

5. SHOPS AREA

5.1. Architectural Vocabulary of the Shops Area

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

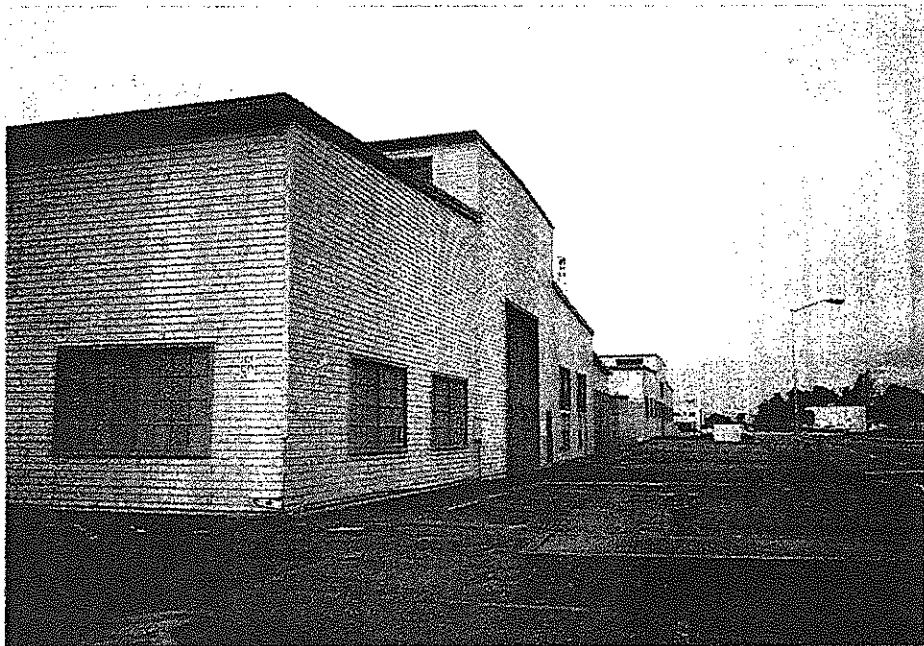
A first measure of the strictly functional nature of the Shops Area is the fact there is no uniformity of design there. There are various building types in the Shops Area. These may be roughly divided into the wooden buildings, the concrete buildings, and the steel framed buildings. The concrete shops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

5.2. Surface Materials, Basic Building Forms

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

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

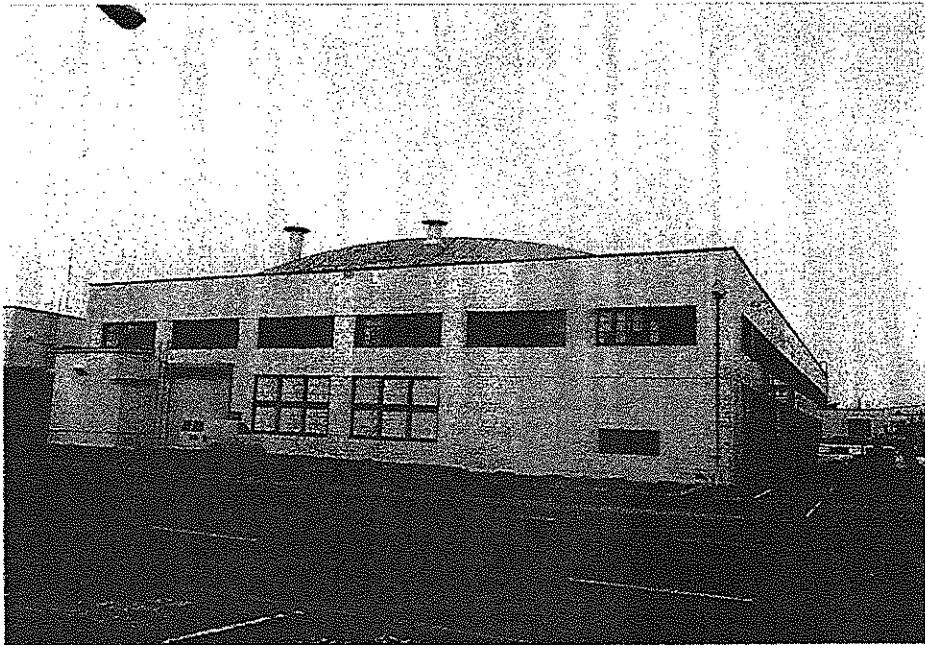
Buildings 101 and 114 are flat-roofed, wood-frame warehouses with office wings, located in the Shops Area near the center of the historic district, south and east of Building 1. At Building 101, the office and warehouse spaces are quite different in appearance. The building is U-shaped, with the office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



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



Photograph 43. Drop siding on Building 91.



Photograph 44. General view of Building 101.



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

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

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

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

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

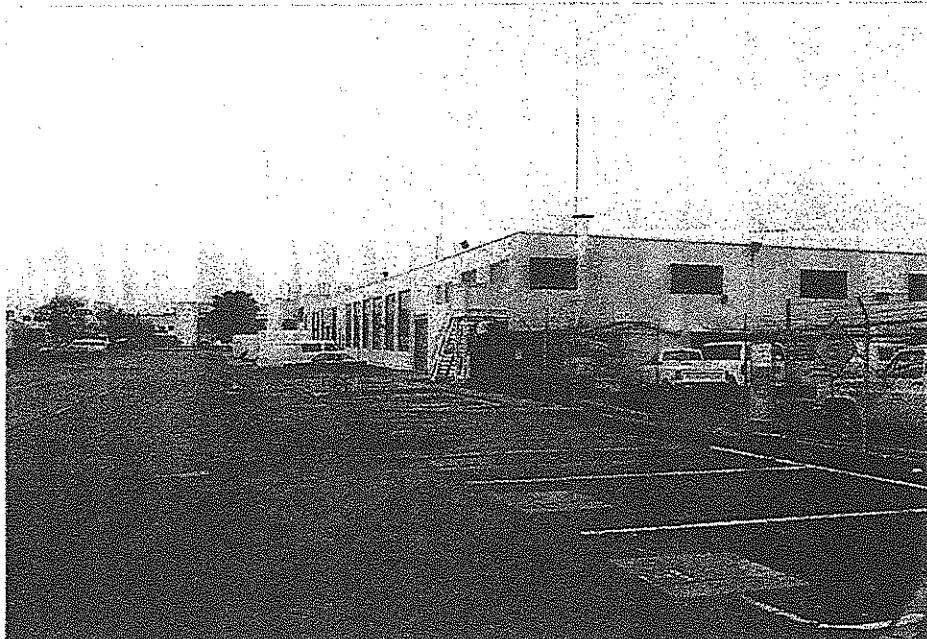
Building 9 is a very tall storage building adjacent to the Hangars Area, and it is structurally more similar to the hangars than to the remainder of the Shops Area buildings. Like the hangars, it is a steel-framed building with a tall concrete bulkhead and thick stucco walls. **Photograph 50** offers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

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

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

Design review considerations include:

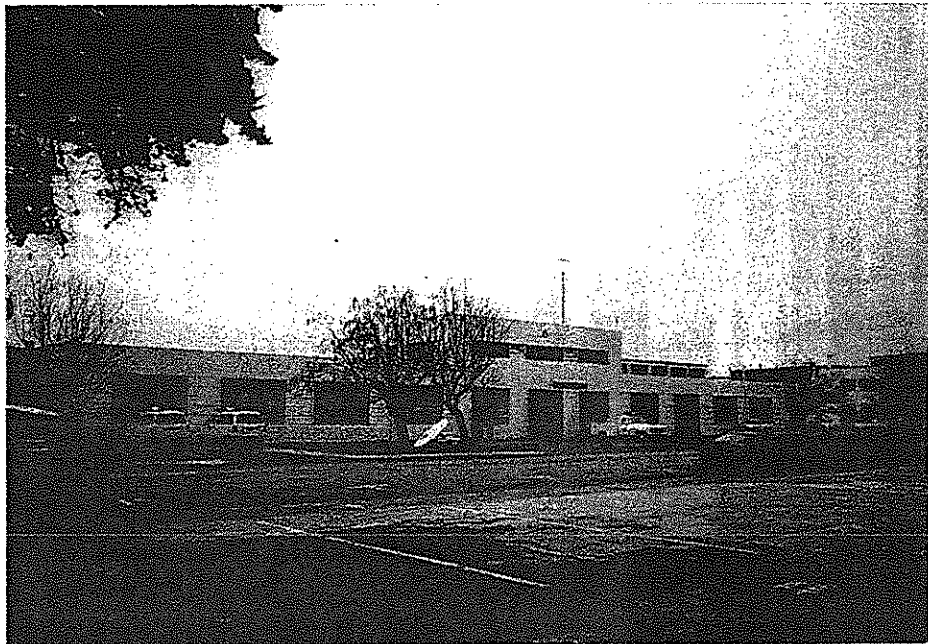
- The wooden siding on the World War II-era buildings will likely need to be repaired or replaced at some point. The wooden siding should be replaced in kind; vinyl siding would not be appropriate. The newer vinyl siding is shown in Photograph 43. In addition to its inappropriate appearance, vinyl siding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



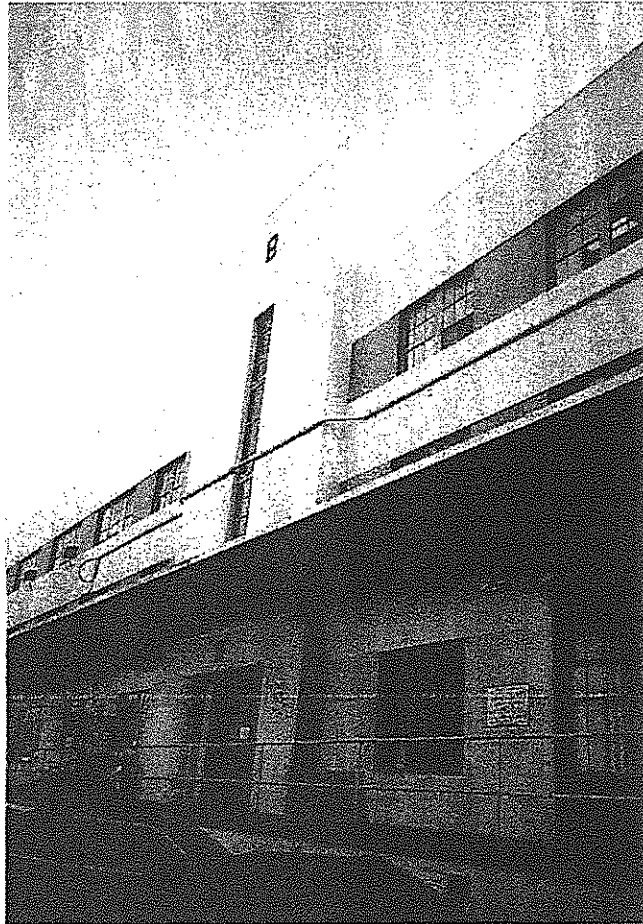
Photograph 46. General view of Building 114.



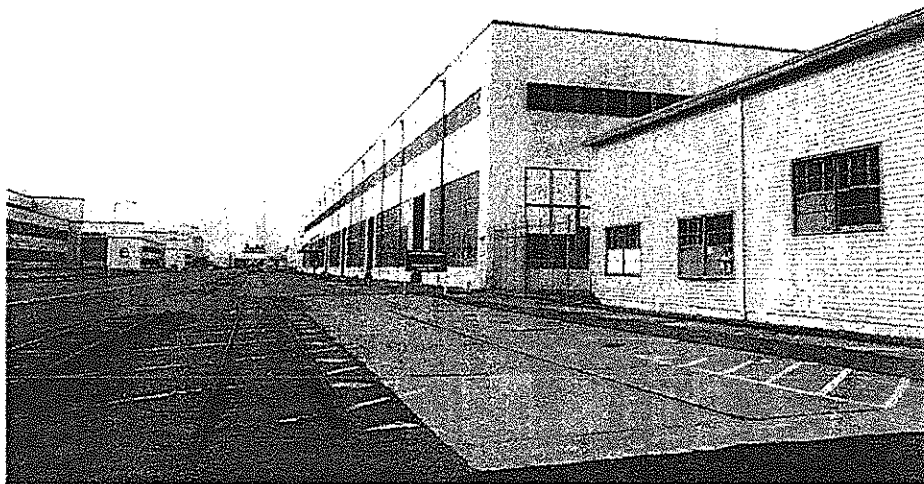
Photograph 47. General view of Buildings 42, 43, and 44.



Photograph 48. Facade of Building 6.



Photograph 49. General view of Building 8.



Photograph 50. General view of Building 9.

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

5.3. Windows and Doors

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

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

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

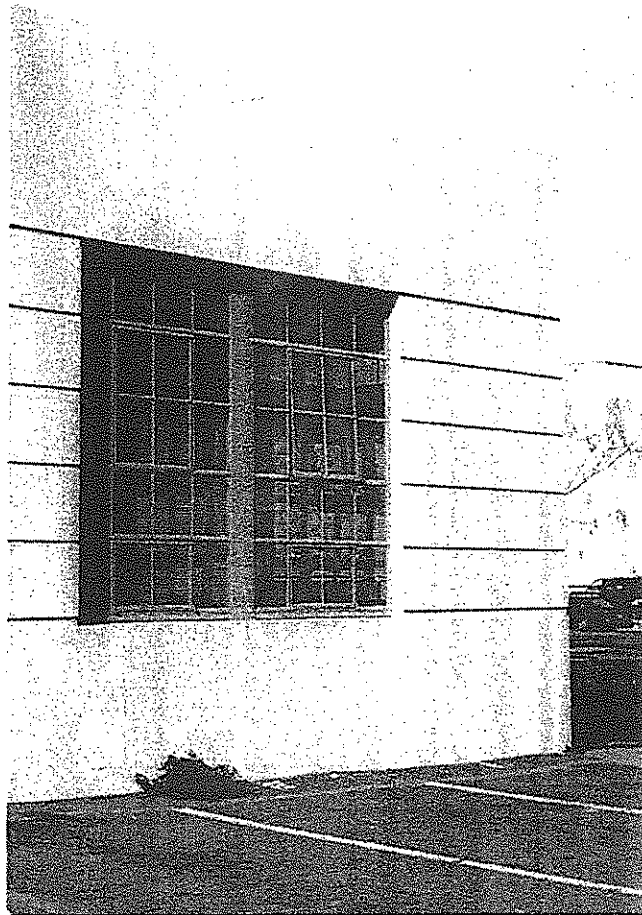
Building 6, the fire station, also includes steel industrial sash. These windows include both awning and hopper type operations sash, i.e. windows hinged at either the top or bottom. An example is shown in **Photograph 52**. The building includes numerous vehicular doors, most of which have been replaced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

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

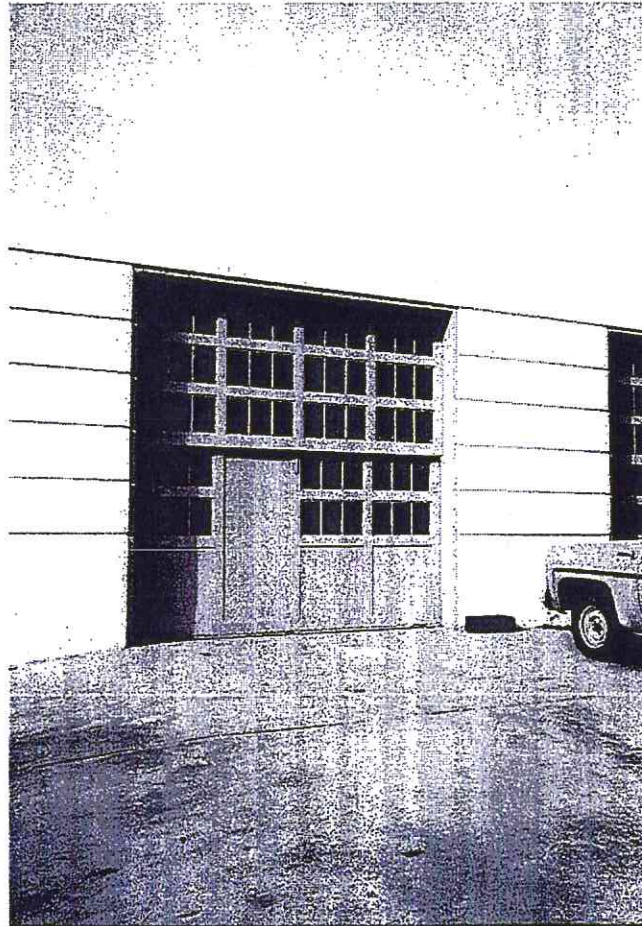
Building 9, as noted, is structurally similar to the hangars and, not surprisingly, includes hangar-like doors and windows as well. It is characterized by horizontal bands of very tall steel



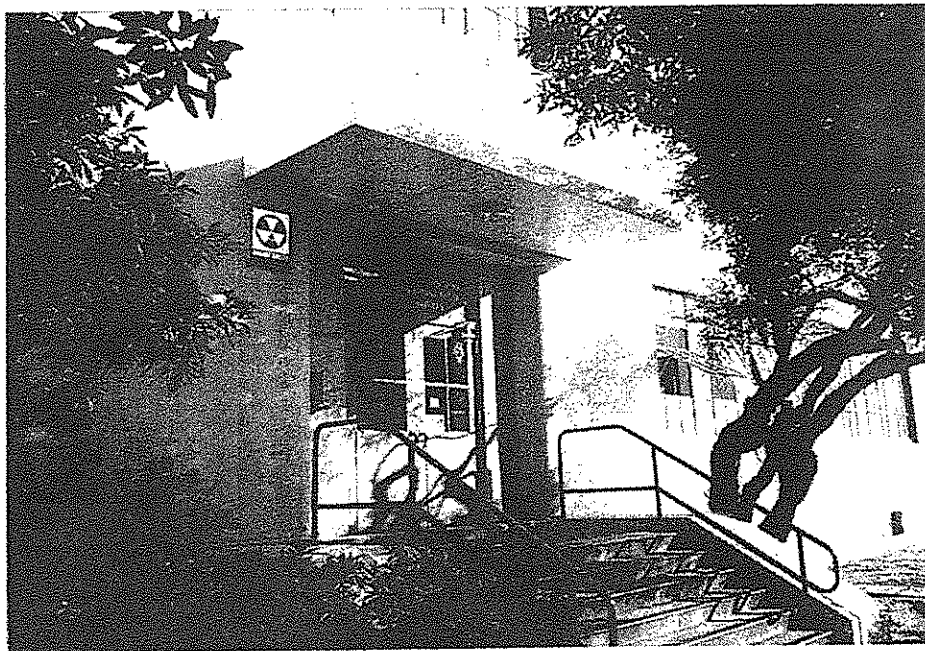
Photograph 51. Wooden industrial sash in Building 92.



Photograph 52. Steel sash in Building 6.



Photograph 53. Original vehicular door, Building 6.



Photograph 54. Original steel personnel door, Building 8.

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

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

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

Design review considerations for these windows and doors include:

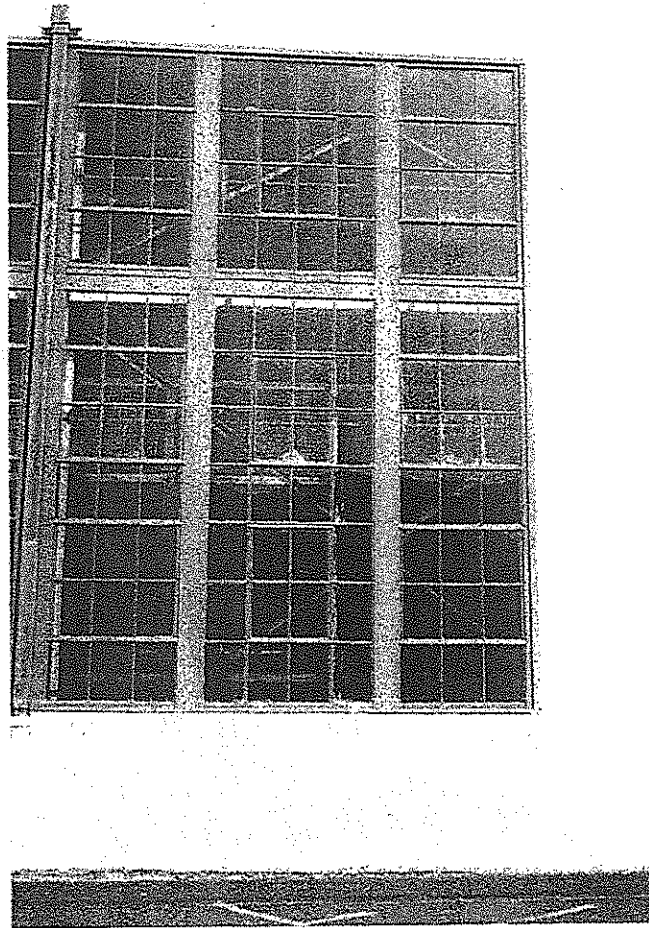
- Approaches to the two building types (wooden and concrete) must be different because different types of windows and doors were installed there. It would be inappropriate to adopt one Shops Area window or door for use in these different building types.
- It would be appropriate to adopt a policy of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

5.4. Features and Elements

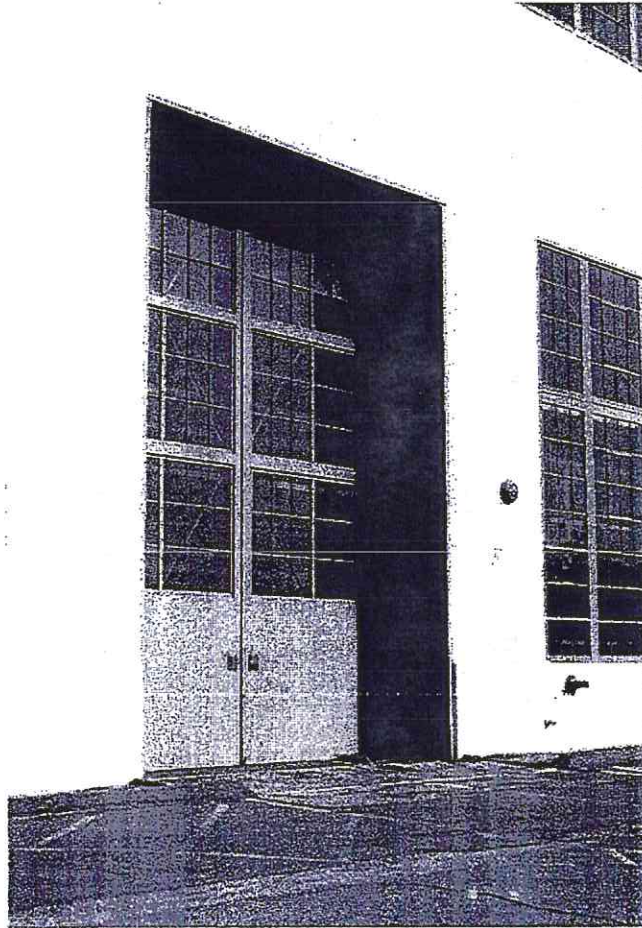
As strictly utilitarian buildings, relatively few of the Shops Area buildings were fitted with architecturally distinctive features and elements. The World War II-era temporary wooden buildings, for example, include no distinctive features or elements. The same observation generally holds true for the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

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

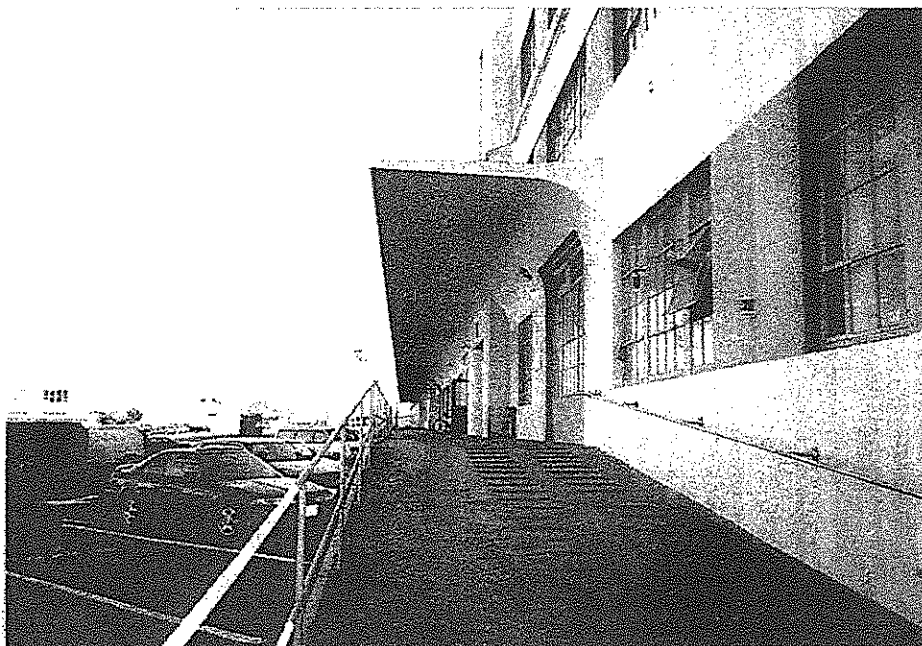
Building 8 is even more integrated with the design of the Administrative Core. It features a strong vertical element at the entry, similar to the entry pavilion of Building 1; this may be seen in **Photograph 49**. It also includes a curved doorway surround, similar to the main entry to Building 18;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



Photograph 55. Industrial sash, Building 9.



Photograph 56. Industrial doors, Building 9.



Photograph 57. Curved concrete canopy, Building 8.

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

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

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

1 **Bodies of Water**

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

4
5 **4.1.1.3 Shops Area**

6
7 The portion of the Shops Area within the historic district is the rectangular area south of
8 Administrative Core and is defined by Monarch Street to the west, West Tower Avenue
9 to the south, Pan Am Way to the east and West Midway Avenue to the north. The
10 remaining portions of the Shops Area located in the southeast corner of the station and
11 west of the seaplane hangars / Seaplane Lagoon are situated outside the boundary of the
12 historic district.

13
14 **Land Uses**

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

18
19 **Spatial Organization**

20 Buildings, roads and paths in the Shops Area are laid out in the station's characteristic
21 orthogonal pattern, in relation to the organizing axes. The primary north-south streets in
22 the Administrative Core continue through this area and end at West Tower Avenue. The
23 main north-south axis continues south through Building 1 and into the Shops Area
24 through Building 39 and some of the formal arrangement of buildings found in the
25 Administrative Core extends into this area. The buildings that face Saratoga Street and
26 Lexington Street are set back and have deep panels of lawn, similar to those that face the
27 entrance mall (**Photograph 98**).

28
29 The scale of the buildings in this area varies dramatically from small shed structures to
30 Building 5, which is a massive structure measuring 920' by 780' feet. Buildings 8, 9, 91
31 and 92 are each 170' wide. Their façades are aligned, and together they form a large
32 rectangular complex that occupies one half of a block. Aligned building facades
33 throughout the area provide spatial definition. The density of development in this area is
34 consistently high.



Photograph 98: 2005 aerial photograph showing the portion of the Shops Area within the boundaries of the historic district.¹⁸⁰

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

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

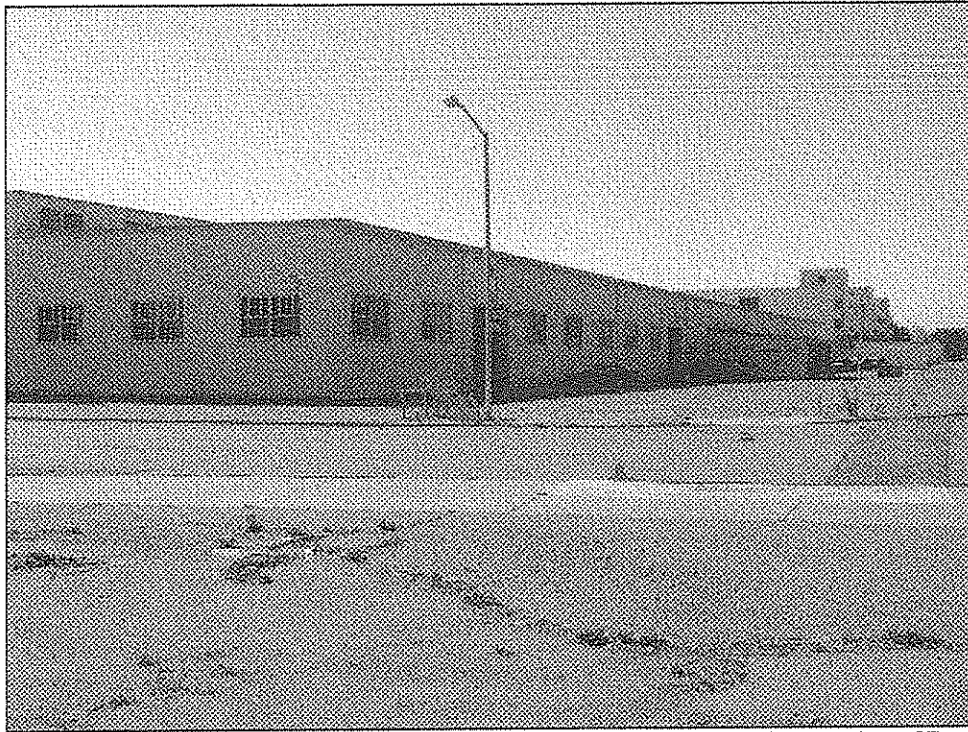
Monuments

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

Vegetation

Planting in the Shops Area is much less dense than in the Administrative Core (see **Photograph 98**). Only the areas adjoining the primary north-south axis have a deep setback planted with lawn, foundation shrubbery, and some trees. A much higher percentage of the area is paved or covered by buildings because of the utilitarian function of this area (**Photograph 99**).

¹⁸⁰ 2005 Alameda County Aerial, State of California's GIS website page "CAL-ATLAS GEOSPATIAL CLEARINGHOUSE" at www.atlas.ca.gov.



Photograph 99: Most of the Shops Area is paved; Building 92 at the intersection of Pan Am Way and West Ranger Avenue.

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

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

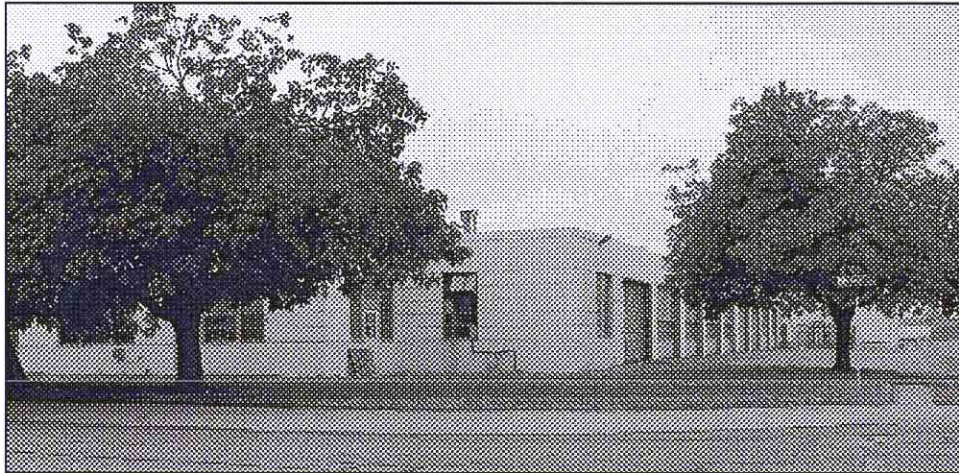
Some trees present in the Shops Area, around the buildings adjacent to the north-south axis, are mature and several decades old and there are several relatively young trees planted around Buildings 73A-B and 607. Large specimens include four black acacia west of Building 8 with trunk diameters of twenty-four to twenty-seven inches, the western catalpas north of Building 6, and a large deodar cedar at Building 114. There is Monterey pine at Building 546 with a 36" caliper, and another with a 60" caliper at

NAVAL AIR STATION ALAMEDA

Cultural Landscape Report

1 Building 114. There is one, lone tree on the north side of the block between Lexington
2 Street and Monarch Streets – a large elm, the same species that is planted in a row on the
3 north side of West Midway Drive Avenue.

4
5 Lawn is planted in deep setbacks at Buildings 6, 8, 62, and 114, similar to the way lawn
6 is used in much of the Administrative Core, and each of these buildings also has
7 foundation shrubbery (**Photograph 100**, **Photograph 101**, **Photograph 102**,
8 **Photograph 103**). Elsewhere there are some areas where weedy grasses are being
9 mown. Planting strips between the curb and sidewalk on West Midway Avenue have
10 been filled in with asphalt paving. Elsewhere there are no sidewalks and no evidence of
11 planting strips having existed.



13
14 **Photograph 100:** Vegetation at northwest corner of Building 6, looking south along
15 Lexington Street at intersection with West Ranger Avenue.

16
17 There are many fewer shrubs in this area than in the Administrative Core or the
18 Residential / MWR Area, and they tend to be planted in narrower shrub beds. One
19 exception is a large variety of shrubs that have recently been planted around Buildings
20 73A-B and 607. Many of these shrubs are found only at this location. Building 607 also
21 has raised planter boxes for growing vegetables.

22
23 Paired plantings are present at building entries in a few locations echoing the common
24 treatment used in the Administrative Core. Virburnum are planted at either side of the
25 east entry to Building 62, and there is a pair of tawhiwhi at the west entry of Building
26 114. On the west side of Building 6, two, 4' square wooden planters mark the building
27 entrance, and on the north side two small, round concrete planters mark an entry.



Photograph 101: Vegetation on west side of Building 8, along Lexington Street.



Photograph 102: Vegetation on the north side of Building 62 along West Midway Avenue.



Photograph 103: Vegetation on west side of Building 114, facing south down Lexington Street.

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

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

Circulation

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

Most of the area around buildings in the Shops Area is vast paved spaces, without curbs or other obstructions (see **Photograph 99**). Where they occur sidewalks are generally 12' wide, however, many places do not have sidewalks, curbs or gutters, and there are several exceptions to the 12' width. Sidewalks are present on West Midway Avenue, on Sunrise south of Building 86, on both sides of Saratoga Street, on Lexington Street at Buildings 7, 32, 62, and on Ranger Avenue at Lexington Street. A 6' sidewalk on West Midway Avenue is adjacent to an asphalt parking strip and a low curb. One 8' sidewalk occurs at

West Ranger Avenue and Saratoga Street. There is a curb but no sidewalk on Pan Am Way east of Buildings 91 and 92. The sidewalk on West Midway Avenue is 6' plus a 6' asphalt planting strip west of Building 73. West of Buildings 43 and 44 the sidewalks are 6' wide.

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

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

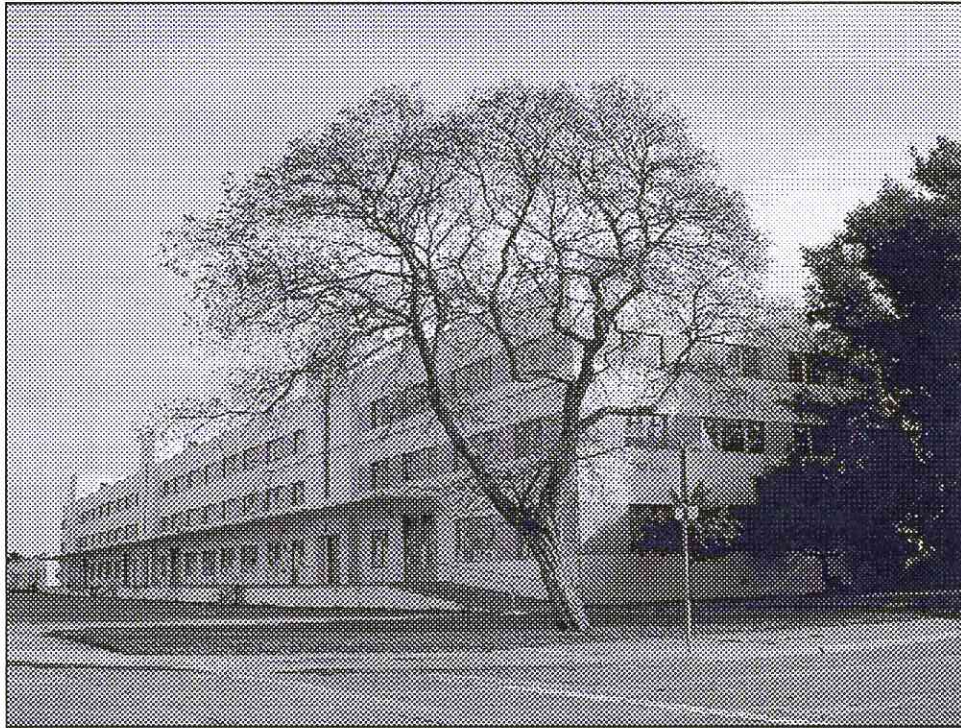
Loading and access ramps are present in scattered locations through the Shops Area. Some but not all building corners have access ramps. There are slight ramps up to doors on the south side of Building 114. Concrete access ramps are located at the south side of Building 62 and the south side of Building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

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

Structures, Furnishings and Objects

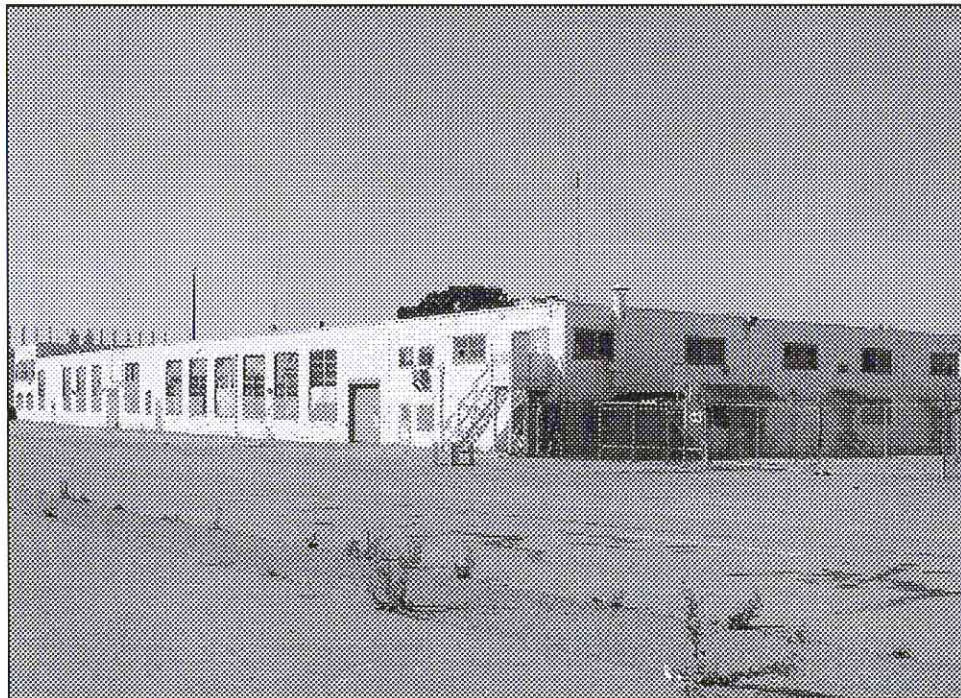
Buildings within the Shops Area do not display the stylized architectural detail to the degree found in the Administrative Core, nor do they exhibit the standardization and uniformity present in the Residential / MWR Area (**Photographs 55 and 56**). These buildings are more utilitarian in design and appearance and the structures present in the area are generally associated with the Shops Area. Structures include bollards, a bus stop, signs, lights, fencing, utility enclosures, storage, recreation equipment, containers, irrigation equipment, and several other utilitarian features.

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2



Photograph 104: Modest examples of Moderne architectural styling are found within the Shops Area; Building 8, facing southeast.

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7



Photograph 105: Other buildings in the Shops Area are constructed in a simple, functional style; Building 114, facing northwest.

8
9
10
11

Utilitarian structures are present throughout the Shops Area. Many sets of steel bollards surround various utilities throughout the Shops Area. Some bollards are round, some are I-beams, and many, but not all, are painted yellow. Other utilitarian features include Building 624, a shed with a tall communications tower, metal rail and 2 hook-shaped vents at the northeast corner of Building 10, shipping containers north and south of Building 92, and various irrigation equipment where there is planting. Play equipment is installed outside the daycare located in Building 73A and portable basketball standards west of the day care.

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

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

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

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

Hardscape

Many areas within the Shops Area are entirely paved with a combination of asphalt and concrete. Space between Building 5 and Building 2 is a wide swath of asphalt and concrete paving with no curbs. This condition also appears south of Building 5, and

1 between Buildings 8 and 9 and between Buildings 91 and 92. There is a hump in the
2 paving north of Building 614, and a 5' by 8' raised vault with bollards.

3
4 Hardscaped architectural details are scarce in the Shops Area but they do occur in some
5 locations. Buildings 62 and 35 have concrete architectural elements at their entries and
6 Building 62 has a formal entry on the south side. A 23" square pot, the same as those
7 seen in the Administrative Core sits northwest of Building 62.

8
9 Utilitarian hardscaping includes loading docks with two sets of stairs with steel rails on
10 the north side of Building 8 and a makeshift loading dock north of Building 91 and south
11 of Building 32. Two large silo-like tanks sit north of Building 500. Also north of
12 Building 500 are two concrete walls that measure 5' wide, 24" high, and 85' long, and
13 another wall measuring 45' long, 3' wide, and 24" high. These structures are spaced 12'
14 apart.

15 16 **Views and Vistas**

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

27 28 **Bodies of Water**

29 There are no bodies of water within the bounds of the Shops Area.

30 31 **4.1.1.4 Residential / MWR Area**

32
33 The Residential / MWR Area within the historic district is located in the northeast corner
34 of the station and includes the Officers' family housing and CPO family housing areas
35 built during the original construction of the station. The newer family housing and
36 morale/welfare/recreation area along the east side of the base and at the south end of the
37 base are not within the boundaries of the historic district.

Water Features

There are no character-defining water features in the Administrative Core Area that are character-defining features of the historic designed landscape, which is a contributing element of the NAS Alameda Historic District.

Structures, Furnishings and Objects

1. Retain and preserve the concrete planters flanking plaza connecting BEQ quadrangle and entry mall.
2. Retain the twenty-three inch trapezoidal-shaped concrete ornamental planters found at various locations, including the south side of Building 1 and the north side of Building 137.
3. Retain and repair original polls and lights north of Main Gate.
4. Retain and preserve building features that integrate with elements of the historic designed landscape, such as the planters flanking building entries and metal gates at Main Gate.

Shops Area

Spatial Organization, Land Patterns, and Views

1. Retain and preserve character-defining features of spatial organization and land use, including:
 - a. Orthogonal layout of roads, buildings and paths
 - b. North-south axial alignment that continues from the Main Gate, through entry mall and Building 1 to Building 39 and Seaplane Lagoon.
 - c. Deep setbacks buildings, including those with lawn and foundation shrubs.
 - d. Openness between buildings. Avoid or minimize the use of fences or hedges that would subdivide spaces between buildings and structures.
 - e. Integration of architecture and landscape, including paths to major building entries (also see Structures, Furnishings, and Objects)
2. Retain and preserve character-defining views, including:
 - a. South along Lexington Street and Saratoga Street from entry mall to Seaplane Lagoon.
 - b. Along Tower Avenue.

NAVAL AIR STATION ALAMEDA

Cultural Landscape Report

Topography

1. Retain and preserve large expanses of level, paved surfaces with few or any vertical features. Retain sufficient grade to drain the site and avoid creating noticeable grade changes such as mounds or deep swales.

Vegetation

1. Protect and maintain character-defining deep panels of lawn between sidewalks and building foundations, along with appropriate foundation planting beds / plantings.

Circulation

1. Retain and preserve vast paved areas with few curbs or obstructions.

Water Features

There are no character-defining water features in the Shops Area that are character-defining features of the historic designed landscape, which is a contributing element of the NAS Alameda Historic District.

Structures, Furnishings and Objects

1. Retain the twenty-three inch trapezoidal-shaped concrete ornamental planters found at various locations.
2. Retain and preserve building features that integrate with elements of the historic designed landscape, such as the planters flanking building entries.

Residential / MWR Area

Spatial Organization, Land Patterns, and Views

1. Retain and preserve the layout, alignment, materials, and design details of the roadways and layout. Alignment is offset from the orthogonal layout that is west of Pan Am Way. Preserve “egg-shaped” layout of Officers’ Housing area with curved roads. Preserve “Big Whites” orientation facing northeast.
2. Retain and preserve the park and open space that separates the Officers Housing from the CPO Housing.
3. Retain and preserve the axial alignment of CPO Housing area