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Memorandum of Agreement

Among

The United States Navy, The Advisory Council on Historic Preservation and The
California State Historic Preservation Officer Regarding the Layaway,
Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the
Former
Naval Air Station, Alameda, California

WHEREAS, the Department of the Navy (Navy) has been directed to close, layaway, place in caretaker maintenance, and subsequently lease, sell, transfer, or otherwise dispose of properties at the former Naval Air Station (NAS), Alameda by the Base Realignment and Closure Act, as amended in 1993, and this undertaking will affect buildings and structures within the NAS Alameda Historic District, a property eligible for inclusion in the National Register of Historic Places (Register); and

WHEREAS, the south jetty of the Oakland Inner Harbor Jetties and Federal Channel Historic District, a property determined to qualify for listing on the National Register by the Army Corps of Engineers in consultation with the California State Historic Preservation Officer (SHPO), is on land under the jurisdiction and control of the former NAS Alameda; and

WHEREAS, the NAS Alameda Historic District and the south jetty of the Oakland Inner Harbor Jetties and Federal Channel Historic District are historic properties located within the limits of the City of Alameda (City), a Certified Local Government under Section 101(c) of the National Historic Preservation Act (Act), as amended; and

WHEREAS, the Navy has consulted with the Advisory Council on Historic Preservation (Council) and the California SHPO pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f); and

WHEREAS, upon disposal of the historic properties from the Navy to a non-federal entity, any Federal jurisdiction ceases and the jurisdiction of the historic property reverts exclusively to the City, and therefore, the City was invited to participate in the development of this agreement and has been invited to concur;

NOW, THEREFORE, the Navy, the Council and the California SHPO agree the layaway, caretaker maintenance, lease, sale, transfer, and disposal of the property included in the NAS Alameda Historic District and that portion of the Oakland Inner Harbor Jetties and Federal Channel Historic District shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

The Navy will ensure that the following measures are carried out:

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1. National Register Nomination.

The Navy shall prepare the National Register Nomination Form for the NAS Alameda Historic District and submit it to the Keeper of the National Register within one year from the date of execution of this agreement.

2. Historic Artifacts and Records.

a. The Navy has collected the items in the Naval Historical Center's (NHC) inventory of historic artifacts and other historically significant materials from the former NAS and Naval Air Depot, Alameda and secured them in temporary storage in Building 29 at NAS Alameda.

b. The items collected in 2.a. above that are listed on the NHC's inventory (APPENDIX A) will remain Navy property under the jurisdiction and control of the Director of the Naval Historical Center, Washington Naval Yard, District of Columbia, and will be placed either on permanent loan with a museum(s) on Alameda or in the greater San Francisco Bay area, or will be transported to other appropriate institutions where they will be permanently curated.

c. The Navy has coordinated the disposal of NAS Alameda's records, drawings, plans, and photographs with and transferred them to the National Archives Pacific-Sierra Region, San Bruno, CA.

3. Layaway and Caretaker Maintenance.

a. Prior to layaway and placement of historic properties into a caretaker maintenance status, the Navy shall follow the "Maintenance and Repair Guidelines for the NAS Alameda Historic District" (APPENDIX B) regarding routine repair and maintenance of historic properties within the NAS Alameda Historic District, and all actions taken in accordance with APPENDIX B may proceed without further consultation with SHPO or Council, except as specified in that document.

b. Until disposal or transfer, as the contributing historic properties are vacated, the Navy shall layaway and provide caretaker maintenance of the historic properties at the minimum levels described in APPENDIX C.

c. Prior to initiating any action which would irreversibly alter, damage or demolish a contributing historic building or structure which has been classified for Layaway Level 6 (No Reuse Likely) the Navy shall contact the Pacific-Great Basin Service Center, NPS, San Francisco, California to determine what level and kind of recordation is required for the property. Unless otherwise agreed to by NPS, the Navy shall ensure that all documentation is complete and accepted by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) prior to any irreversible alteration or demolition, and that copies of the documentation are provided to the California SHPO, the City and the Alameda library and historical museum(s).

4. Leasing of Historic Properties.

a. Prior to the transfer, sale or conveyance by some other means from the control and jurisdiction of the Navy, the Navy may enter into interim leases which will permit tenants to adaptively reuse contributing properties within the NAS Alameda Historic District, provided that the lease agreements require tenants to follow APPENDIX B in maintaining or adapting these historic properties for use.

b. The Navy shall inspect the leased contributing historic properties semi-annually to ensure that the conditions of APPENDIX B are followed in maintaining or adapting the historic property for other uses and shall take appropriate remedial action to assure compliance with APPENDIX B where deviations are observed. Appropriate remedial action shall include notification of SHPO and Council.

c. Where the City of Alameda requires modification to those buildings listed as contributing to the NAS Alameda Historic District to meet Fire-Safety or Americans with Disabilities Act requirements as a condition of occupancy, the Navy shall encourage the tenant or prospective subtenant to have the required modifications designed by an architect trained and experienced in the rehabilitation of historic buildings using the State Historical Building Code, Part 8, Title 24 of the California Code of Regulations.

d. To avoid intrusiveness and inappropriate signing within the Historic District tenants shall be required to follow the policy included in APPENDIX D governing the size, location, color, and lettering style of new signs to be installed within the Historic District.

5. Long Term Preservation Planning.

a. The Navy shall make an application to the City Council to place that portion of the Oakland Inner Harbor Jetties and Federal Channel Historic District on its "Historic Buildings Study List" and afford it the protection provided to listed properties.

b. The Navy has prepared a *Guide to Preserving the Character of the Naval Air Station Alameda Historic District* to assist the City and its Historical Advisory Board in administering the Historic District in accordance with the City's Building and Housing Ordinance Article VII, Historical Preservation, 13-21, "Preservation of Historical Monuments."

c. Within a calendar year from the execution of this agreement the City shall adopt an amendment to its Building and Housing Ordinance Article VII, Historical Preservation, 13-21, "Preservation of Historical Monuments" to include review of exterior modifications to historic structures consistent with the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, and shall designate the NAS Alameda Historic District a Historical Monument and afford it all the protection and privileges provided such designated properties pursuant to the City's historic preservation ordinance.

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d. The City will ensure that the Alameda Historical Advisory Board shall continue in its present role as described in the Alameda Ordinance 13-21, Preservation of Historical Monuments, increasing its area of responsibility to include the NAS Alameda Historic District.

e. When title to property located within the NAS Alameda Historic District, and that on which the South Jetty of the Oakland Inner Harbor Jetties and Federal Channel Historic District is located, is transferred from the Navy to a non-federal entity all undertakings affecting these properties will be administered exclusively in accordance with City codes and ordinances.

f. The City shall apprise prospective Historic District tenants and property owners of the financial tools and economic incentives that are available, including but not limited to the State Historical Building Code and Federal and State tax incentives, for the preservation and adaptive rehabilitation of historic properties.

g. Within 30 calendar days of execution of this agreement City shall seek the assistance of the National Trust for Historic Preservation for guidance on marketing the historic properties in the NAS Alameda Historic District.

6. Document Review and Comment.

The California SHPO shall be afforded thirty (30) days after receipt to comment on any documentation submitted by the Navy as a result of consultation efforts or otherwise the result of implementation of this agreement. Should the California SHPO decline to participate or fail to respond within thirty (30) days to a written request for comments, the Navy shall continue to consult with the Council to complete its responsibilities for the specific action.

7. Annual Report and Review.

On or before December 15 of each year, until the terms of this agreement have been fulfilled, or title to the historic properties have been transferred to non-federal entities, the Navy shall provide an annual report to the Council, California SHPO, and City addressing following topics:

- a. status of the curation of artifacts,
- b. identification of historic properties leased, transferred or conveyed to others,
- c. status of the City's efforts to market and preserve the historic properties, and
- d. list and explain any problems or unexpected issues encountered during the previous year.

8. Resolving Objections.

a. Should any party to this agreement object to any action carried out or proposed by the Navy with respect to the implementation of this agreement, the Navy shall consult with the objecting party to resolve the objection. If, after entering into such consultation, the Navy determines that the objection cannot be resolved through consultation directly with the objecting party, the Navy shall forward all relevant documentation to the Council, including the Navy's proposed response to the objection. The Council shall exercise one of the following options within 30 calendar days of receipt of all pertinent documentation:

(1) advise the Navy in writing that the Council concurs with the Navy's proposed response and final decision, if so indicated, whereupon the Navy shall respond to the objecting party in writing; or

(2) provide the Navy with written recommendations and/or comments, which the Navy shall take into account in reaching its final decision regarding its response to the objection in accordance with 36 CFR 800.6; or

(3) notify the Navy in writing that the Council shall provide written comments within a specified time frame pursuant to 36 CFR 800.6. The resulting comments shall be taken into account by the Navy in accordance with 36 CFR 800.6(c).

Should the Council fail to exercise one of the above options within 30 calendar days after receipt of all pertinent documentation, the Navy may assume the Council concurrence in the Navy's proposed response. In considering any party's comments, the Navy shall take into account any recommendation or comment with reference only to the subject of the objection. The Navy's responsibility to carry out all actions under this agreement that are not the subject of the objection shall remain unchanged and shall be executed accordingly.

b. At any time during implementation of the stipulations of this agreement, should an objection(s) pertaining to this agreement be raised by a member of the public, the Navy shall notify in writing the signatory parties to this agreement and take the objection into account. The Navy shall consult with the objector and, if requested by the objector, consult with any or all of the signatory parties to this agreement with respect to the objection.

9. Amendments.

Any party to this agreement may propose, in writing, to the Navy that the terms and/or stipulations of this agreement be amended. The Navy shall consult with the other parties to this agreement to consider such an amendment. 36 CFR 800.5 shall govern the execution of any such amendment once agreed upon by all parties.

10. Anti-Deficiency Act.

a. All requirements set forth in this agreement requiring the expenditure of Navy funds are expressly subject to the availability of appropriations and the requirements of the Anti-Deficiency Act (31 U.S.C. Section 1341). No obligation undertaken by the Navy under the terms of this Agreement shall require or be interpreted to require a commitment to expend funds not appropriated for a particular purpose.

b. If the Navy cannot perform any obligation set forth in this agreement because of the unavailability of funds, the Navy, California SHPO, City, and Council intend that the remainder of the agreement be executed. Any obligation under the agreement which cannot be performed because of the unavailability of funds must be renegotiated between the Navy, California SHPO, City and Council.

Execution of this agreement by the Navy, Council, and California SHPO, and subsequent implementation of its terms, shall be evidence that the Navy has afforded the Council an opportunity to comment on the Navy's undertakings and its effects on historic properties in accordance with Section 106 of the National Historic Preservation Act and its implementing regulations contained in 36 CFR Part 800.

UNITED STATES NAVY, NAVAL FACILITIES ENGINEERING COMMAND, ENGINEERING FIELD
ACTIVITY WEST, SAN BRUNO, CA.

BY: G. J. Buchanan Date: SEP 01 1999
Print Name & Title of Signer: G. J. Buchanan, CAPT USN CEC, Commanding Officer

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

BY: Daniel Abeyta Date: 9/30/99
Print Name & Title of Signer: Daniel Abeyta Acting SHPO

ADVISORY COUNCIL ON HISTORIC PRESERVATION

BY: John M. Fowler Date: 10/5/99
Print Name & Title of Signer: JOHN FOWLER, EXECUTIVE DIRECTOR

CONCUR:
CITY OF ALAMEDA

BY: [Signature] Date: 9-14-99
Print Name & Title of Signer: JAMES M. FLINT, CITY MANAGER

Approved as to Form
CITY ATTORNEY

By: [Signature]
Assistant City Attorney

Recommended for Approval:

[Signature]

**MEMORANDUM OF AGREEMENT
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR, SECTION 800.6(a)**

WHEREAS, the United States Navy (Navy) has determined that demolition of Buildings 75A, 115, 116, 130, 135, and 137 (Undertaking) will have an effect upon the Naval Air Station Alameda Historic District, a property determined eligible for inclusion in the National Register of Historic Places, and has consulted with the California State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) (ACT) ;

WHEREAS, the Navy intends this Memorandum of Agreement (MOA) to address applicable requirements of Section 110(b) of the Act (16 U.S.C. 470h-2(b));

WHEREAS, the Alameda Historical Advisory Board and Alameda City Council participated in the consultation;

NOW, THEREFORE, the Navy and the California SHPO agree that upon acceptance of this MOA by the Advisory Council on Historic Preservation (Council) and upon the Navy's decision to proceed with the Undertaking, the Navy shall ensure that the following the stipulations are implemented in order to take into account the effect of the undertaking on the historic property.

Stipulations

The Navy shall ensure that the following stipulations are implemented:

I. Recordation

Prior to implementation of the undertaking, the Navy shall carry out the following recordation measures for Buildings 75A, 115, 116, 130, 135, 137:

A. Photography

Medium format photographs (approximately 2 1/4" or 2 3/4" negative size), archivally processed, with prints enlarged to 4" x 5" or to 5" x 7", showing the buildings in their setting as well as details of their architectural features. Views of the buildings shall include:

1. Contextual views showing the buildings in their setting;
2. Elevation views of all building elevations;
3. Interior views of any intact historic features and spaces.

MOA NAS, Alameda

B. Written Reports

1. A brief written report shall be prepared for each building. At a minimum, reports shall include the following:
 - a. physical description of the building;
 - b. date of construction and history of occupation and uses;
 - c. floor plan of the building drawn, on 8 1/2" x 11" paper;
 - d. a site plan or map showing the building's exact location within the Naval Air Station, Alameda.
2. The Historic Resources Inventory form, attached hereto as Appendix A, shall be used for the purposes of written reports required under this stipulation.

C. Distribution

Copies of the documentation prepared pursuant to this stipulation shall be retained by the Navy and shall be submitted to the SHPO, offered to -- and if such offer is accepted -- submitted also to the City of Alameda and to the Alameda Historical Society.

II. Resolving Objections

- A. Should the SHPO object to the manner in which the stipulations of this MOA are carried out by the Navy, the Navy shall consult with the SHPO for no more than 15 calendar days to resolve the objection. If the Navy determines that the objection cannot be resolved, the Navy shall forward all documentation relevant to the objection to the Council, including the Navy's proposed response to the objection. Within 30 calendar days after receipt of all pertinent documentation, the council shall exercise one of the following options:
 1. Advise the Navy that the Council concurs in the Navy's proposed final decision whereupon the Navy shall respond to the objection accordingly;
 2. Provide the Navy with recommendations which the Navy shall take into account in reaching a final decision regarding its response to the objection;
 3. Notify the Navy that the Council will comment pursuant to 36 CFR 800.6(b) and proceed to comment. The resulting comment shall be taken into account by the Navy in accordance with 36 CFR 800.6 (c) (2).

MOA NAS, Alameda

B. Should the Council not exercise one of the preceding options within 30 calendar days following receipt of all pertinent documentation, the Navy may assume the Council's concurrence in its proposed response to the objection.

C. The Navy shall take into account any Council recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; the Navy's responsibility to ensure implementation of all actions under this MOA that are not the subject of the objection shall remain unchanged.

III. AMENDMENTS AND NON-COMPLIANCE

A. Any party to this MOA may propose that the MOA be amended, whereupon the parties shall consult to consider such amendment. 36 CFR 800.5 (e) shall govern the execution of any such amendment.

B. If the terms of this MOA are not carried out, the Navy shall not take or sanction any action or make any irreversible commitment that would result in an adverse effect on the Historic Property or that would foreclose the Council's consideration of changes or alternatives to the Undertaking.

Execution of this Memorandum of Agreement by the Navy and the SHPO, its subsequent acceptance by the Council and implementation of its terms, evidence that the Navy ~~has~~ afforded the Council an opportunity to comment on the undertaking and its effects on historic properties and that the Navy has taken into account the effects of the Undertaking on historic properties.

UNITED STATES NAVY

By: M. S. Crouch Date: April 12, 1996
M. S. Crouch, CDR, U.S. Navy

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

By: Daniel Chrylton for Christine Wildell Date: 4/19/96

ACCEPTED: Advisory Council on Historic Preservation

By: Robert M. Bush Date: 5-8-96

APPENDIX C

LAYAWAY AND CARETAKER MAINTENANCE STANDARDS

Layaway Level 1 (property remains in continuous use): Operational facilities, systems and equipment shall be maintained at normal operational levels. All services, including, but not limited to, installed utilities, mechanical systems, grounds maintenance, interior and exterior structural finishes and systems shall continue in operation. Maintenance of historic properties will be carried out in accordance with the terms of **APPENDIX B**, Maintenance and Repair Guidelines for NAS Alameda Historic District.

Layaway Level 2 (property expected to be reused within 6 months of operational closure): Maintenance shall be performed to maintain the structural integrity, weather tightness and utility systems of the facility to limit deterioration. Water shall be periodically turned on to faucets, toilets, urinals, etc., to keep drain traps "wet." Appliances shall be winterized and unnecessary electrical shall be de-energized. Heating/air conditioning will be turned off except where heating/air conditioning is required to maintain the mechanical systems in working order, for humidity control and to prevent freezing. Historic properties previously heated/air conditioned will be inspected on a regular basis for mildew, mold and other evidence of deterioration. Where deterioration is observed appropriate measures will be taken to arrest the deterioration and prevent reoccurrence. Maintenance of historic properties will be carried out in accordance with the terms of **APPENDIX B**, Maintenance and Repair Guidelines for NAS Alameda Historic District.

Layaway Level 3 (property expected to be reused within 6-24 months of operational closure): Same as Level 2 except that the heating/air-conditioning will be turned off. Historic properties previously heated/air conditioned will be inspected on a regular basis for mildew, mold and other evidence of deterioration. Where deterioration is observed appropriate measures will be taken to arrest the deterioration and prevent reoccurrence. Maintenance of historic properties will be carried out in accordance with the terms of **APPENDIX B**, Maintenance and Repair Guidelines for NAS Alameda Historic District.

Layaway Level 4 (potential reuse of property is beyond 24 months of operational closure): Same as Level 2 except that no heat or air conditioning will be provided and all utilities will be turned off. Water lines and fire suppression systems will be drained. Sewer traps shall be routinely filled with a non-toxic antifreeze or other methane gas suppression system. Passive ventilation shall be used to control humidity. Scheduled inspections shall be made to detect any damage from mold or mildew. Where damage is observed appropriate measures will be taken to arrest deterioration and prevent its reoccurrence. Maintenance of historic properties will be carried out in accordance with the terms of **APPENDIX B**, Maintenance and Repair Guidelines for NAS Alameda Historic District.

Layaway Level 5 (leased facility): Utilities shall be provided to the lessee on a fee basis. Lessee will provide for and fund maintenance, repair or services to the property(s). Maintenance of historic properties will be carried out in accordance with the terms of **APPENDIX B**, Maintenance and Repair Guidelines for NAS Alameda Historic District.

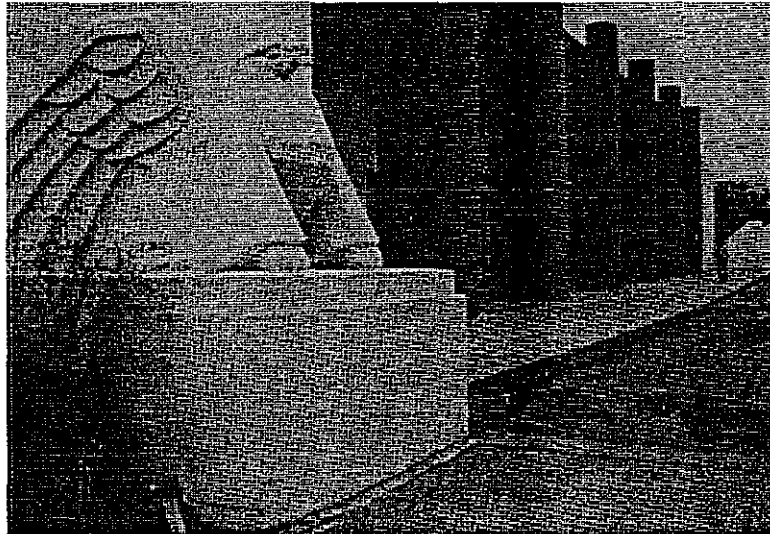
Layaway Level 6 (no reuse envisioned; abandoned in place): The property, related systems and equipment shall be closed and secured. Windows and entrances shall be locked (or boarded up as necessary). Maintenance work shall be restricted to the prevention of unauthorized entry to the facility or grounds immediately adjacent. Basic entomology services shall be continued to the grounds surrounding the facility. Only conditions adversely affecting public health, the environment and public safety shall be corrected. All utilities shall be shut off or disconnected.

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HISTORIC ARCHITECTURAL RESOURCES INVENTORY

_____ for _____

NAVAL AIR STATION, ALAMEDA



1992

HISTORIC ARCHITECTURAL RESOURCES INVENTORY
FOR THE NAVAL AIR STATION, ALAMEDA

PREPARED BY: SALLY B. WOODBRIDGE
ARCHITECTURAL HISTORIAN
2273 VINE STREET, BERKELEY, CA, 94709

HISTORIC ARCHITECTURAL RESOURCES INVENTORY SUMMARY:

All of the buildings constructed before 1946 on the Naval Air Station, Alameda, hereafter referred to as the NAS Alameda, were viewed and researched for the historic architectural survey. The major finding was that, although no buildings were found to be individually eligible for listing on the National Register of Historic Places, an historic district comprising the permanent and non-permanent buildings, open spaces, and street system in the central core of the naval air station and the officer housing adjacent to the core area was identified. Under Criterion A of the National Register Criteria for Evaluation (see Appendix A), the contextual theme of the district is the development of U.S. Navy bases in the San Francisco Bay Area for World War II; the period of significance is 1938-1945. The integrity of the district is high with few non-contributing structures in contrast to the rest of the base, which has changed considerably since World War II and no longer conveys a strong impression of the appearance of the naval air station in the period of significance.

Under Criterion C, the permanent, non-residential buildings of concrete were designed in a simplified version of the early Modern style, which featured cubistic forms and minimal detail to accentuate the forms. The buildings display a continuity of styling in the use of a type of metal- and wood-framed fenestration with multiple-light, hopper sash, and the general use of white as the basic building color with accents of blue or brown. Monumental sculptures in concrete of winged horses and eagles provide dramatic embellishment for the BEQ complex. Although the semi-permanent, wooden buildings are stylistically more utilitarian and anonymous than the permanent buildings, they have the same forms and fenestration. The housing was also designed in the early Modern style and thus shares the continuity of the administrative and working part of the naval air station. No noteworthy, unaltered interiors were found in administrative and service buildings. Hangar interiors are not noted because they are integral with their structure.

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

Methodology

Research: A literature search was carried out in the Bancroft Library on the U. C. Berkeley Campus, the California History Room of the Oakland Public Library, and the archives at the NAS Alameda for material on the history of the base. Most of the pertinent information came from commemorative publications in the files on the base. Construction dates and information on alterations to the buildings were found in the files of the Facilities Management Office. In some cases detailed information about remodeling was not given. No detailed, written accounts of the construction of the NAS Alameda buildings were found. The major reference work for the history of the Bay Area bases is: Building the Navy's Bases in World War II. History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946. Vols. 1 and 2., 1947, US Government Printing Office, Washington, D.C.

Fieldwork: Pre-1946 buildings were viewed on foot and photographed.

Forms: The standard DPR 523 (Rev. 6/90) Historic Resources Inventory forms were used.

HISTORIC CONTEXT

In 1938, the Navy had only 1,000 planes. The Hepburn Board, which established wartime needs, found that the need for additional shore facilities for aircraft far overshadowed that for other craft. The Hepburn Base Program was authorized by Congress and signed by the President April 4, 1939. The 1940 appropriation acts authorized funding for the Navy's wartime program for base construction, which may be said to have begun in July 1940. Authorization was also given to increase the number of planes to 15,000. The site criteria for air stations from 1940 to 1945 were based on providing a limited amount of landplane facilities alongside a protected body of water where seaplanes could take off and land under a reasonable variety of weather conditions.

According to the reference work cited above on building the Navy's bases in World War II, the Alameda Air Station was the most important new air station constructed on the west coast and was similar to the air station in Norfolk in that it was the major air base for a great naval operating base area with auxiliary fields. Prior to the Navy's acquisition of the property in 1936, the City of Alameda had reclaimed about 135 acres on the northwest corner of the site which had been turned over to Pan American Airways. This company used the location as a terminal and built three hangars, a water well and tank, and an administration building; the facility was called the Alameda Airport. The U.S. Army had developed Benton Field on the Northeast corner of the site from 1931 to 1935. In 1938, two years after acquiring the property, the Navy began development of it. In 1940, development was planned for two seaplane hangars, 242 ft. by 320 ft., ramps and parking areas, and an all concrete carrier pier. Development continued during the war, and in 1945, two more seaplane hangars were built along with a 6809-foot breakwater. The capacity of the barracks was increased to 29,000, and officers quarters were increased to a capacity of 3600. The

construction on the main part of the base was completed in 1945. Since then alterations have occurred, mainly on the western and southern parts of the base. In respect to its physical description, the air station was constructed on a hydraulically filled, rectangular site with its long axis running East-West. The square flying field was constructed on the western half of the site; shops, hangars, administration, and personnel structures were built on the eastern half. On the south side was the seaplane area, a lagoon inclosed by a breakwater. Five landplane runways, 3,500-6000 ft. long, extended in four directions. Two carrier piers and a storage area were constructed south of the jetty and outside the main rectangle.

FINDINGS AND CONCLUSIONS

None of the buildings at the Naval Air Station, Alameda was found to be individually eligible for listing on the National Register of Historic Places. Of the 70 buildings that were documented in the central core, 38 were found to contribute to an historic district. The remaining 31 buildings were judged not to contribute to the district because of loss of integrity to the structures themselves or location in an area of the base that has lost integrity since 1946. In the officer housing precinct, there are an additional 47 contributing buildings, making a total of 85 buildings for the whole district. Other resources in the district are the central open spaces and the street system described above. The NAS Alameda Historic District appears to be eligible for listing on the National Register of Historic Places under Criterion A with the contextural theme of the development of U.S. Navy Bases in the San Francisco Bay Area for World War II, with 1938-1945 as the period of significance. Under Criterion C, the buildings in the historic district have a continuity of style and a high degree of architectural integrity enhanced by the retention of landscaping and parklike open spaces.

Contributing buildings are:

1	17	39	77	116
2	18	40	91	130
3 + 63	20	41	92	135
4	21	42	94	137
6	22	43	101	193
8	23	44	102	47 buildings of
9	30	60	114	Officer Housing,
16	31	75A	115	not numbered.

Non-contributing buildings are:

5	19	70A	104	152
10	35	73A & B	109	153
11	62	76	112	162
12	64	78	113	163
13	66	90	117	264
14	67	98	118	
15			134	

Non-contributing temporary or miscellaneous, nondescript structures:

Storage lockers 37A-1-4, 37B-5-8, 37-C 9-12, 37D-13-19; storage sheds 26, 28; magazines 50-53, 56-58, 355-359, 516; storage sheds 265, 272, 277, 281, 283, 290, 291, 292, 301, 307-322, 329, 339, 423, 480; skeet range 404; playing fields 382, 424, 425, 428, 447; flammable storage 196, 261, 273; bus shelter 284, 296, 401; field compasses 488, 489.

Ramps 1, 2 & 3, Piers 1, 2, 3, and Wharves 1 & 2 have lost integrity.

**THE NATIONAL REGISTER CRITERIA--Applicable Criteria for the NAS
Alameda District are A and C**

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

C. that embody the distinctive characteristics of a type, period, or method of construction (or that represent the work of a master, or that possess high artistic values-N/A) or that represent a significant and distinguishable entity whose components may lack individual distinction.

**HISTORIC RESOURCES INVENTORY
IDENTIFICATION AND LOCATION**

1. & 2. Historic/Current name: **Building 130**, Medical Lab
3. Street: Fourth ST. NAS Alameda Map L-24 City: Alameda Zip: 94501
County: Alameda Code: 001
4. UTM Zone: Oakland West CA
5. Quad Map No.: N3745-W11215/7.5 Parcel No.: none

DESCRIPTION

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

7. Existing condition: a two-story, wood building with weatherboard siding, a flat, parapeted roof and a rectangular plan, 102 feet by 50 feet. Wooden entrance doors are located on the first and second stories; the latter are reached by metal stairs with metal railings. Typical windows are single and paired metal, hopper sash with two-over-two lights. Minor alterations have been made to the openings; the condition of the building is good.

8. Planning agency: WESTNAVFACENGCOM
9. Owner: US Government
10. Type of ownership: public
11. Present use: military base
12. Zoning: none
13. Threats: none



NAS ALAMEDA Building 130



HISTORICAL INFORMATION

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

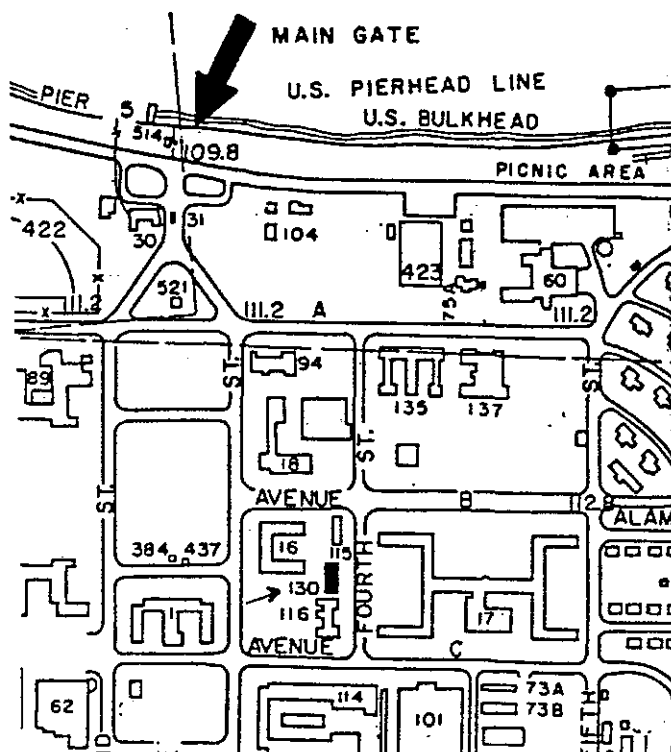
SIGNIFICANCE AND EVALUATION

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

19. **Context: Building 130**, a Medical Lab, contributes to the NAS Alameda Historic District under Criterion A because it was constructed in 1944 in the central core area, which still conveys a strong impression of the air station during the period of significance. Under Criterion C, the building belongs to the semi-permanent class of wooden structures on the base and is representative of a type in terms of its roof, materials, and fenestration, that is found in the area, as, for example in Building 116 next door.

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

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



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.

This document is an excerpt of the original. The full document is available here.

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

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

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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

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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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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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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lines of the semicircular section reflecting the Moderne style of architecture used throughout the station's Administrative Core.

The 'L' shaped east side of the building is the commercial delivery area and fenestration and landscaping is more modest than the other areas of the building. The northernmost portion of the building has a secondary entrance, recessed with deep overhanging roof, lower than the building roof line, supported by 'V' poles that sit in a brick flower box.

Building 60 has undergone alterations after its period of significance including replacement of windows and doors, modification of the main entrance in the 1970s and constructing a wheelchair ramp in the late 1990s.

The character-defining features of Building 60 include the smooth concrete surfaces of the building, horizontal orientation, flat roofs, emphasizing vertical elements, curved contrasting elements, original and sympathetic two over two windows, steel awning windows (including those at the rear patio area and to the side of the main entrance), and quoin-like dividers between windows. The curved lounge area east of the entrance provides both a vertical emphasis and curving contrast with the vertical element supplied by the height of the lounge and the vertically oriented windows. Despite prior alterations the Moderne semi-circular section on the primary façade and curved concrete planters remain as character-defining features.

Building 75. Officers Bath House: Building 75 is situated immediately west of Building 60, along West Redline Avenue. It is a one-story, irregular shaped concrete building with a flat, parapet roof. The north side of the building, which once opened onto the swimming pool, has a central recessed porch covered by a cantilevered roof with rounded corners supported by metal poles. Fenestration includes boarded over windows and wood double entry personnel doors. Character-defining features include the flat roof emphasizing the horizontality of the building, smooth concrete exterior, and curved corners on the porch roof.

Building 94. Chapel: The Chapel is located on the east side of the entry mall at the north end of Saratoga Street. The building has an irregular plan measuring approximately 118 feet by 43 feet and it contains 9,180 square feet. The building is covered with a complex system of hip roofs over building portions ranging from one to three stories (**Photograph 19**). The roofs are covered with composite shingles and the walls are sheathed in horizontal wood boards placed flush with each other to create a smooth surface. The building is divided into a narthex at the west end and apse with tower at the east end. The nave between the two is narrower than the other portions. South of the nave between the narthex and apse is a large covered area with the primary entries into the Main Chapel and Sacrament Chapel. The Chapel's interior was renovated multiple times in the 1960s and 1970s. Although these renovations included the installation of stained glass windows and wood paneling, the building retains the original plan within the sanctuary. The building is characterized by a large open sanctuary with an inset altar. The Navy altered the interior of the chapel extensively through its history.

The Chapel's character-defining features include smooth horizontal board wood surface that mimics the smooth concrete exteriors found throughout the Administrative Core. Other character-defining features include the tall hip roofs, emphasizing vertical elements, original two-over-two windows on the north side, and stacked vertical groupings of windows throughout.

Building 115. Ambulance Garage: Building 115 is located at the corner of Todd Street and West Essex Drive. It is an east-facing rectangular plan single-story building clad in drop wood siding with a flat

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parapet roof (**Photograph 20** at right). The primary (east) wall has six one-car garage bays with replacement roll up doors and a group of three 2/2 double-hung wood windows and a three-light wood door with a shed roof wooden porch and posts. The north wall has a pair of two 2/2 double-hung wood windows with two small louvered vents above. The west wall has two replacement wood personnel doors with shed roof porch and wood braces. Fenestration includes a boarded over window with louvered vent above, and five single pane wood hopper windows with four louvered vents below. The south wall is plain. The building retains integrity to its original construction. Building 115 is a representative example of the utilitarian semi-permanent wood buildings constructed on the station during the period of significance. Character-defining features include the flat roof emphasizing the horizontality of the buildings found in the Administrative Core and the 2/2 double-hung wood windows.

Building 116. Rehabilitation Center: Building 116 is located at the corner of Todd Street and West Midway Avenue. It originally served as a semi-permanent barracks for corpsmen and was converted to a Rehabilitation Center in the 1970s. It is a one-story building with a roughly 'I'-shaped footprint covering 7,178 square feet with entries on the east and west sides (**Photograph 21**). The building has a flat roof with a metal flange. The building has horizontal wood siding with horizontal grooves, and rests on a board-formed concrete foundation. Fenestration includes 2/2 evenly-spaced wood windows throughout. The building retains integrity to its original construction. Building 116 is a representative example of the utilitarian semi-permanent wood buildings constructed on the station during the period of significance. Character-defining features include the flat roof emphasizing the horizontality of the buildings found in the Administrative Core and the 2/2 double-hung wood windows.

Building 130. Low Pressure Chamber: Building 130 is located along Todd Street to the West of Building 17. During World War II it contained an atmospheric chamber for aviator training and was used as the Aviation Physiology Training Unit in the 1950s and 1960s. It is a 10,248 square-foot, two-story rectangular building set upon a concrete foundation with the primary entry on the east side (**Photograph 20** at left). Building 130 has a flat, parapet roof that is accessed via an exterior wood stairway and metal extension ladder on the south side. The walls are clad in horizontal wood siding with corner boards. Fenestration includes 2/2 windows, many of which are currently boarded over, and entries include single personnel doors. Building 130 is a representative example of the utilitarian semi-permanent wood buildings constructed on the station during the period of significance. Character-defining features include the flat roof emphasizing the horizontality of the buildings found in the Administrative Core and the 2/2 double-hung wood windows.

Building 135. Community Facilities Building: Building 135 is located on West Redline Avenue at the corner of Todd Street. Originally serving as a temporary BOQ, it is a large building with a north facing main east-west oriented building with three branches extending south from the main building, creating an "E" shaped plan. This two-story, wood framed structure rests on concrete piers and covers a total of 33,114 square feet. The building has a very low-pitched, asphalt shingle, hipped roof with exposed eaves, exposed wooden beams, and two ventilation cupolas on each section of the building. The building is characterized by wood siding and two rows of two-over-two double hung windows with wooden frames. Throughout the building most of the first floor windows are boarded over, but the second story windows remain intact (**Photograph 22**). Four concrete steps with metal handrails lead to the boarded over double entryway on the north side. Building 135 is a representative example of the utilitarian semi-permanent wood buildings constructed on the station during the period of significance. Character-defining features include the flat roof emphasizing the horizontality of the buildings found in the Administrative Core and the 2/2 double-hung wood windows.

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Building 137. Recreation Storage: Building 137 is located on West Redline Avenue adjacent to Building 135 and across the street from Building 75. Originally serving as a BOQ Mess and galley, it has an irregular shape with multiple extensions with a 'T'-shaped second story covering 27,346 square feet. Overall the building rests on a concrete base; it has a flat roof with open eaves and exposed beams capped by wood fascia. The recessed primary entrance is located on the north wall. The walls are clad in horizontal wood siding and many of the windows are now boarded over. Building 137 is a representative example of the utilitarian semi-permanent wood buildings constructed on the station during the period of significance. Character-defining features include the flat roof emphasizing the horizontality of the buildings found in the Administrative Core and the 2/2 double-hung wood windows.

Shops Area

The following text regarding the Shops 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." Descriptions of individual contributors are presented thereafter.

In terms of architectural detail, the Shops Area was given the least attention in the station's original design. The Shops Area buildings were tucked away from view behind the Administrative Core, and had little public use or visibility. The shops were designed largely for function rather than appearance. Nonetheless, the Shops Area shares some architectural features and elements with other parts of the station, including the hangars and the Administrative Core. The functional nature of the Shops Area resulted in less design uniformity than is present elsewhere within the historic district and it includes various building types that can be roughly divided into wood, concrete, and steel framed buildings.

The character-defining features of the Shops Area buildings include drop siding, v-groove, and flush wood board siding on wood frame buildings, smooth concrete or stucco wall surfaces, hangar-like forms and vertical accents, and roofs with monitors.⁵

Building 5. Overhaul-Repair Shops: Building 5 is located south of Building 2 and is generally bounded by West Midway Avenue, Monarch Street, West Tower Avenue, and Lexington Street. The building encompasses 910,382 square feet and is composed of two rectangular elements with the northern rectangle (Building 5A) slightly wider and shorter than the southern (Building 5) (**Photographs 23 & 24**).

The Navy constructed Building 5, the aircraft Assembly and Repair Shop, in phases between 1940 and 1945 (**see Figure 5**). Construction began on the southern half in 1940 as part of the original station plan. The following year an extension was made on the southwest side, followed by a southeast extension in 1942, and extensions to the northwest and northeast of the southern half in 1943. The northern half of Building 5, known as Building 5A or the Interim Overhaul Building, was constructed in 1945. Much of the original structure was steel framed, yet many of the wartime additions were wood framed.⁶ The

⁵ Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," (1997), 57 and 67.

⁶ Bureau of Yards and Docks, US Naval Air Station Alameda Administration Building, "Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Bureau of Yards and Docks, US Naval Air Station Alameda, "Extension to Assembly and Repair Shop Ground Floor Plan," Yards and Docks #148900, October 1940, Drawer 43, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop South

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Photo 20

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Photo 21

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Photo 22