order, expressed on a large scale in the siting of the landplane and seaplane operations along the primary axes, precisely laying out spaces and buildings symmetrically, and, at a smaller scale, with details such as evenly spaced trees that conveyed a sense of

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order and uniformity. The station plan clearly expressed the primacy of the mission in support of Navy aviation with the alignment of the primary operational components, the landplane and seaplane operations, along the primary station axes, and by designing sightlines that connected important areas of the station. Refined details in station vegetation, structures, and objects further support the importance placed on the design. Integration of buildings and landscape was an important principle in the field of landscape architecture in the early twentieth century, and the station's planting plan that followed construction of the initial buildings integrated vegetation into the station in a manner that emphasized and mirrored elements of the overall station plan.

This total base design is reflected in the historic district's four distinct functional areas: the Administrative Core, Shops Area, Residential Area, and Operations Area. These four areas are discussed separately below, and the boundaries and buildings, structures, and objects within each area are clearly delineated in this nomination and in **Figure 2**. The 99 contributing buildings and structures are distributed in the district as follows: 19 in the Administrative Core, 13 in the Shops area, 49 in the Residential Area, and 18 in the Operations Area. The historic designed landscape, counted as a site, spans the historic district and includes character-defining features that are related to spatial organization; views and vistas; topography; vegetation; circulation; water features; and structures / furnishings / objects (see table below in the Historic Designed Landscape section of the nomination and **Figure 3**). The contributing elements of the NAS Alameda Historic District retain integrity of location, design, setting, materials, workmanship, feeling, and association to its period of significance (1938-1945). Given their use / reuse over time, the building interiors, in general, have been heavily modified. When applicable, character-defining features of the interiors have been noted in the building descriptions.¹

The findings of the Navy's "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda" and "Cultural Landscape Report for Naval Air Station Alameda" form the basis of this nomination.² The Navy consulted with the State Historic Preservation Officer (SHPO), Advisory Council of Historic Preservation, the City of Alameda, and numerous other interested organizations and members of the public on these two reports. The Navy received SHPO concurrence on these evaluations in these reports on January 7, 2011 (supplemented May 31, 2011) and on March 19, 2012, respectively.

Setting and Boundaries

The following provides the setting and boundaries for each of the NAS Alameda Historic District's four functional areas: the Administrative Core, Shops Area, Residential Area, and Operations Area (see **Figure 2**). Please note, contemporary street names are used in this nomination, rather than the historical number and letter street names.

¹ The details on interior modifications were covered in the station's historic resources buildings study completed in 2011. See 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," prepared for Naval Facilities Engineering Southwest, September 2011. See Appendix C: DPR 523 Forms for specific building descriptions.

² 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," prepared for Naval Facilities Engineering Southwest, September 2011; JRP Historical Consulting, LLC and PGAdesign Inc., "Cultural Landscape Report for Naval Air Station Alameda," prepared for Naval Facilities Engineering Southwest, April 2012.

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Administrative Core

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

Shops Area

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

Residential Area

The Residential Area within the historic district is located in the northeast corner of the station east of Pan Am Way and north of West Midway Avenue. The area includes the Officers' family housing and Chief Petty Officer (CPO) (non-commissioned officers) family housing areas built during the original construction of the station. This functional area is part of a larger Residential / Morale, Welfare, and Recreation (MWR) Area on the station. Newer family housing and MWR areas along the east side and south end of the station are not within the boundaries of the historic district.

Operations Area

The Operations Area within the historic district is made up of two rectangular spaces that encompass the landplane hangars and Control Tower (Building 19) as well as the seaplane hangars and Seaplane Lagoon. The landplane hangars are Buildings 20 to 23, with Building 20 being the furthest north. These four buildings are situated in a north-south arrangement along Monarch Street with Building 19 located at the southern end. The seaplane hangars are situated in an east-west arrangement along West Tower Avenue perpendicular to the landplane hangars. They include Buildings 39, 40, and 41. To the south of the seaplane hangars is a parking apron / taxiway and the Seaplane Lagoon. The waterfront portion of the Operations Area to the south of Pier 1 is not within the boundary of the historic district.

Narrative Description

This section provides a description of NAS Alameda Historic District's contributing buildings and structures, followed by description of the district's one contributing site: its historic designed landscape. The description is organized by the four functional areas located in the NAS Alameda Historic District: Administrative Core, Shops Area, Residential Area, and Operations Area. The general characteristics of each area are presented, followed by description of individual contributing buildings and structures, organized by their Navy facility numbers (Building Numbers, hereafter). The description of the historic designed landscape is organized by its character-defining features, which are discussed by functional area. The description of the district's non-contributing resources is presented after the description of the contributing resources. Again, please note that contemporary street names are used in this narrative and its illustrations, rather than the historical number and letter street names.

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The following table lists the contributing and non-contributing buildings, structures, objects, and sites in the NAS Alameda Historic District.

Buildings, Structures, Objects, and Sites within the NAS Alameda Historic District

Building No.	Facility Name	Built	NRHP Status	Resource Type
001	Administration Building	1940	Contributing	Building
002	Enlisted Men's Barracks	1940	Contributing	Building
003	Mess Hall - Galley	1940	Contributing	Building
004	Enlisted Men's Barracks	1940	Contributing	Building
005	Overhaul - Repair Shops	1940	Contributing	Building
006	Public Works Transportation Shop Garage	1940	Contributing	Building
007	Material Engineering Lab	1985	Non-Contributing	Building
008	General Storehouse	1940	Contributing	Building
009	Aircraft Storehouse	1940	Contributing	Building
010	Power Plant Building	1940	Contributing	Building
011	Aircraft Maintenance Shop	1941	Non-Contributing	Building
012	Aircraft Maintenance Shop	1941	Non-Contributing	Building
015	Boathouse	1940	Contributing	Building
016	Dispensary	1942	Contributing	Building
017	Bachelors Officers Quarters	1941	Contributing	Building
018	Theater / Post Office	1941	Contributing	Building
019	Control Tower	1941	Contributing	Building
019-1	Crash & Rescue Garage	1962	Non-Contributing	Building
020	Landplane Hangar	1941	Contributing	Building
021	Landplane Hangar	1941	Contributing	Building
022	Landplane Hangar	1941	Contributing	Building
023	Landplane Hangar	1941	Contributing	Building
024	Industrial Waste Treatment Hangar	1990	Non-Contributing	Building
024A	Industrial Waste Treatment Facility	1977	Non-Contributing	Building
030	Gate House / Main Gate	1941	Contributing	Building
031	Sentry House / Main Gate	1941	Contributing	Building
032	Metal Treatment Shop	1990	Non-Contributing	Building
034	Transformer Pad Behind 10	1941	Non-Contributing	Structure
035	Radio Transmitter Building	1940	Contributing	Building

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Building No.	Facility Name	Built	NRHP Status	Resource Type
036A	Radio Towers	1940	Non-Contributing	Structure
039	Maintenance Hangar	1944	Contributing	Building
040	Maintenance Hangar	1941	Contributing	Building
041	Aircraft Inter Maintenance Shop	1945	Contributing	Building
042	Aviation Technical Services (ATS) Engineering Facility	1941	Contributing	Building
043	Weapons Shop	1941	Contributing	Building
044	Engineering Office Facility	1941	Contributing	Building
060	Officers Recreation Building	1941	Contributing	Building
062	Administrative Office Facility	1942	Non-Contributing	Building
063	Galley	1942	Contributing	Building
064	Ship Intermediate Maintenance Activity (SIMA) Diving Locker	1941	Contributing	Building
075	Officers Bath House	1942	Contributing	Building
077	Air Terminal Building	1942	Contributing	Building
089	Garage / Marine Barracks	1938	Non-Contributing	Building
091	Packing - Shipping Storehouse	1942	Contributing	Building
092	Packing - Shipping Department	1942	Contributing	Building
094	Chapel	1943	Contributing	Building
095	Water Storage Tank / Non-Potable	1943	Non-Contributing	Structure
102	Ordnance Office Building	1943	Contributing	Building
114	Public Works Office-Maintenance Shop	1944	Contributing	Building
115	Ambulance Garage	1943	Contributing	Building
116	Rehab Center	1943	Contributing	Building
130	Low Pressure Chamber	1944	Contributing	Building
135	Community Facilities Bldg	1944	Contributing	Building
137	Recreation Storage	1945	Contributing	Building
176	Water Pumping Station	1943	Non-Contributing	Structure
177	Transformer House	1941	Non-Contributing	Building
178	Transformer House	1941	Non-Contributing	Building
191	Storage Racks	1944	Non-Contributing	Building
193	Commissary Office	1944	Contributing	Building
194	600 Storage	1945	Non-Contributing	Building

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Building No.	Facility Name	Built	NRHP Status	Resource Type
196	Storage /Flammable	1943	Non-Contributing	Building
273	Liquid Oxygen Facility	1943	Non-Contributing	Building
307	Ammunition Locker	1942	Non-Contributing	Building
308	Ammunition Locker	1942	Non-Contributing	Building
313	Ammunition Locker	1942	Non-Contributing	Building
314	Ammunition Locker	1942	Non-Contributing	Building
315	Ammunition Locker	1942	Non-Contributing	Building
316	Ammunition Locker	1942	Non-Contributing	Building
319	Ammunition Locker	1942	Non-Contributing	Building
321	Ammunition Locker	1942	Non-Contributing	Building
322	Ammunition Locker	1942	Non-Contributing	Building
346	Maintenance Shop	1949	Non-Contributing	Building
347	Paint Storage - Mixing Room	1946	Non-Contributing	Building
380	Saluting Battery	1954	Non-Contributing	Object
382	Squash Court	1945	Non-Contributing	Structure
384	Flagpole	1941	Non-Contributing	Structure
391	Gap Site Storage Shelter	1950	Non-Contributing	Building
400	Avionics Building	1957	Non-Contributing	Building
405	A/C Ground Support Equipment Repair Facility	1957	Non-Contributing	Building
419	Officers Club Barbecue	1956	Non-Contributing	Building
423	Tennis Courts	1941	Non-Contributing	Structure
424	Softball Diamond	1942	Non-Contributing	Structure
425	Softball Diamond	1942	Non-Contributing	Structure
469	Sewage Pumping Station	1962	Non-Contributing	Structure
491	Emergency Generator Bldg	1961	Non-Contributing	Building
500	Receiving Shelter	1964	Non-Contributing	Building
501	A/C Sanitary Facility	1964	Non-Contributing	Structure
521	Mounted A-4 Aircraft	1968	Non-Contributing	Object
525	Bowling Lanes	1970	Non-Contributing	Building
540	Line Shack	1975	Non-Contributing	Building
544	Liquid Oxygen / Nitrogen Facility	1974	Non-Contributing	Building
553	Electrical Substation #6	1973	Non-Contributing	Structure

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Building No.	Facility Name	Built	NRHP Status	Resource Type
554	Electrical Substation #7	1973	Non-Contributing	Structure
559	Electrical Substation #9	1973	Non-Contributing	Structure
585	Chief Petty Officer Mess Open	1976	Non-Contributing	Building
607	Craft Hobby Shop	1980	Non-Contributing	Building
614	Hazardous Material Storehouse	1982	Non-Contributing	Building
615	Hazardous Material Storehouse	1982	Non-Contributing	Building
200648	Bulkhead	1939	Contributing	Structure
200650	Jetty	1939	Contributing	Structure
200687	Seaplane Ramp 4	1940	Contributing	Structure
201187	Historical Railroad Marker	1952	Non-Contributing	Object
FH-0001	101 Corpus Christi Road	1941	Contributing	Building
FH-0002	103 Corpus Christi Road	1941	Contributing	Building
FH-0003	105 Corpus Christi Road	1941	Contributing	Building
FH-0004	107 Corpus Christi Road	1941	Contributing	Building
FH-0005	109 Corpus Christi Road	1941	Contributing	Building
FH-0006	111 Corpus Christi Road	1941	Contributing	Building
FH-0007	111 Pensacola Road	1941	Contributing	Building
FH-0008	110 Pensacola Road	1941	Contributing	Building
FH-0009	108 Pensacola Road	1941	Contributing	Building
FH-0010	106 Pensacola Road	1941	Contributing	Building
FH-0011	104 Pensacola Road	1941	Contributing	Building
FH-0012	102 Pensacola Road	1941	Contributing	Building
FH-0013	100 Pensacola Road	1941	Contributing	Building
FH-0014	106 Corpus Christi Road	1941	Contributing	Building
FH-0015	108 Corpus Christi Road	1942	Contributing	Building
FH-0016	110 Corpus Christi Road	1942	Contributing	Building
FH-0017	112 Corpus Christi Road	1942	Contributing	Building
FH-0018	114 Corpus Christi Road	1942	Contributing	Building
FH-0019	116 Corpus Christi Road	1942	Contributing	Building
FH-0020	118 Corpus Christi Road	1942	Contributing	Building
FH-0021	120 Corpus Christi Road	1942	Contributing	Building
FH-0022	122 Corpus Christi Road	1942	Contributing	Building

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Building No.	Facility Name	Built	NRHP Status	Resource Type
FH-0023	102 Corpus Christi Road	1942	Contributing	Building
FH-0024	104 Corpus Christi Road	1942	Contributing	Building
FH-0025	123 Corpus Christi Road	1942	Contributing	Building
FH-0026	121 Corpus Christi Road	1942	Contributing	Building
FH-0027	119 Corpus Christi Road	1942	Contributing	Building
FH-0028	117 Corpus Christi Road	1942	Contributing	Building
FH-0029	115 Corpus Christi Road	1942	Contributing	Building
FH-0030	113 Corpus Christi Road	1942	Contributing	Building
FH-A	100 Alameda Road	1941	Contributing	Building
FH-B	100 Seattle Road	1941	Contributing	Building
FH-C	102 Seattle Road	1941	Contributing	Building
FH-D	100 Newport Road	1941	Contributing	Building
FH-E	102 Newport Road	1941	Contributing	Building
FH-F	104 Newport Road	1941	Contributing	Building
FH-G	106 Newport Road	1941	Contributing	Building
FH-H	100 San Diego Road	1941	Contributing	Building
FH-I	102 San Diego Road	1941	Contributing	Building
FH-K	106 San Diego Road	1941	Contributing	Building
FH-L	108 San Diego Road	1941	Contributing	Building
FH-M	100 San Pedro Road	1941	Contributing	Building
FH-N	102 San Pedro Road	1941	Contributing	Building
FH-O	104 San Pedro Road	1941	Contributing	Building
FH-P	106 San Pedro Road	1941	Contributing	Building
FH-Q	108 San Pedro Road	1941	Contributing	Building
FH-S	102 Pearl Harbor Road	1941	Contributing	Building
FH-T	104 Pearl Harbor Road	1941	Contributing	Building
FH-U	106 Pearl Harbor Road	1941	Contributing	Building
DOCK3	Dock 3	1941	Non-Contributing	Structure
DOCK4	Dock 4	1952	Non-Contributing	Structure
RAMP1	Seaplane Ramp #1	1940	Contributing	Structure
RAMP2	Seaplane Ramp #2	1940	Contributing	Structure
RAMP3	Seaplane Ramp #3	1941	Contributing	Structure

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Building No.	Facility Name	Built	NRHP Status	Resource Type
N/A	Seaplane Lagoon	1940	Contributing	Structure
N/A	Historic Designed Landscape	1941	Contributing	Site

Contributing Buildings and Structures within the NAS Alameda Historic District

Administrative Core

The following text regarding the Administrative Core, providing a general description of this functional area, is excerpted and derived from the "Guide to Preserving the Character of the Naval Air Station Alameda Historic District." Descriptions of individual contributing resources are presented thereafter.

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire station. The Administrative Core buildings are excellent representations 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 the horizontal bands, running continuously across the façade, 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.

The dominant character of the buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings. 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. The long sweeping design is emphasized by the continuous horizontal bands in the concrete panels and by the bands of windows, which are themselves arranged in horizontal bands. Building 1 is equally horizontal in its appearance. 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.

In summary, the key structural elements of the Administrative Core are:

- Smooth reinforced concrete surface (except for Building 94, which is wood sided)
- Horizontal orientation
- Flat roofs
- Use of vertical elements for emphasis

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Residential Area

The following text regarding the Residential Area is excerpted and derived from the "Guide to Preserving the Character of the Naval Air Station Alameda Historic District" and provides a general description of this functional area. Descriptions of individual contributors are presented thereafter.

The character of the Residential Area is defined as much by the landscape and street layout as by the architecture of the buildings. The landscape is discussed in more detail in the Historic Designed Landscape section below. The landscape and residences combine to create an area that resembles a suburban neighborhood. The Officers' Houses (also referred to as the "Big Whites") and the CPO houses are a simplified Moderne style, the CPO houses are more severe. Both the two-story Officers' Houses and the one-story CPO houses are wood-frame buildings sided with thick stucco. CPO residences have a shallow hip roof with wide overhang and have recessed porches. The Officer's Houses are much larger and more complex with a rectangular core and a nearly pyramidal hip roof with one-story flat roof wings to either side. They also have attached garages.

The character-defining features of the residences include:

- Stucco surface
- Hipped roof form
- Recessed porch on the CPO Houses
- Two-story core and one-story wings form of the Officers' Houses
- Attached garage in Officers' Houses¹¹

FH-0001 to FH-0030. Housing - CPO 1-30: The CPO housing is located east of Pan Am Way and south of the Officers' housing area. Situated on Corpus Christi Road and Pensacola Road, this housing was constructed using two separate but similar plans. Some characteristics are present in all CPO houses. They are all wood-frame houses with low-pitch hipped roofs, wide, open eaves, and stucco siding. Fenestration consists of two-over-two double-hung wood-sash windows. Both plans include two recessed and raised concrete porches, located at opposite corners under the main roof (**Photograph 35**). One porch is located on the front façade, and includes wood railing, concrete stairs with metal railing, and a five-light wood door. The rear porch also has wood railing and concrete stairs with metal railing; however, it includes two multi-light doors, one on either wall. CPO 1-13 between Pensacola Road and Corpus Christi Road were constructed from a 1940 plan, while the remaining houses (CPO 14-30) along Corpus Christi Road were constructed on a 1941 plan with fewer irregularities, but had right- and left-hand versions that were mirror images of each other. The following table lists the Navy facility numbers for these houses, along with their house number, address from the Navy period, and more recent address.

Building No.	CPO No.	Navy Address	City of Alameda Address
FH-0001	CPO 1	101 Corpus Christi Road	571 Corpus Christi Road
FH-0002	CPO 2	103 Corpus Christi Road	551 Corpus Christi Road
FH-0003	CPO 3	105 Corpus Christi Road	531 Corpus Christi Road
FH-0004	CPO 4	107 Corpus Christi Road	501 Corpus Christi Road
FH-0005	CPO 5	109 Corpus Christi Road	471 Corpus Christi Road

¹¹ Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," (1997), 77, 79, 83.

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Building No.	CPO No.	Navy Address	City of Alameda Address
FH-0006	CPO 6	111 Corpus Christi Road	451 Corpus Christi Road
FH-0007	CPO 7	111 Pensacola Road	2850 Pensacola Road
FH-0008	CPO 8	110 Pensacola Road	450 Pensacola Road
FH-0009	CPO 9	108 Pensacola Road	470 Pensacola Road
FH-0010	CPO 10	106 Pensacola Road	500 Pensacola Road
FH-0011	CPO 11	104 Pensacola Road	530 Pensacola Road
FH-0012	CPO 12	102 Pensacola Road	550 Pensacola Road
FH-0013	CPO 13	100 Pensacola Road	570 Pensacola Road
FH-0014	CPO 14	106 Corpus Christi Road	500 Corpus Christi Road
FH-0015	CPO 15	108 Corpus Christi Road	470 Corpus Christi Road
FH-0016	CPO 16	110 Corpus Christi Road	450 Corpus Christi Road
FH-0017	CPO 17	112 Corpus Christi Road	370 Corpus Christi Road
FH-0018	CPO 18	114 Corpus Christi Road	350 Corpus Christi Road
FH-0019	CPO 19	116 Corpus Christi Road	330 Corpus Christi Road
FH-0020	CPO 20	118 Corpus Christi Road	300 Corpus Christi Road
FH-0021	CPO 21	120 Corpus Christi Road	270 Corpus Christi Road
FH-0022	CPO 22	122 Corpus Christi Road	250 Corpus Christi Road
FH-0023	CPO 23	102 Corpus Christi Road	550 Corpus Christi Road
FH-0024	CPO 24	104 Corpus Christi Road	530 Corpus Christi Road
FH-0025	CPO 25	123 Corpus Christi Road	251 Corpus Christi Road
FH-0026	CPO 26	121 Corpus Christi Road	271 Corpus Christi Road
FH-0027	CPO 27	119 Corpus Christi Road	301 Corpus Christi Road
FH-0028	CPO 28	117 Corpus Christi Road	331 Corpus Christi Road
FH-0029	CPO 29	115 Corpus Christi Road	351 Corpus Christi Road
FH-0030	CPO 30	113 Corpus Christi Road	371 Corpus Christi Road

CPO 1-13 each has a recessed front porch on one side of the main façade and an inset corner on the opposite side of this wall (**Photograph 36**). The rear wall includes a ten-light French door atop a three-step concrete stoop located at the end opposite the rear porch. Six windows are located on the front side. The recessed porch has a single short window on the wall opposite the door. Two windows are paired on the projecting wall next to a single window, while two short and narrow single windows are located on the inset corner—one on each wall. The rear wall includes two pairs of windows—one short and the other full size. One window is located on the inside corner of the rear porch. One side wall has a group of three windows, while the other side has short and narrow paired windows. The front porch originally had a flower box along the side of the box for a rail. These flower boxes have been moved or removed. CPO Houses 4-6, 8-9, and 11-13 have their flowerboxes sitting behind the houses in the yard. The other flower boxes are completely missing. Wheelchair access ramps have been added to CPO 9 (ramp added in rear) and CPO 11 (ramp added in front).

CPO 14-30 each has recessed front and rear porches in opposite corners (**Photograph 37**). The front porch is on the right for the houses located on the south side of Corpus Christi Road except CPO 24 and

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on the left for houses located on the north side of Corpus Christi Road. These houses do not have an additional inset on the front as found on CPO 1-13. The French door on the rear wall is replaced by a five-light wood door with two five-light side lights (**Photograph 38**). The side adjacent to the front porch has two large windows. The other side has a single window and another on the recessed rear porch. The only frequent change is the replacement or enclosure of the small square panel leading to the utility room. These have been replaced with louvered vents, solid material, or modern dryer vents (CPO Houses 14, 22, 25, and 27).

Character-defining features of the CPO Housing include stucco surface exterior, hipped roof form, recessed porch, and two-over-two double-hung wooden sash windows.

FH-A. Quarters A: Quarters A (100 Alameda Road) is located on the south side of West Essex Drive between Newport Road and San Diego Road. Situated south and separate from the other Officers' houses, the building is a one- and two-story 3,098-square-foot residence with a linear plan and is clad in stucco (**Photograph 39**). The building was for the station commander. It is composed of a two-story hip roof main residence, a one-story flat roof sun porch on the west end, and a one-story flat roof garage and service wing on the east. The residence has a narrower projecting hip-roof western section. The main entrance of the two-story residential element is located on the north wall. This wall consists of a partial-width raised porch, with tiled steps and a cantilevered concrete flat roof. A canvas awning projects from the concrete porch roof. The porch is additionally sheltered on the west side by a concrete wall with three circular openings. The tile porch with stairs has a full length horizontal flower box. The five panel front door is flanked by five-light sidelights. Fenestration on this wall consists of four two-over-two double hung windows on the second story, a pair of two-over-two double-hung wood-sash windows and two stacked square fixed-pane wood windows on the first story. The east wall has a stuccoed chimney centrally located on the east side. The chimney is flanked by a pair of two-over-two windows on either side, and has a small two-over-two window to the north. Another two-over-two window is located on the first floor to the north. The first floor of the south wall has two pairs of three double hung-wood-sash windows.

The western section of the main house has a setback north wall with five two-over-two double-hung wood-sash windows on each of the first and second stories. A wide stucco chimney is located on the north end of the west wall, which lacks openings. A one-story sun porch projects from the west end of the western section. The north wall of the sun porch includes six five-light fixed wood windows. Two groups of four five-light fixed wood windows are located on the west wall.

The garage has two rollup doors on the northeast end and three small one-over-one double-hung wood-sash windows on the north side. A recessed porch spanning the north wall of the service wing is partially enclosed by a half wall with a set of concrete and tile stairs to the ground level. Fenestration includes three small one-over-one double-hung wood-sash windows and four pairs of two-over-two double-hung wood-sash windows as well as two doors.

Character-defining features of Quarters A include its stucco surface, hipped roof form, two story core with one-story wings, attached garage, two-over-two double-hung wooden sash windows, remaining original garage doors, porch supports with circular cut outs, and remaining original copper gutters and downspouts.

FH-B to I, K to Q, S-U. Housing - Officers Housing: The Officer's Housing is located at the northeast corner of the station, east of Pan Am Way, in an egg-shaped configuration with curvilinear streets

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(**Photograph 40**). The residences are composed of three components: a hip-roof main house, flat-roof garage and flat-roof service wing. However, two different plans exist for the housing based upon a variation on the service and garage wings. This variation affects the length of the front porch. The table below identifies the Officer's Housing and the respective type, along with their house letter, address from the Navy period, and more recent address:

Building Number	Navy Address	City of Alameda Address	Plan Type
FH-B	100 Seattle Road	2805 Seattle Road	Long Porch
FH-C	102 Seattle Road	2765 Seattle Road	Long Porch
FH-D	100 Newport Road	2825 Newport Road	Long Porch
FH-E	102 Newport Road	2805 Newport Road	Long Porch
FH-F	104 Newport Road	2801 Newport Road	Long Porch
FH-G	106 Newport Road	2765 Newport Road	Long Porch
FH-H	100 San Diego Road	2865 San Diego Road	Long Porch
FH-I	102 San Diego Road	2835 San Diego Road	Long Porch
FH-K	106 San Diego Road	2805 San Diego Road	Long Porch
FH-L	108 San Diego Road	2775 San Diego Road	Long Porch
FH-M	100 San Pedro Road	2875 San Pedro Road	Short Porch
FH-N	102 San Pedro Road	2845 San Pedro Road	Short Porch
FH-O	104 San Pedro Road	2835 San Pedro Road	Short Porch
FH-P	106 San Pedro Road	2815 San Pedro Road	Short Porch
FH-Q	108 San Pedro Road	2795 San Pedro Road	Short Porch
FH-S	102 Pearl Harbor Road	2845 Pearl Harbor Road	Short Porch
FH-T	104 Pearl Harbor Road	2825 Pearl Harbor Road	Short Porch
FH-U	106 Pearl Harbor Road	2805 Pearl Harbor Road	Short Porch

Photograph 41 illustrates the Long Porch design and **Photograph 42** illustrates the Short Porch. In both plans the main house is a two-story hip-roof building with thick composite shingles. The flat-roof garage extends to the north and the service wing to the south. The main house has four wood frame hopper windows down the center, a set of three double hung windows to the south and two on the upper story to the north, the first story has the door. Windows on the sides of the main house are irregularly spaced groupings of two-over-two double-hung. The rear of the house has two groupings of windows, one group of four and another of three. The first floor fenestration has been altered by the addition of sun porches to all the houses. Most of the sun porches cover only part of the rear elevation leaving a pair of doors or an original set of three doors. Buildings FH-B, FH-F, FH-G and FH-L appear to have sun porches across the entire rear of the house. The sun porches have two four-light windows on the side and modern sliding windows along the west side. An exterior door is located on the south side. The sun porches have slightly tilted shed roofs (**Photograph 43**).

The garage and service wing variations create the most visual distinction between the two building forms. The long porch variation has a small room between the garage and main house and the front porch extends from the door across this room to the garage. The porch area contains a stack of two square windows and a single two-over-two window. Rather than a rail the porch is bordered by a flowerbox. The flower boxes have raised molding creating three panels on all houses except for buildings FH-E, FH-F, FH-H, FH-I, and FH-L that have flower boxes of horizontal boards. The porches are tiled although tile

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has been removed from FH-I and synthetic grass covers the porches of buildings FH-F and FH-K. The garage has a paneled rollup door. Three windows are high on the side of the garage.

The short porch version does not have a room between the garage and main house, placing the garage next to the main house (**Photograph 42**). As a result, the porch only has a stack of two square windows and smaller flower boxes. Synthetic grass has only been added to one porch on building FH-U. The service wing of these houses is slightly longer; including a small storage room. Two thirds of the front of the service wing was intended as an open service porch with half wall. This has been filled with a door with a transom and three, three-light windows between the door and the main house. The remaining portions of the service wing have irregular groups of small two-over-two windows. A wooden stoop with rail has been added to the service wing of building FH-T otherwise they are concrete stairs leading to the service door.

Character-defining features of the Officers' Housing include exterior stucco surface, hipped roof form, two story core with one-story wings, attached garage, two-over-two double-hung wooden sash windows, remaining original garage doors, porch supports with circular cut outs, the column of windows to light the staircases of the Officers' Houses, and remaining original copper gutters and downspouts.

Operations Area

The following text regarding the Operations Area, providing a general description of this function area, is excerpted and derived from the "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," in which the area was referred to as the Hangars Area. Descriptions of individual contributors are presented thereafter.

The Operations Area includes some of the most imposing buildings within the historic district, with rows of hangars creating dramatic setting. Although massive, the landplane and seaplane 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 concrete surface above a tall concrete bulkhead
- Prominent pylon-like door pockets, integrated into the building
- Rooftop monitors

Building 77 is a much different building type and has characteristics similar to buildings in the Administrative Core. Building 77 is a Moderne style building with curved surfaces leading to the central entry on the south side with a wide concrete stairway.¹²

Building 15. Boathouse: Building 15 is located in the southeast corner of the Seaplane Lagoon on Ferry Point Road. It is a rectangular building comprised of two distinct sections that are set on concrete and wood piers and topped by a flat roof encompassing 16,603 square feet (**Photograph 44**). The northeast end is two-stories while the southwest end is a one-story covered, four-bay dock. The board formed concrete two-story portion is lighted by three-over-three, one-over-one, and four-over-three windows and accessed by metal personnel doors. One door is on the main entrance on the first floor of the southeast (primary) façade, and two are on the second floor on the northeast side reached by a metal stairway with

¹² Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," (1997), 49-50.

JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 1997.

6. RESIDENTIAL AREA

6.1. Architectural Vocabulary of the Residential Area

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

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

6.2. Surface, Roof, and Building Form

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

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

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

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

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

Design review considerations for these buildings include:

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

6.3. Windows and Doors

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

Character-defining windows and doors include:

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

Design review considerations for these windows and doors include:

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

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

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

6.4. Features and Elements

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

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

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

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

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*Recorded by: C. Brookshear and C. Miller

*Date: November 12, 2009

☐ Continuation

☒ Update

This form is an update to the previous recordation of Officer Housing by Sally B. Woodbridge as part of the "Historic Architectural Resources Inventory for the Naval Air Station, Alameda," completed in 1992 (see attached). In the previous study, the Officer's Housing (FH-B through FH-I and FH-K through FH-U) and Chief Petty Officers' Housing (CPO 1-30) were recorded on a single form. This form only updates Officer's Housing (FH-B through FH-I and FH-K through FH-U). Officer's Housing is a contributing element of the NAS Alameda Historic District (determined eligible for listing in the NRHP), and has a NRHP status code of 2D2.

P1. Other Identifier: FH-B though FH-U

P2 e. Other Locational Data: On former Naval Air Station Alameda; See also Table in P3a

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

The Officer's Housing is composed of three components as described by Woodbridge, a hip-roof main house, flat-roof garage and flat-roof service wing. However, two different plans exist for the housing based upon a variation on the service and garage wings. This variation affects the length of the front porch. The table below identifies the Officer's Housing and the respective type:

Building Number	Navy Address	City of Alameda Address	Plan Type
FH-B	100 Seattle Road	2805 Seattle Road	Long Porch
FH-C	102 Seattle Road	2765 Seattle Road	Long Porch
FH-D	100 Newport Road	2825 Newport Road	Long Porch
FH-E	102 Newport Road	2805 Newport Road	Long Porch
FH-F	104 Newport Road	2801 Newport Road	Long Porch
FH-G	106 Newport Road	2765 Newport Road	Long Porch
FH-H	100 San Diego Road	2865 San Diego Road	Long Porch
FH-I	102 San Diego Road	2835 San Diego Road	Long Porch
FH-K	106 San Diego Road	2805 San Diego Road	Long Porch
FH-L	108 San Diego Road	2775 San Diego Road	Long Porch
FH-M	100 San Pedro Road	2875 San Pedro Road	Short Porch
FH-N	102 San Pedro Road	2845 San Pedro Road	Short Porch
FH-O	104 San Pedro Road	2835 San Pedro Road	Short Porch
FH-P	106 San Pedro Road	2815 San Pedro Road	Short Porch
FH-Q	108 San Pedro Road	2795 San Pedro Road	Short Porch
FH-S	102 Pearl Harbor Road	2845 Pearl Harbor Road	Short Porch
FH-T	104 Pearl Harbor Road	2825 Pearl Harbor Road	Short Porch
FH-U	106 Pearl Harbor Road	2805 Pearl Harbor Road	Short Porch

In both plans the main house is a two-story hip-roof building with thick composite shingles. The flat-roof garage extends to the north and the service wing to the south. The main house has four wood frame hopper windows down the center, a set of three double hung windows to the south and two on the upper story to the north, the first story has the door. Windows on the sides of the main house are irregularly spaced groupings of two-over-two double-hung. The rear of the house has two groupings of windows, one group of four and another of three. The first floor fenestration has been altered by the addition of sun porches to all the houses. Most of the sun porches cover only part of the rear elevation leaving a pair of doors or an original set of three doors. Buildings FH-B, FH-F, FH-G and FH-L appear to have sun porches across the entire rear of the house. The sun porches have two four-light windows on the

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side and modern sliding windows along the west side. An exterior door is located on the south side. The sun porches have slightly tilted shed roofs.

The garage and service wing variations create the most visual distinction between the two building forms. The long porch variation has a small room between the garage and main house and the front porch extends from the door across this room to the garage (**Photograph 1**). The porch area contains a stack of two square windows and a single two-over-two window. Rather than a rail the porch is bordered by a flowerbox. The flower boxes have raised molding creating three panels on all houses except for buildings FH-E, FH-F, FH-H, FH-I, and FH-L which have flower boxes of horizontal boards. The porches are tiled although tile has been removed from House I and Astroturf covers the porches of buildings FH-F and FH-K. The garage has a paneled rollup door. Three windows are high on the side of the garage.

The short porch version does not have a room between the garage and main house, placing the garage next to the main house (**Photograph 3**). As a result, the porch only has a stack of two square windows and smaller flower boxes. Astroturf has only been added to one porch on building FH-U. The service wing of these houses is slightly longer; including a small storage room. Two thirds of the front of the service wing was intended as an open service porch with half wall. This has been filled with a door with a transom and three, three-light windows between the door and the main house. The remaining portions of the service wing have irregular groups of small two-over-two windows. A wooden stoop with rail has been added to the service wing of building FH-T otherwise they are concrete stairs leading to the service door.

FH-776 is a later replacement of building FH-J.

*P3b. Resource Attributes: (List attributes and codes) HP 34 (Military Property)

*P8. Recorded by: (Name, affiliation, and address)

C. Brookshear and C. Miller, JRP Historical Consulting LLC, 2850 Spafford Street, Davis, CA 95618

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

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P5a. Photographs:



Photograph 1: Context view of “Big Whites” Officer Housing, camera facing southeast, November 12, 2009.



Photograph 2: Typical ‘long porch’ plan (Senior Officer’s) building FH-F, camera facing southwest, November 12, 2009.

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Photograph 3: Typical rear sun porch, building FH-N, camera facing northeast, November 12, 2009.



Photograph 4: Typical 'short porch' plan (Junior Officer's) building FH-P, camera facing northwest, November 12, 2009.

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Photograph 5: 1942 aerial with Officer's Housing in top right corner.¹



Photograph 6: May 1945 view of Officer's Housing rear before sun porch additions, camera facing north.²

¹ US Navy, Assembly and Repair Department, NAS, Alameda- June 1, 1942 photo, Naval Air Station Alameda, California 1940-1945 photo album, RG 181, US Naval Shore Establishments, National Archives and Records Administration-Pacific Region (San Francisco).

² US Navy, photo #121-3, May 1945, California – Alameda – pictures; maps; justifications, National Geographic File, RG 5, Geographical Collection 1800-present, CEC/Seabee Museum, NBVC, Port Hueneme.

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This update form was prepared to provide additional information about the Officer's Housing, to assess if they retain historic integrity, and to evaluate their significance under Cold War themes.

Historic Context

The Navy began construction of Naval Air Station Alameda (NAS Alameda) as a component of the Navy's national plan to strategically position air stations across the country during the years prior to World War II. During World War II, NAS Alameda supported naval air power, which played a central and vital role in the Pacific theater. The station grew rapidly to enable it to service and support this important wartime activity and was one of three major air stations on the west coast to support both operations, and aircraft assembly and repair (A&R) for up to four carrier groups and five patrol squadrons. The Navy went on to establish the aircraft carrier as a central basis for naval operations as it emerged from its successes in World War II, but it was research and development of innovative aircraft and weapons that became the focus of military development in the post war years. NAS Alameda continued to support carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, as well as its main function of aircraft overhaul and repair. Nevertheless, the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of naval missions and activities during that time.

In the construction of Naval facilities, housing did not become a common part of base planning until the influx of sailors in World War I. Previously, sailors were expected to live on ship, and few facilities were provided for enlisted men or even non-critical officers. Shore housing for ship officers was not provided until 1899. The introduction of Naval Air Stations and other new facility types not tied to ships and shipyards required the inclusion of housing, as personnel could not be housed shipboard. Housing remained limited and senior officers charged with base operations had priority. Through the 1930s expenditures on base construction increased. The Bureau of Yards and Docks developed new bases creating individual master plans for each. Quarters at these new bases were designed for the site reflecting the local style, climate and materials. Detached housing was preferred, and built to minimum standards set by the Department of Commerce. As World War II began the top grades of enlisted men were offered married housing, the policy was later expanded to all enlisted families.³

The northeast corner of the base was developed for officers housing away from the main operations part of the Station. It was designed with a curvilinear street pattern rather than the straight lines of the main base, to reflect a more suburban residential layout than military (**Photograph 5**).

The housing for Junior and Senior Officers was designed by the Bureau of Yards and Docks and constructed in 1941 by contractors Moore and Roberts of San Francisco (buildings FH-E through FH-L and FH-N and FH-P), and Johnson, Drake and Piper (buildings FH-B through FH-D, FH-M, FH-O, and FH-S through FH-U). The Senior Officers' (buildings FH-B through FH-L) and Junior Officers' (buildings FH-M through FH-U) plans varied little

³ US. Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993) 33; Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 39; Kathryn R. Kuranda, R. Christopher Goodwin & Associates, Inc., "Housing an Air Force and a Navy: the Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage (1949-1962)," June 2007, prepared for the United States Department of the Air Force and the United States Department of the Navy, 44, 45.

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from each other, with the exception of a wider front porch plan for Senior Officers.⁴ Senior Officers' Housing was also slightly larger measuring 2,482 square feet compared to 2,287 square feet for Junior Officers.⁵ During World War II, officer housing was limited to those in charge of base operations. For example, in 1945 building FH-U was inhabited by Commander Russell R. Rhodes and family, assistant Executive Officer who worked with the Civilian Personnel Department.⁶

Documentation did not reveal a specific construction date of the sun porch additions on the rear of the buildings; however, there is reason to suggest they were added in the 1960s when other housing construction projects were occurring on base.

Evaluation

The Officer's Housing buildings were built during the initial construction of the station, and are contributing elements of the NAS Alameda Historic District, which was determined eligible for the NRHP under NRHP Criteria A and C, at the state level, with a period of significance of 1938-1945.⁷ The contributing elements of the district each retain adequate historic integrity to that period to convey their historic significance. This previous evaluation is attached. The character-defining features of the buildings were identified in the 1997 "Guide to Preserving the Character of the Naval Air Station Alameda Historic District."⁸ These are detailed on the attached sheets, and include the stucco surface, hipped roof form, two story core with one story wings, attached garages, two-over-two double-hung wooden sash windows, remaining original garage doors, porch supports with circular cut outs, column of windows lighting staircases, remaining original copper gutters and downspouts.

In the context of the Cold War-era themes, which focused on weapons research and development, weapons and aircraft testing and evaluation, early warning systems and electronic warfare, strategic nuclear capabilities, intercontinental and anti-ballistic missile installations, or man in space sites, NAS Alameda operations were not associated with these themes. Nor did NAS Alameda serve a historically significant role in Naval operations overseas; rather, NAS Alameda performed functions in support of operations similar to those undertaken at other air stations and Naval facilities around the nation.⁹ NAS Alameda did not play a significant role in the themes of the Cold War; therefore no building or structure on NAS Alameda constructed after 1945, or built prior to 1946 and reused after World War II, possesses significance in the Cold War period. Furthermore, none of the individual buildings constructed during World War II gained significance simply because they were utilized during NAS Alameda operations and functions during the Cold War period.

⁴ Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Senior Officers' Quarters Elevations," Y & D Drawing Number 141368, May 23, 1940, 180 Housing Drawer, Building 1 Plans Room, Alameda, CA; Navy Department, Bureau of Yards & Docks, U.S. Naval Air Station, Alameda, "Junior Officers' Quarters Elevations," Y & D Drawing Number 141370, May 23, 1940, 182 Officer's Quarters Drawer, Building 1 Plans Room, Alameda, CA.

⁵ United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008.

⁶ "Know Your Station: The Executive Officer," *The Carrier*, April 30, 1945, 6.

⁷ Sally B. Woodbridge, *Historic Architectural Resources Inventory for the Naval Air Station, Alameda*, prepared for NAS Alameda (1992), 1; Stephen Mikesell, JRP Historical Consulting Services, *Guide to Preserving the Character of the Naval Air Station Alameda Historic District*, prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Bruno (1997); Jones & Stokes, *Final Historic Properties Inspection Report for the Naval Air Station, Alameda Historic District, Alameda, California*, prepared for NAVFAC, Southwest and BRAC PMO West (2007), 1-1, 1-2, and 1-3.

⁸ Stephen Mikesell, *Guide to Preserving the Character of the Naval Air Station Alameda Historic District*, prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Bruno (1997).

⁹ JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, prepared for USACE (2000).

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

Primary # P-01-010084

HRI#

CONTINUATION SHEET

Trinomial

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*Resource Name or # (Assigned by recorder) Housing – Officer's Housing

*Recorded by: C. Brookshear and C. Miller

*Date: November 12, 2009

☐ Continuation

☒ Update

The Officer's Housing buildings, therefore, do not meet the criteria for listing in the NRHP or CRHR within the context of the Cold War because they do not have direct or important associations with either the important events or trends of that era (NRHP Criterion A / CRHR Criterion 1), or an historically significant individual of that era (NRHP Criterion B / CRHR Criterion 2). The buildings do not exemplify an important type, period, or method of construction of the Cold War era (NRHP Criterion C / CRHR Criterion 3), nor are they likely to reveal important historical information about that period (NRHP Criterion D / CRHR Criterion 4).

Although they do not individually, nor as a group, possess Cold War-era significance, World War II Officer's Housing (FH-B through FH-U) remains a contributing element of the NAS Alameda Historic District (NRHP Status Code 2D2).

*B14. Evaluator: C. Brookshear and J. Freeman

*Date of Evaluation: January 2010 / June 2010

HISTORIC RESOURCES INVENTORY IDENTIFICATION AND LOCATION

1.&2. **Historic/Current name:** Officer Housing

3. **Location:** NAS Alameda Map I-L, 27-30

City/Alameda Zip: 94501

County: Alameda Code: 001

4. **UTM Zone:** Oakland West CA

5. **Quad Map No.:** N3745-W11215/7.5

Parcel No.: none

DESCRIPTION

6. **Property category:** District

Number of resources documented: 85

7. **Existing condition:** There are two types of houses: the first type, of which there are 29 aligned in rows on either side of the street north of Ave. C, are one-story, wood-frame, stuccoed houses with flat roofs and rectangular plans. A recessed entrance porch, raised on three steps and supported with one wood post is located at one end of the building; service porches are located in back. The doors are wood with one light; typical windows are four-light wooden hopper sash in wood frames. The houses have minimal foundation planting and a concrete sidewalk that extends to the street. The rows of houses face the street and have shared back yards.

The second type, of which there are 18, is a two-story, wood-frame, stuccoed house with a one-story wing on one side and a garage on the other. The main part of the house has a hip-roof; the wing and garage have flat roofs. The houses have stylistic features representative of the early Modern style such as a vertical row of small, square windows in the center of the facade that light the stairwell and entrance porches raised three steps that have one wall with three round openings and two square windows near the wood and glass entrance door. Wooden planters wall the edge of the porch. Typical windows have wooden hopper sash with two-over-two lights in wood frames. The garage doors are paneled wood with four lights across the top. Most of the houses have acquired fenced yards since they were built; they are evenly spaced on curving streets that set

the area apart as a residential development. They are landscaped with foundation shrubbery and mature palms and other trees. Newer housing has been built on peripheral land.

8. **Planning agency:** WESTNAVFACENGCOM

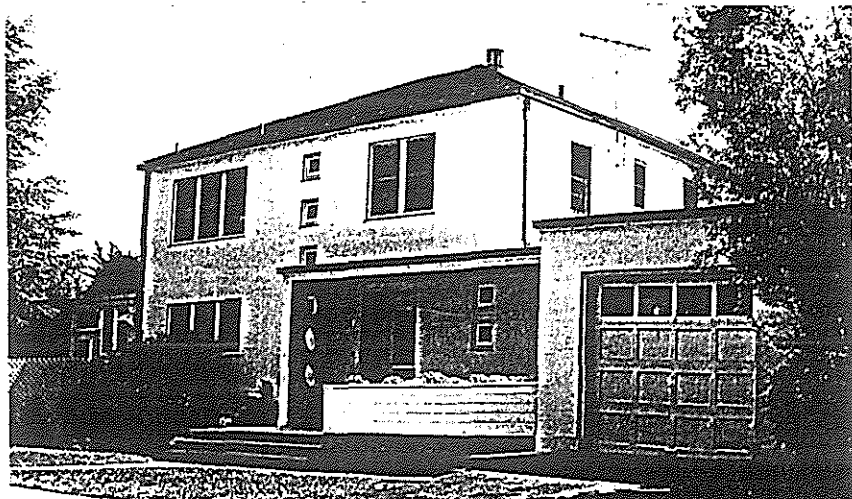
9. **Owner:** US Government

10. **Type of ownership:** public

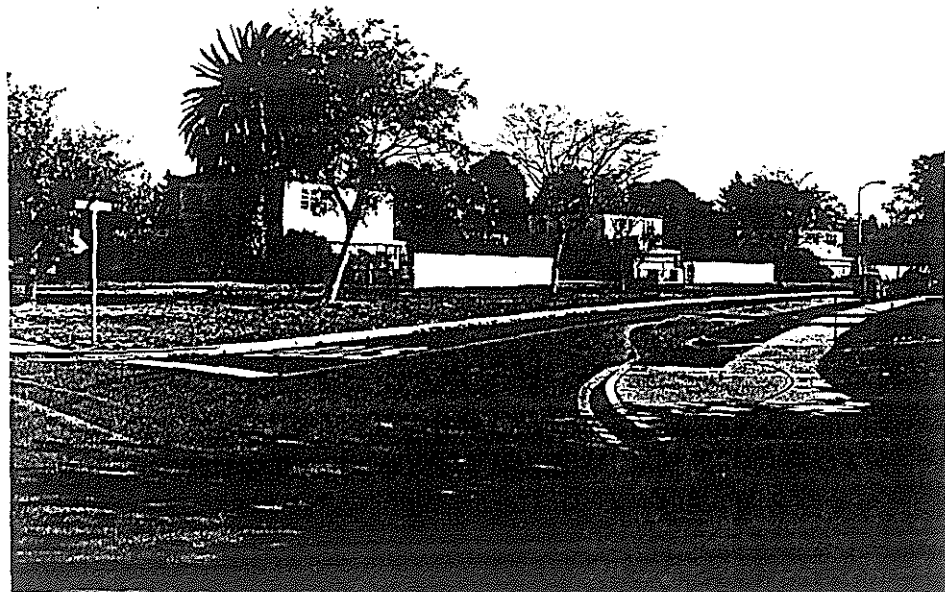
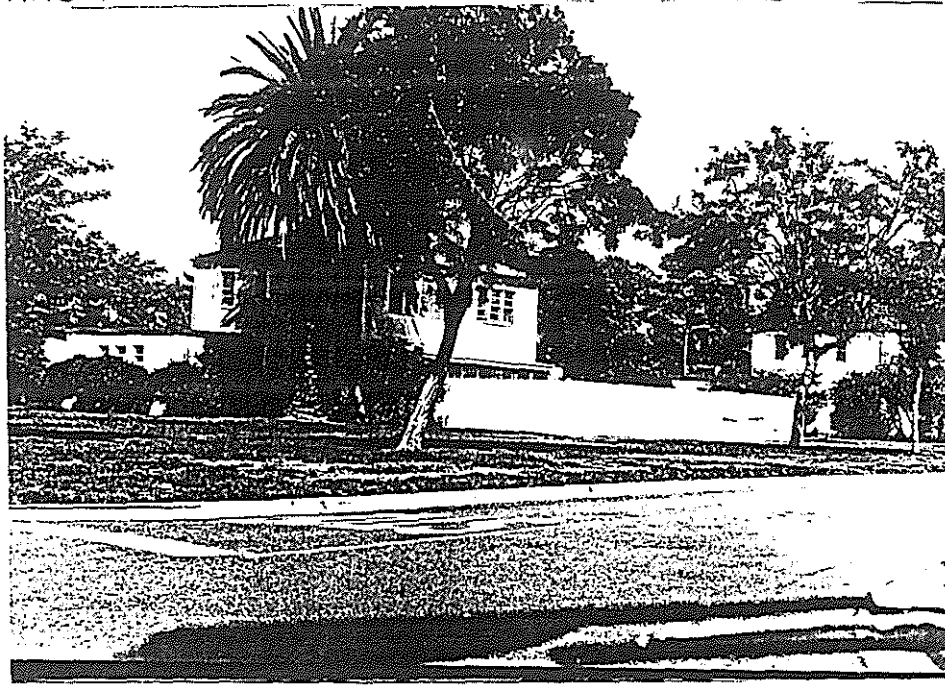
11. **Present use:** military base

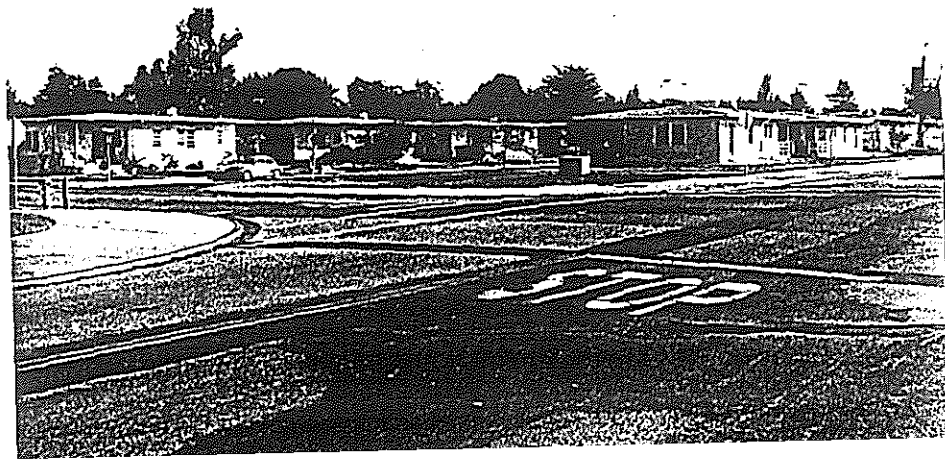
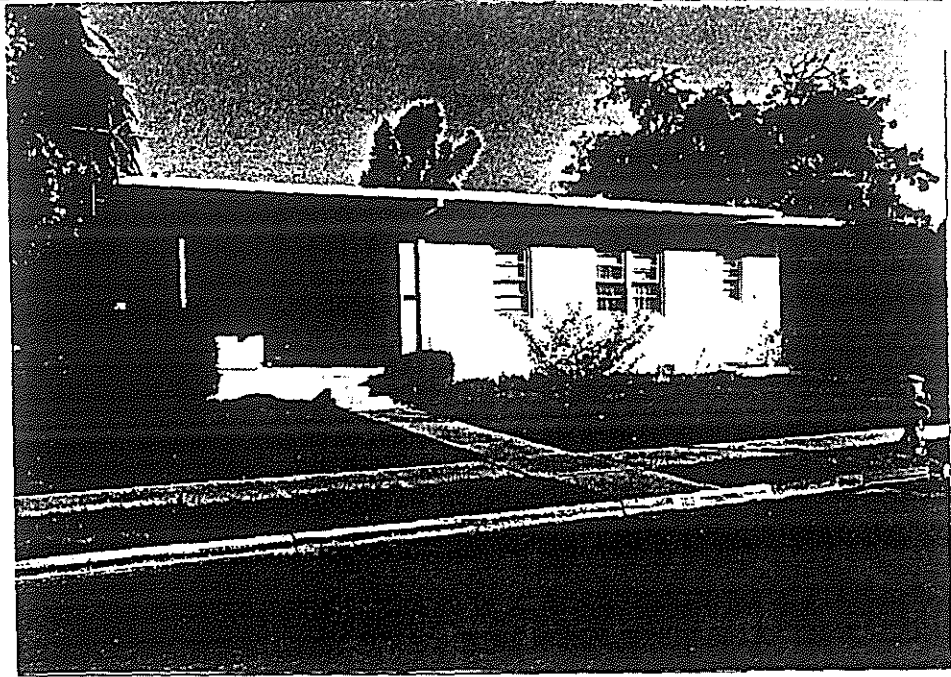
12. **Zoning:** none

13. **Threats:** none



NAS ALAMEDA Senior Officer Housing





HISTORICAL INFORMATION

14. **Construction date:** 1941 **Original location:** yes
 15. **Alterations:** none visible except for fencing around the type 2 houses.
 16. **Architect:** U.S. Navy Bureau of Yards and Docks **Builder:** N/A
 17. **Historic attributes:** military property - 34

SIGNIFICANCE AND EVALUATION

18. **Theme:** The development of U.S. Navy bases in the S.F. Bay Area for World War II. **Area:** NAS Alameda **Period:** 1938-1945 **Property type:** District
Context formally developed: yes

19. **Context:** The officer housing contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1941 in an area adjacent to the central core at the end of Avenue A, a major cross-axis on the base that defines the northern edge of the district. Despite infilling with later housing, for the most part the area retains its historic character both in terms of the street pattern, landscaping, and architecture.

Under Criterion C, the two types of houses were designed in the simplified Modern style used in the permanent, non-residential buildings in the central core.

20. **Sources:** NAS Alameda records
 21. **Applicable National Register Criteria:** A and C
 22. **Other recognition:** none
 23. **Evaluator:** Sally B. Woodbridge, Architectural Historian **Date:** Fall 1990
 24. **Survey type:** visual inspection
 25. **Survey name:** Section 110 (A) (2)
 26. **Year form prepared:** 1990 **By:** Sally B. Woodbridge **Organization:** none

Address: 2273 Vine St., Berkeley, CA 94709 **Phone:** (415) 848-4356

